

2017 Transportation Improvement Program (TIP)

For the Nine-County San Francisco Bay Area

September 28, 2016

MTC Resolution No. 4275

Volume II and Volume III Appendices

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APPENDIX A – 1

**Adoption of the 2017 TIP
MTC Resolution No. 4275**



Date: September 28, 2016
W.I.: 1512
Referred by: PAC

ABSTRACT

Resolution No. 4275

This resolution adopts the 2017 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussion of the 2017 TIP adoption is contained in the Programming & Allocations Committee summary sheet dated September 14, 2016.

Date: September 28, 2016
W.I.: 1512
Referred by: PAC

Re: Adoption of the 2017 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4275

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, 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 §450.324(i)) 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 §450.316) 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 §450.330(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 450.330(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A of MTC Resolution No. 4275, and MTC Resolution 3606, Revised; and

WHEREAS, MTC has found in MTC Resolution No. 4274 that the 2017 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 2017 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 2017 TIP in cooperation with the county Congestion Management 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 2017 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 4174) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2017 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 2017 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; 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 450.330(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A of MTC Resolution No. 4275, 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 hearing and public participation process conducted for the 2017 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 2017 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 national carbon monoxide standard, and to the emissions test for the national fine particulate matter standard (MTC Resolution No. 4274); and, be it further

RESOLVED, that the projects and programs included in the 2017 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further

Plan including the Sustainable Communities Strategy for the San Francisco Bay Area); and, be it further

RESOLVED, that revisions to the 2017 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. 4275, 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



Dave Cortese, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on September 28, 2016.

Date: September 28, 2016
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4275
Page 1 of 1

2017 Transportation Improvement Program

The 2017 Transportation Improvement Program for the San Francisco Bay Area, adopted September 28, 2016, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2017 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 2017 TIP Investment Analysis: Focus on Low-Income and Minority Communities

Date: September 28, 2016
W.I.: 1512
Referred by: PAC

Attachment B
Resolution No. 4275, Revised
Page 1 of 1

Revisions to the 2017 TIP

Revisions to the 2017 Transportation Improvement Program (TIP) will be included as they are approved.

APPENDIX A – 2

2017 TIP Investment Analysis



2017 TIP Investment Analysis

A FOCUS ON LOW-INCOME AND MINORITY POPULATIONS,
SENIORS, AND PERSONS WITH DISABILITIES

1. INTRODUCTION

The 2017 TIP Investment Analysis is an assessment of TIP investments through an equity lens, specifically focused on the Bay Area's disadvantaged populations. The purpose of the analysis is to understand if low-income and minority populations, seniors, and persons with disabilities are sharing equitably in the region's near-term transportation investments.

2017 TIP

The Bay Area's 2017 TIP covers the four year period of FY 2016-17 through FY 2019-20 and includes roughly 700 transportation projects and approximately \$6.3 billion in committed federal, state and local funding.

Projects in the TIP

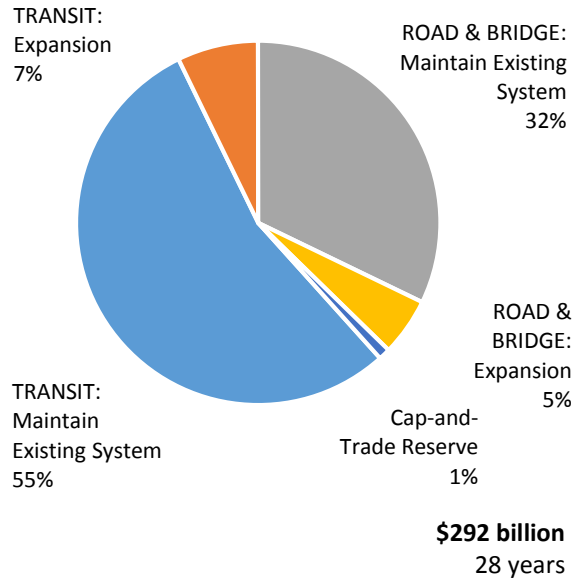
The TIP includes all transportation projects that are federally funded, require a federal action, or are considered regionally significant for air quality conformity purposes. The majority of projects in the TIP are federally funded, although some local or state-funded projects are also included, particularly those that are large in scale or impact travel patterns over a relatively large geographic area, such as a new lane on a state highway. In reviewing TIP investments as a whole, it is important to keep in mind that most transportation projects are local, in both scale and funding, and these projects are typically not reflected in the TIP. These projects include pavement preservation, transit operations, planning efforts, and minor sidewalk or intersection improvements.

All projects included in the TIP must be consistent with the region's long-range plan, Plan Bay Area (the Plan). As such, the TIP represents a four-year snapshot of the 28 years of the Plan.

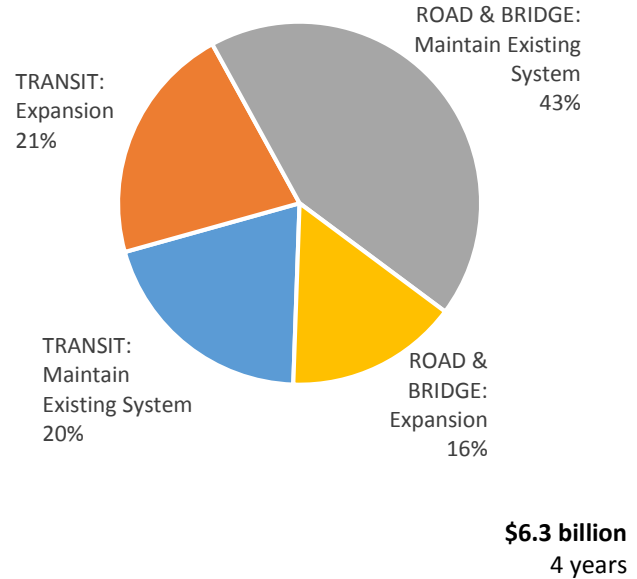
In addition to the total investments captured in the TIP versus the Plan, there is an important difference between these two documents that complicates any side-by-side comparison. While the Plan includes the universe of revenues reasonably available (federal, state, local, and private funds) to implement its planned transportation projects, program, and strategies, the TIP is much more focused on projects with federal funding or that affect air quality conformity. This means that the TIP ends up being more heavily weighted toward large capital projects, such as transit and highway expansions, that are more likely to require federal funds or action. The vast majority of funds that go to operate, maintain, and manage the region's existing transportation system, a top priority of the long-range plan, are not typically captured in a TIP as they tend to be locally funded. See Figure 1, on the following page, for an illustration of this distinction.

Figure 1. TIP and Plan Investments by Mode/Type

Plan Bay Area Investments
Expenditures by Mode/Type



2017 TIP Investments
Expenditures by Mode/Type



The narrower focus of the TIP also means only a fraction of total regional transportation expenditures are captured in any given year. On average, one year of investments in the 2017 TIP accounts for only 15% of annual expenditures in the regional long-range plan.

Another feature of the TIP that distinguishes it from the regional long-range plan is that it tends to be a more dynamic document – meaning that it is revised frequently to reflect changing funding and project changes, and on-going programming efforts. For context, the 2015 TIP was amended or modified more than 30 times in the 24 months following its federal approval.

In addition to the anticipated project and funding changes, the 2017 TIP will also be amended following the adoption of different funding programs. For example, the 2017 TIP does not yet reflect nearly \$2 billion in Federal Transit Administration (FTA) formula funds that are anticipated to be programmed to transit rehabilitation projects over the next four years. These funds will be programmed into the TIP for specific projects and transit operators after the Commission adopts a final program for each of the four years of the TIP. Other program adoptions anticipated to occur after the initial adoption of the 2017 TIP include the OBAG 2 program and future cycles of the regional and State Active Transportation Program (ATP).

Equity and Environmental Justice Considerations

As the federally-designated Metropolitan Planning Organization (MPO) for the Bay Area, MTC is required to ensure that the region’s transportation planning processes comply with applicable equity and environmental justice requirements. The legal, regulatory, and policy framework for addressing those issues is described in Appendix A and includes:

- ❖ **Title VI of the Civil Rights Act:** states that no person shall be subject to discrimination based on their race, color or national origin under any federally-funded program.
- ❖ **Federal Guidance on Environmental Justice:** requirement that federal programs and funds do not result in disproportionately high and adverse impacts on minority and low-income populations.
- ❖ **MTC's Environmental Justice Principles:** adopted principles that affirm MTC's ongoing commitments to:
 - ◆ Create an open and transparent public participation process that empowers disadvantaged communities to participate in decision making that affects them, and
 - ◆ Collect accurate and current data essential to defining and understanding the presence and extent of inequities, if any, in transportation funding based on race and income.

MTC satisfies its requirements for equity and environmental justice primarily through Plan Bay Area's Equity Analysis, MTC's Public Participation Plan, and MTC's broader Title VI program. To further build upon MTC's commitment to address equity concerns, the TIP Investment Analysis provides the public with an additional opportunity to assess the region's transportation investments, with a specific focus on the equity implications of near-term transportation investments.

2. BAY AREA COMMUNITY CONTEXT

Demographic Profile

An important first step of the investment analysis is to understand the demographic context and travel patterns for the Bay Area.

Race/Ethnicity

The Bay Area is one of the most diverse regions in the country, with 59 percent of the population self-identifying as members of a racial and/or ethnic minority. After non-Hispanic white (41% of the population), the largest racial or ethnic group is Asian (25%), followed closely by Hispanic or Latino (24%), and then Black or African American (6%). Other racial minorities, including those identifying as two or more races, account for the remaining 5% of the population. Table 1 provides summary information on the Bay Area population's race and ethnicity.

TABLE 1. Population Distribution by Race/Ethnicity

	Population (in millions)	%
Minority	4.5	59%
Asian	1.9	25%
Hispanic or Latino	1.8	24%
Black or African American	0.5	6%
Other minority	0.4	5%
Non-Minority	3.1	41%
Total	7.6	100%

Notes: Tabulation prepared by MTC based on data from 2014 American Community Survey, Table C03002.

Income

Although the Bay Area's economy has shown strong growth over the past few decades, regional levels of poverty have persisted. More than 10 percent of the population lives below the federal poverty level (\$24,300 a year for a family of four). Another 14 percent of the region's households are technically above the poverty line but still qualify as low-income for the purposes of this analysis, defined as households with incomes that fall below \$49,999 (approximately 200 percent of the federal poverty line for a family of four).

TABLE 2. Population Distribution by Household Income

	Population (in millions)	%
Low-Income	1.8	24%
<\$25,000	0.8	10%
\$25,000 - \$49,999	1.0	14%
Not Low-Income	5.6	76%
\$50,000 - \$99,999	2.0	27%
\$100,000 - \$149,999	1.5	20%
>\$150,000	2.1	29%
Total	7.4	100%

Notes: Tabulation prepared by MTC based on data from 2014 American Community Survey Public Use Microdata Samples. Note that the universe is persons in households and excludes persons living in group quarters.

Seniors and Persons with Disabilities

Nearly 14% of the Bay Area’s population is aged 65 or older. Persons reporting disabilities across six categories defined by the Census Bureau total nearly 10% of the region’s population.

TABLE 3. Seniors and Persons with Disabilities

	Population (in millions)	%
Seniors	1.0	14%
Persons with Disabilities	0.7	10%

Notes: Tabulation prepared by MTC based on data from 2014 American Community Survey Tables C18101 and B01001. Note that the universe is civilian noninstitutionalized population counted in disability.

Travel Patterns

Commute trips by Bay Area residents are overwhelmingly made by motor vehicle (80%) followed by transit (12%), non-motorized trips (6%), and other modes (2%) (2014 American Community Survey, excludes telecommute trips).

The share of all trips (including both commute and non-commute trips) made by target population groups is provided in Table 4 below. While there are differences in the travel patterns of low-income, minority and senior populations, the vast majority of all trips are categorized as roadway trips, which includes highway and roadway travel as well as trips made by walking or biking.

TABLE 4. Share of Commute and Non-Commute Trips by Mode by Population

	Low- Income	Minority	Seniors	Total Population
Roadway (Motorized)	74%	80%	82%	80%
Roadway (Non-motorized)	18%	14%	14%	15%
Transit	7%	6%	4%	5%
Total	100%	100%	100%	100%

Notes: Tabulation based on 2012 California Household Travel Survey. Tabulation does not include share of trips made by persons with disabilities due to sample size limitations.

3. METHODOLOGY

The 2017 TIP investment analysis calculates the shares of TIP investments flowing to identified communities, and compares those shares with the proportional size of this group's population and trip-making, relative to that of the general population. The analysis uses the following analytical methodology to compare how low-income and minority communities, and seniors and persons with disabilities may be affected by the proposed investments in the 2017 TIP:

- Population Use-Based Analysis,
- Mapped Projects Analysis, and
- Title VI Analysis.

While this investment analysis is a companion to the 2017 TIP, it is also a follow-up to several related MTC efforts, including the Plan Bay Area Equity Analysis (2013), the Snapshot Analysis for MTC Communities of Concern (June 2010), and the investment analyses for previous iterations of the TIP. Together, these efforts are meant to provide accurate and current data to help inform decision-makers and the public, and to inform and encourage public participation in the transportation planning and programming process.

MTC strives to employ best practices in metropolitan planning, and we constantly seek to refine and improve the analytical work that undergirds our planning processes. MTC seeks to further improve upon its existing practices for this next iteration of the TIP investment analysis, which is planned to occur following the next update to the long-range plan, scheduled for adoption in summer 2017.

Population Use-Based Analysis

This portion of the analysis compares the estimated percent of investments included in the TIP that benefit low-income and minority populations, as well as seniors, to the percent of these populations' relative usage of the transportation system, for both roadways and transit. The analysis measures transit and motor vehicle trips using the 2012-2013 California Household Travel Survey, a significant update over the previous analysis, which relied on information from the 2000 Bay Area Travel Survey (BATS).

1. For this analysis, investments in the TIP are separated into two modes: transit and local streets and roads/highway (referred to as "roadway"). For simplicity, pedestrian and bicycle projects are assigned to local streets and roads and not evaluated as a separate mode of travel or investment type.
2. To analyze what share of each mode (transit and roadway) low-income, minority, and senior populations utilize, the following definitions are used to identify disadvantaged populations:

- *Low-Income Households:* Low-income households were defined as households earning \$50,000 or less. This is roughly equivalent to 200 percent of the federal poverty level for a family of four.
 - *Minority Households:* For this analysis, minority households were defined using U.S. Census Bureau definitions. Racial and ethnic minorities examined in this analysis are: Hispanic, black or African American, Asian, and other or 2 or more races.
 - *Seniors:* Seniors are defined as persons aged 65 and over.
3. The assignment of investments by usage is then performed by multiplying the percent of use of the mode by the investment in that particular mode. This analysis is conducted at the county level for highways and roadways and at the transit-operator level for transit.

For the multimodal, aggregate analysis, trip data from the household travel survey is used. As an illustrative example, 32% of Alameda County roadway trips are made by low-income populations. For a \$50 million state highway project in that county, 32% or \$16 million, would be assigned as a financial benefit to low-income populations and the remaining 68%, or \$34 million, to the remaining population. A similar approach is followed for transit investments by operator. A similar analysis is conducted using roadway vehicle miles traveled (VMT) and transit origin-destination distance.

For the in-depth analysis, transit usage data is derived from the most recent transit survey data available for each operator. For the bulk of the operators, this data comes from MTC's recent Transit Passenger Demographic Survey. Operator-collected data is used when recent MTC-collected data is not available, including surveys collected by San Francisco Municipal Transportation Agency, Santa Clara Valley Transportation Authority and Bay Area Rapid Transit (BART). Data from MTC's 2007 Transit Passenger Demographic Survey provides information for the remaining handful of small operators. For in-depth roadway usage, VMT data is used from the household travel survey.

4. The investments by mode (from county or transit operator data) are summed for low-income, minority, and senior populations based on each group's usage share of each mode. The percent of usage of the system by the target and other populations is then compared to the percent of investment for trips supporting that population.

Disparate Impact Analysis

This portion of analysis compares 2017 TIP investments per capita for racial or ethnic minority populations as a percentage of per capita investments identified for non-minority populations, to investigate whether disadvantaged persons in the region are receiving an equitable share of the benefits from TIP investments on a per capita basis. For this portion of the analysis, all racial or ethnic minority groups (Asian, Black or African American, Hispanic or Latino and other minorities) are evaluated collectively in comparison to the investments per capita for non-minority populations.

Due to the similarities in the analysis federally required for the long-range transportation plan, this portion of the analysis is also referred to as the Title VI analysis. The disparate impact analysis is not a required component of the TIP, and is provided for informational purposes only.

The key Title VI planning requirements that the TIP investment analysis addresses are described in the following table.

FTA Requirement	TIP Investment Analysis
“Demographic maps that overlay the percent minority and non-minority populations as identified by Census or ACS data ...”	(1) Project mapping analysis overlaying mappable TIP projects against Census tracts with above-average concentrations of minority residents (Appendix C).
“[C]harts that analyze the impacts of the distribution of State and Federal funds in the aggregate for public transportation purposes...”	(2) Population/use-based analysis of only public transit investments using State and Federal funding sources.
“An analysis of impacts identified in paragraph [above] that identifies any disparate impacts on the basis of race, color, or national origin”¹	(3) Disparate impact analysis comparing Federal and State funded TIP investments per capita for minority populations as a percentage of per-capita investments identified for non-minority populations.

The disparate impact analysis under (3) incorporates the quantitative results produced by the population/use-based analysis under (2) to make a determination of any disparate impact. The mapping analysis under (1) shows all investments overlaid against minority tracts, regardless of fund source, and is a qualitative analysis only. MTC does have the ability to specify public transportation investments that use State and Federal funds in the population/use-based analysis under (2) above. Some of the State and Federal fund sources included in the Title VI analysis are: FTA 5307, FTA 5309, FTA 5311, FTA 5337 funds, STP/CMAQ, and Proposition 1B funds.

To conduct the disparate impact analysis under (3) above, the results of the population/use-based analysis of public transportation investments using State and Federal funds under (2) are first expressed in terms of investments per capita for both minority and non-minority transit riders (or total population) in the region as follows:

$$\text{Minority benefit per capita} = \frac{\text{Total transit investments allocated to minority riders}}{\text{Total regional minority transit ridership (or population)}}$$

$$\text{Non-minority benefit per capita} = \frac{\text{Total transit investments allocated to non-minority riders}}{\text{Total regional non-minority transit ridership (or population)}}$$

¹ FTA Circular 4702.1B, page VI-2.

Next, the minority and non-minority per-capita benefit results are compared, expressing the minority benefit per capita as a percentage of the non-minority benefit per capita:

$$\text{Result (\%)} = \frac{\text{Minority benefit per capita}}{\text{Non-minority benefit per capita}}$$

Although FTA does not provide specific guidance or standard benchmarks for MPOs to use in the metropolitan planning process to determine whether any given result represents a disparate impact, a general practice in disparate impact analysis is to use the percentage result to determine whether any differences between benefits for minority or non-minority populations may be considered statistically significant. If a disparate impact is found to be statistically significant, consideration must then be given to “whether there is a substantial legitimate justification for the policy that resulted in the disparate impacts, and if there are alternatives that could be employed that would have a less discriminatory impact.”²

Mapped Projects Analysis

For the mapped projects analysis, projects in the 2017 TIP are mapped over the region’s Communities of Concern and census tracts with concentrations of disadvantaged populations that are above the regional average. This analysis provides the public with an opportunity to visualize the distribution of projects planned in the near-term in relation to geographic concentrations of disadvantaged groups to identify any systemic exclusion of groups or imbalances in investments.

Limitations

As a regional analysis, the methods used in the TIP investment analysis are somewhat coarse and involve several limitations. The most significant limitation is that the analysis does not directly assess the resulting benefit and burden of specific projects or programs, such as travel time savings or improved accessibility to jobs or other destinations.

It is also important to note, that the TIP does not reflect the full picture of transportation investments in the Bay Area over the long-term. As noted above, the TIP only includes four years of near-term fund programming. Also, since the TIP primarily documents projects that require federal actions or use federal funds, it tends to include more large capital projects than rehabilitation programs. Additionally, funding shown in the TIP is included in the year that project phases begin or are obligated and does not reflect the actual flow of funding and expenditures within these phases. While rehabilitation programs will have their funding spread across many years, large capital projects tend to have their funding lumped into a single year even if the funds will actually be expended over a number of years, some of which may be outside the scope of the TIP. When compared to the investments described in the Plan, the 2017 TIP only reflects about 15% of annual transportation spending in the Bay Area.

In addition, the analysis assumes that mode choice and system usage remains constant. System expansion, such as a new transit line or highway, and changing conditions, such as

² FTA Circular 4702.1B, page VI-2.

improvements to reliability, tend to influence travel behavior over time. However, this analysis assumes that the usage derived in the recent travel survey and transit passenger surveys remain static over time.

The classification of investments into either roadway or transit investments also presents some limitations. For example, classifying a pavement rehabilitation project as strictly roadway does not account for the benefit to the region's transit vehicles that share the street with private automobiles.

The project mapping analysis also has some limitations. First, not all significant regional investments are mappable. For example, a substantial share of total funding in the TIP is dedicated to transit operators for ongoing operations and maintenance of their entire system, which cannot be represented as a simple point or line on a map in relation to a specific community. Second, despite previous attempts by MTC to quantify the spatial distribution of regional investments in response to stakeholder requests (as in the 2011 TIP Investment Analysis), stakeholders have not agreed on how investments can be appropriately accounted for in terms of whether or not a specific project or investment truly benefits a specific community and to what degree.

Given these limitations, the mapping analysis provides a qualitative, rather than quantitative, assessment of the spatial distribution of mappable projects included in the TIP. See Appendix C for the mapping analysis maps.

For the first time, the 2017 TIP investment analysis includes an analysis of investments benefiting seniors. Unfortunately, a similar analysis for persons with disabilities is not included due to sample size limitations of the travel survey, and data unavailability from the transit passenger demographic survey. However, a qualitative discussion of regional transportation investments that benefit seniors and persons with disabilities is included in the following section.

Appendix B includes definitions and data sources used in this analysis.

4. ANALYSIS RESULTS & DISCUSSION

Population Use-Based Results

Income

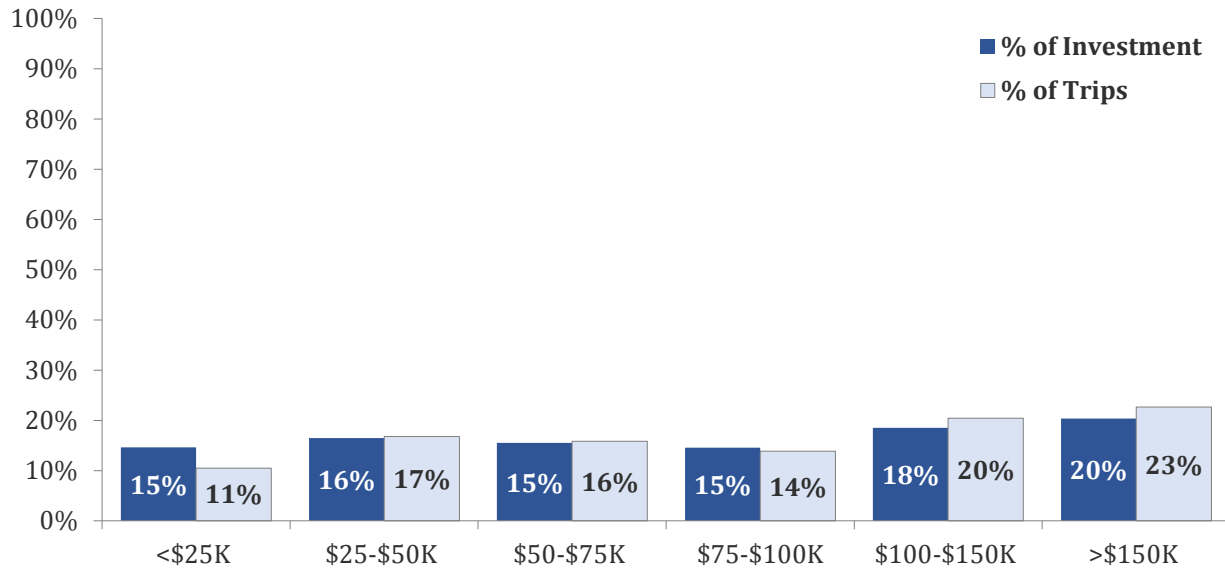
Bay Area residents living in low-income households, or households earning less than \$50,000 per year, account for 27% of all trips in the region. This is slightly more than their proportional share of the total population (24%), meaning that persons from low-income households make more trips per day on average than persons from households that are not low-income.

In terms of investments in the TIP, 31% or approximately \$2 billion can be attributed to projects supporting trips made by residents of low-income households. The share of investments supporting low-income trips (31%) exceeds the share of trips made by persons from low-income households (27%) indicating an equitable distribution of funds directed to support low-income populations. See Table 5 and Figures 2 and 3 for detail.

TABLE 5. 2017 TIP Investments and Trips by Income

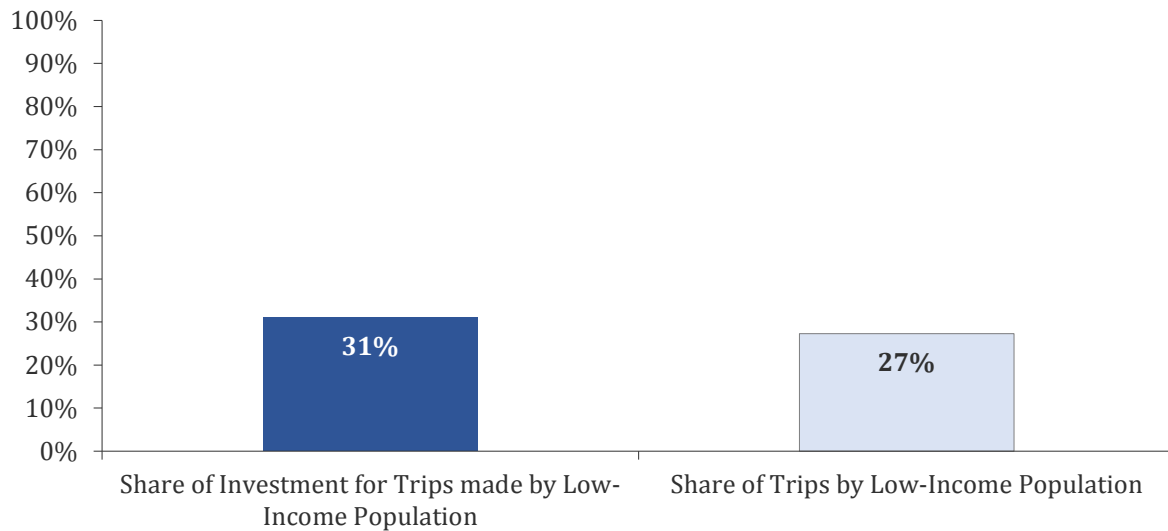
	2017 TIP Investments (in \$ billions)	% of Investment	% of Trips
Low-Income	\$2.0	31%	27%
<\$25,000	\$0.9	15%	11%
\$25,000 - \$49,999	\$1.0	16%	17%
Not Low-Income	\$4.4	69%	73%
\$50,000 - \$74,999	\$1.0	15%	16%
\$75,000 - \$99,999	\$0.9	15%	14%
\$100,000 - \$149,999	\$1.2	18%	20%
>\$150,000	\$1.3	20%	23%
Total	\$6.3	100%	100%

FIGURE 2. 2017 TIP Investments and Trips by Income Category



Source: 2017 TIP and California Household Travel Survey

FIGURE 3. 2017 TIP Investments and Low-Income Trips



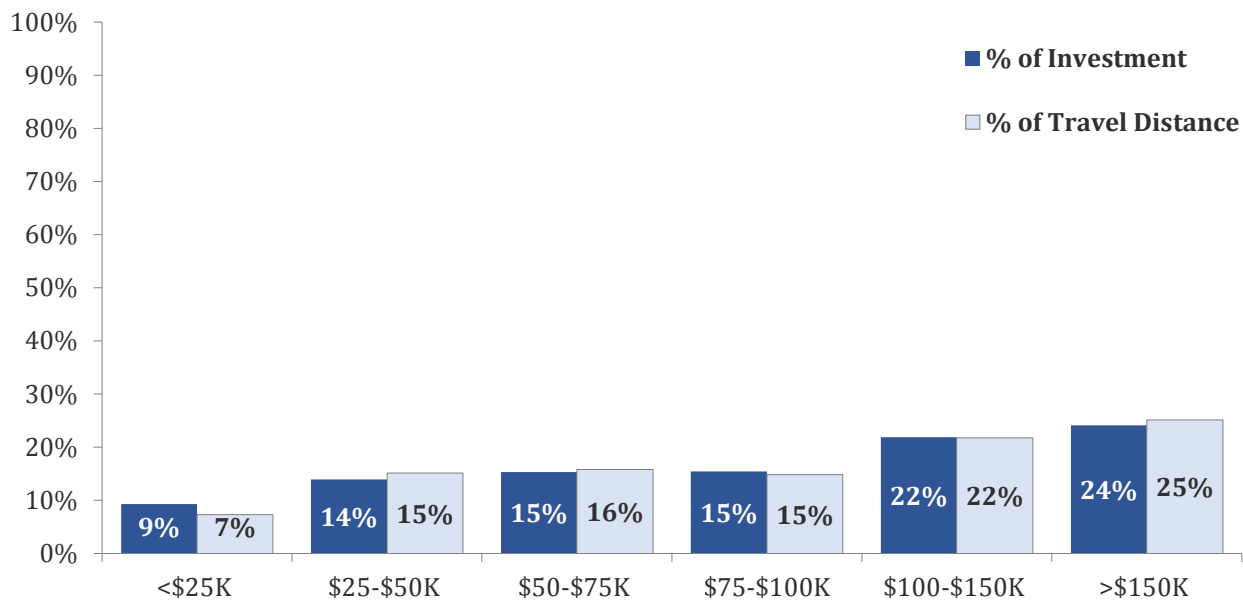
Source: 2017 TIP and California Household Travel Survey

Similarly, the share of investments in projects that support travel made by low-income populations (23%) slightly exceeds their usage share of the transportation system in terms of vehicle miles traveled (VMT) for auto trips and origin-destination distance for transit trips (22%). See Table 6 and Figure 4.

TABLE 6. 2017 TIP Investments and Travel Distance by Income

	2017 TIP Investments (in \$ billions)	% of Investment	% of Total Travel Distance
Low-Income	\$1.5	23%	22%
<\$25,000	\$0.6	9%	7%
\$25,000 - \$49,999	\$0.9	14%	15%
Not Low-Income	\$4.9	77%	78%
\$50,000 - \$74,999	\$1.0	15%	16%
\$75,000 - \$99,999	\$1.0	15%	15%
\$100,000 - \$149,999	\$1.4	22%	22%
>\$150,000	\$1.5	24%	25%
Total	\$6.3	100%	100%

FIGURE 4. 2017 TIP Investments and Travel Distance by Income Category



Source: 2017 TIP and California Household Travel Survey

While low-income households account for 24% of the population in the Bay Area, the drivers living in these households account for only 22% of the driving done in the region as measured by vehicle miles traveled (VMT). This means that on average, drivers from low-income households travel shorter distances in terms of VMT than persons from households that are not low-income.

The analysis indicates that the share of investments in local road, state highway and toll bridge systems that benefit drivers living in low-income households (21%) is roughly equivalent to the share of total VMT by drivers living in low-income households (22%). See Table 7 and Figure 5.

TABLE 7. 2017 TIP Roadway Investments and Travel Distance by Income

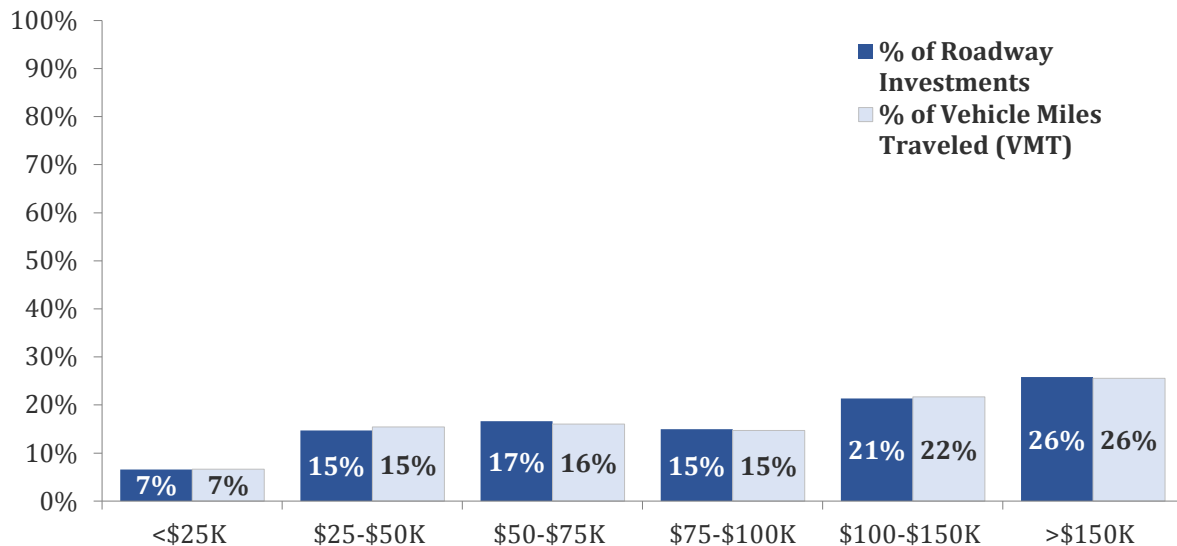
Includes Local Streets and Roads, State Highway, Public Lands/Trails, Port/Freight Rail and Toll Bridge

	2017 TIP Roadway Investments (in \$ billions)	% of Investment	% of Total Travel Distance*
Low-Income	\$0.8	21%	22%
<\$25,000	\$0.2	7%	7%
\$25,000 - \$49,999	\$0.5	15%	15%
Not Low-Income	\$2.9	79%	78%
\$50,000 - \$74,999	\$0.6	17%	16%
\$75,000 - \$99,999	\$0.6	15%	15%
\$100,000 - \$149,999	\$0.8	21%	22%
>\$150,000	\$1.0	26%	26%
Total	\$3.7	100%	100%

*Total travel distance is vehicle miles traveled (VMT) for all non-transit trips as derived from the California Household Travel Survey.

FIGURE 5. 2017 TIP Roadway Investments and Travel Distance by Income

Includes Local Streets and Roads, State Highway, Public Lands/Trails, Port/Freight Rail and Toll Bridge



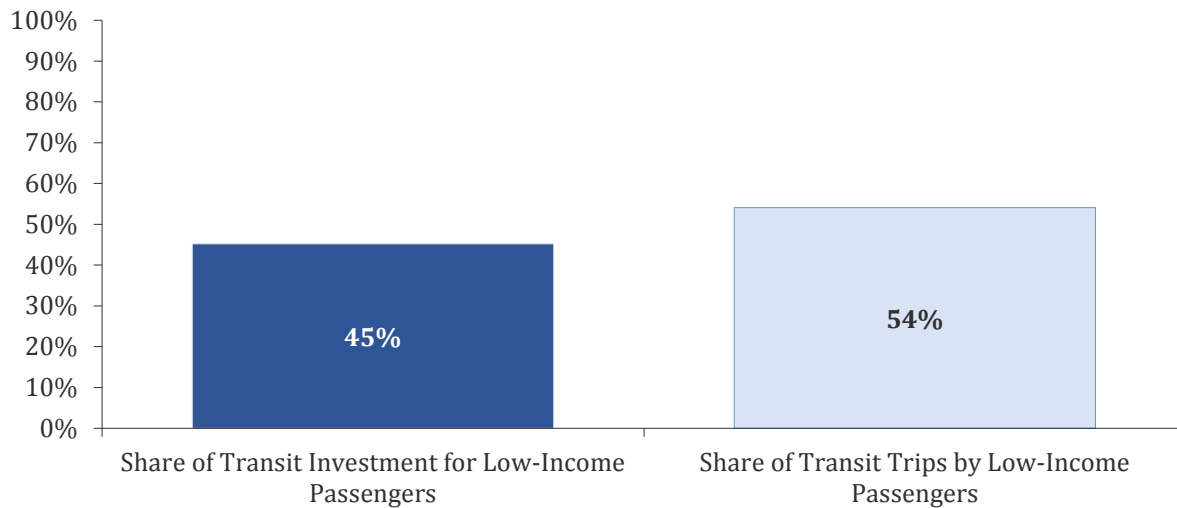
Source: 2017 TIP and California Household Travel Survey

The share of transit investments in the 2017 TIP for passengers living in low-income households (45%) falls short of the share of transit trips by passengers living in low-income households (54%).

TABLE 8. 2017 TIP Transit Investments and Transit Trips by Income

	2017 TIP Transit Investments (in \$ billions)	% of Transit Investment	% of Passenger Transit Trips
Low-Income	\$1.2	45%	54%
Not Low-Income	\$1.4	55%	46%
Total	\$2.6	100%	100%

FIGURE 6. 2017 TIP Transit Investments and Passenger Trips by Income



Sources: 2017 TIP and Transit Passenger Demographic Survey (MTC), SFMTA Transit Passenger Demographic Survey, VTA Transit Passenger Demographic Survey, BART 2014 Customer Satisfaction Survey, 2006-2007 Regional Transit Passenger Demographic Survey (Godbe Research)

Race/Ethnicity

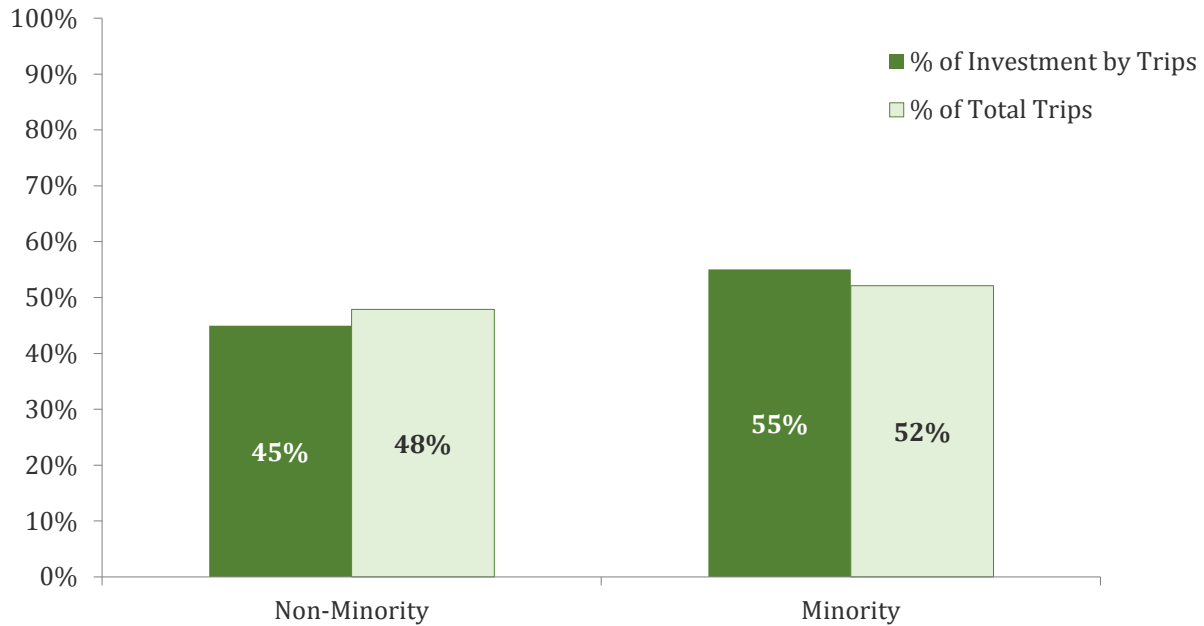
Minority households make up 59% of the population, and take 52% of all trips. This means that on average, persons from minority households take fewer trips than persons from non-minority households.

The share of transportation investments in the Bay Area that support minority population trips (55%) is greater than the share of trips taken by these populations.

TABLE 9. 2017 TIP Investments and Trips by Race/Ethnicity

	TIP Investments by Trips (in \$ billions)	% of Investment	% of Trips
Non-Minority	\$2.8	45%	48%
Minority	\$3.5	55%	52%
Total	\$6.3	100%	100%

FIGURE 7. 2017 TIP Investments and Trips by Race/Ethnicity



Source: 2017 TIP and California Household Travel Survey

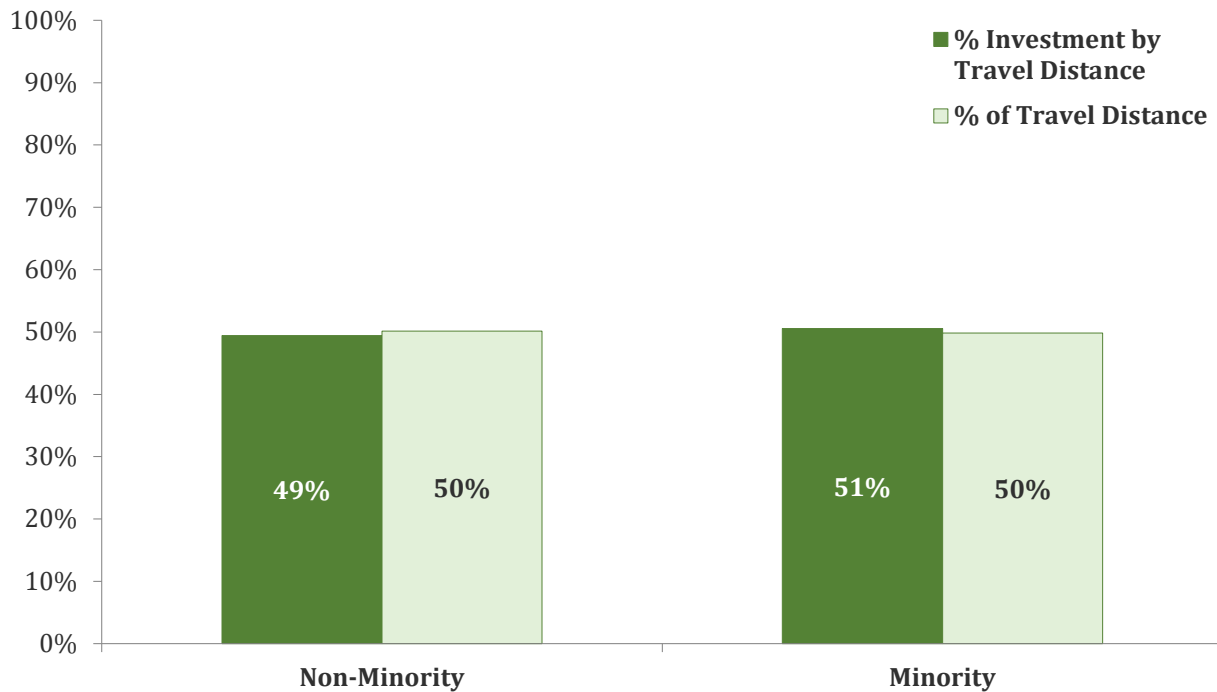
The minority household populations account for approximately half (50%) of all travel distance, as measured by VMT of roadway trips and origin destination distance for transit trips. This is less than their proportional share of the region's population (59%) indicating that distances travelled by persons from minority households are shorter, on average, than distances travelled by persons from non-minority households.

The share of investments supporting minority travel by distance (51%) is roughly on par with the overall distance traveled by the minority population (50%).

TABLE 10. 2017 TIP Investments and Travel Distance by Race/Ethnicity

	TIP Investments by Travel Distance (in \$ billions)	% of Investment	% of Travel Distance
Non-Minority	\$3.1	49%	50%
Minority	\$3.2	51%	50%
Total	\$6.3	100%	100%

FIGURE 8. 2017 TIP Investments and Travel Distance by Race/Ethnicity



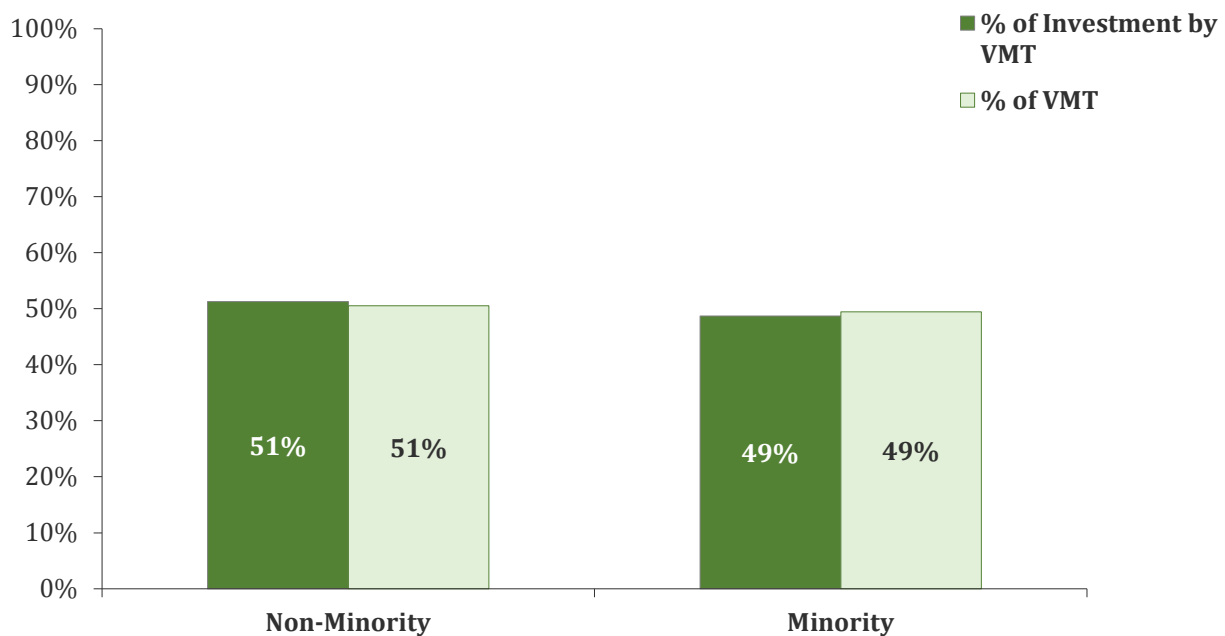
Source: 2017 TIP and California Household Travel Survey

Persons from minority households account for approximately half (49%) of all roadway travel distance, as measured by VMT. On average, drivers from minority households drive shorter distances than drivers from non-minority households. The share of investments supporting minority roadway travel by distance (49%) is roughly equivalent to the overall share of VMT traveled by minority populations (49%).

TABLE 11. 2017 TIP Roadway Investments and Travel Distance (VMT) by Race/Ethnicity
Includes Local Streets and Roads, State Highway, Public Lands/Trails, Port/Freight Rail and Toll Bridge

	TIP Investments by VMT (in \$ billions)	% of Investment	% of VMT
Non-Minority	\$1.9	51%	51%
Minority	\$1.8	49%	49%
Total	\$3.7	100%	100%

FIGURE 9. 2017 TIP Roadway Investments and Travel Distance (VMT) by Race/Ethnicity
Includes Local Streets and Roads, State Highway, Public Lands/Trails, Port/Freight Rail and Toll Bridge



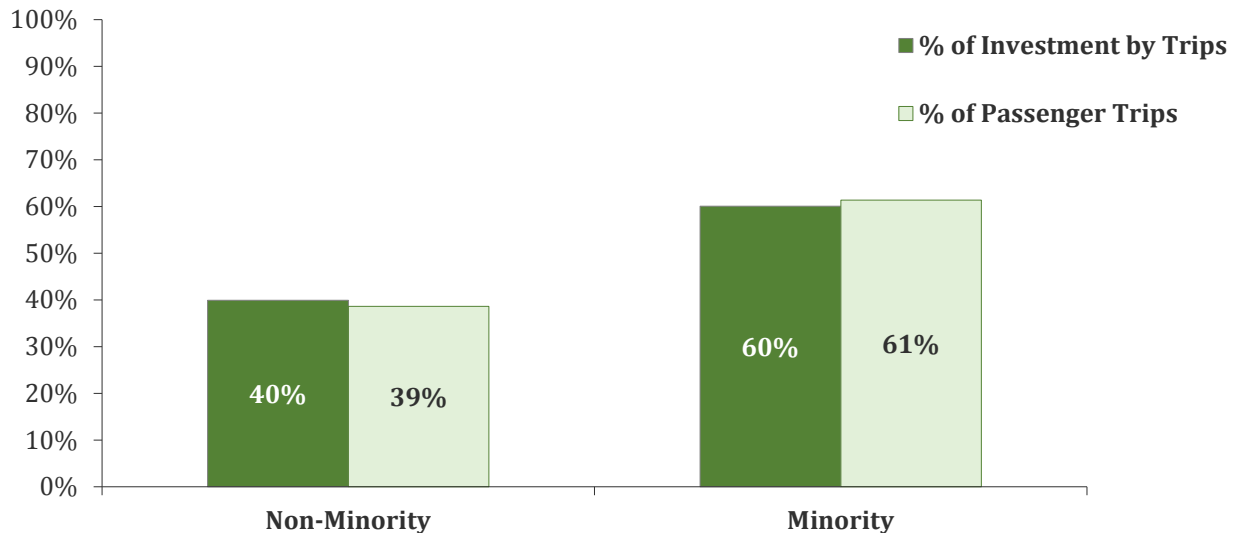
Source: 2017 TIP and California Household Travel Survey

On average, minority residents take proportionately more transit trips than the non-minority population; 61% of transit trips are made by minority populations, whereas minorities comprise 59% of the Bay Area population. The share of investments in the 2017 TIP that support racial/ethnic minority transit trips (60%) is slightly less than the share of transit trips made by minority populations (61%).

TABLE 12. 2017 TIP Transit Investments and Transit Trips by Race/Ethnicity

	TIP Investments by Transit Trips (in \$ billions)	% of Investment	% of Transit Trips
Non-Minority	\$1.0	40%	39%
Minority	\$1.6	60%	61%
Total	\$2.6	100%	100%

FIGURE 10. 2017 TIP Transit Investments and Transit Trips by Race/Ethnicity



Sources: 2017 TIP and Transit Passenger Demographic Survey (MTC), SFMTA Transit Passenger Demographic Survey, VTA Transit Passenger Demographic Survey, BART 2014 Customer Satisfaction Survey, 2006-2007 Regional Transit Passenger Demographic Survey (Godbe Research)

Seniors and Persons with Disabilities

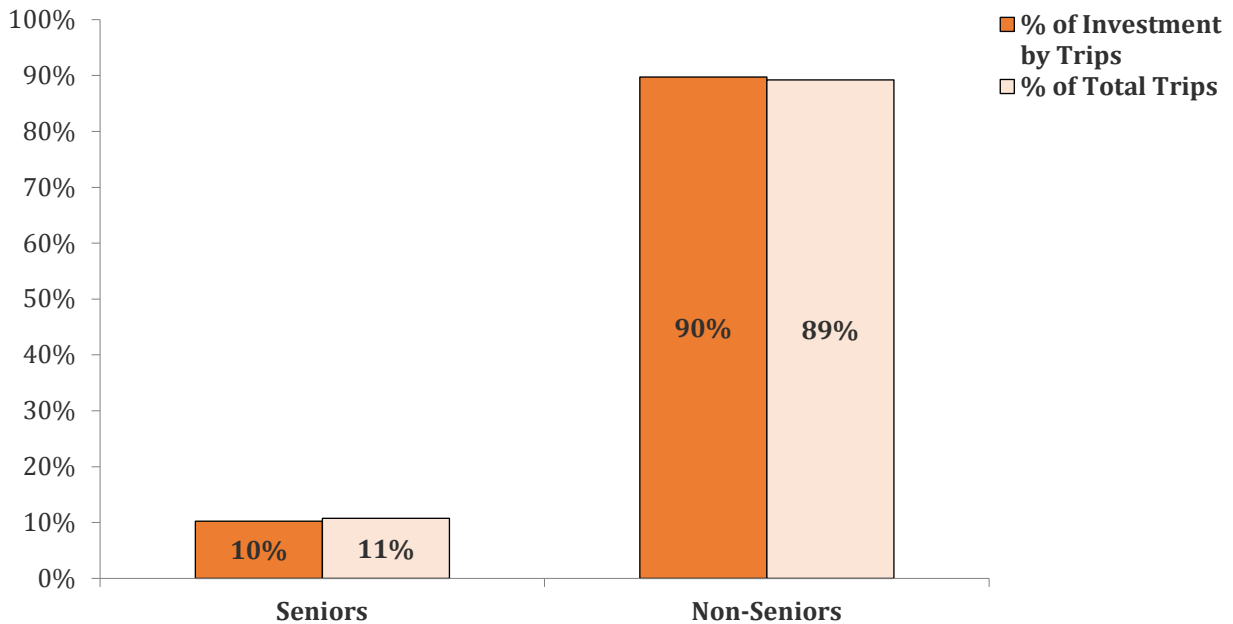
Seniors, defined for this analysis as persons over the age of 65, account for nearly 14% of the region’s population, but their share of all trips taken is only 11%. On average, Bay Area seniors take fewer trips than persons under the age of 65.

The share of transportation investments that support trips taken by seniors (10%) is slightly less than, but roughly equivalent to, their share of trips.

TABLE 13. 2017 TIP Investments and Trips by Seniors

	TIP Investments by Trips (in \$ billions)	% of Investment	% of Trips
Senior	\$0.6	10%	11%
Non-Senior	\$5.7	90%	89%
Total	\$6.3	100%	100%

FIGURE 11. 2017 TIP Investments and Trips by Seniors



Source: 2017 TIP and California Household Travel Survey

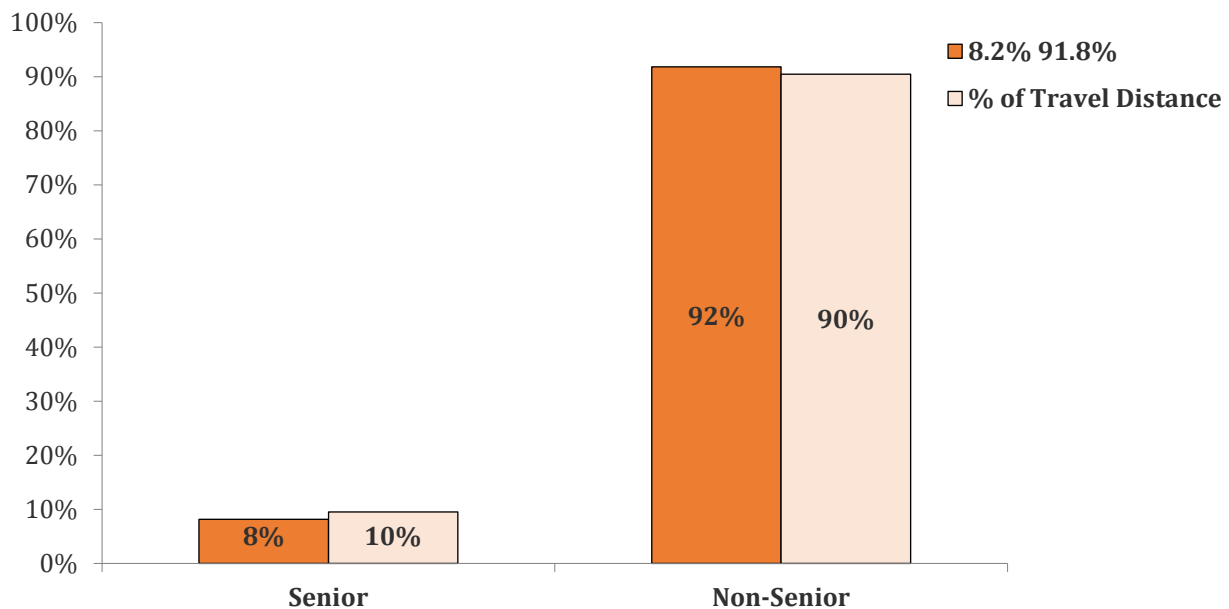
Seniors also account for 10% of all travel distance, as measured by VMT of roadway trips and origin/destination distance for transit trips. This is roughly equivalent to their share of all trips (11%) and somewhat less than their proportional share of the population (14%). This indicates that trips made by seniors are shorter in distance than trips made by non-seniors, on average.

The share of transportation investments that support trips taken by seniors (8%) is slightly less than their share of trips.

TABLE 14. 2017 TIP Investments and Travel Distance by Seniors

	TIP Investments by Travel Distance (in \$ billions)	% of Investment	% of Travel Distance
Senior	\$0.5	8%	10%
Non-Senior	\$5.8	92%	90%
Total	\$6.3	100%	100%

FIGURE 12. 2017 TIP Investments and Travel Distance by Seniors



Source: 2017 TIP and California Household Travel Survey

For roadway travel, seniors account for 10% of all VMT and benefit from an equivalent share of investments.

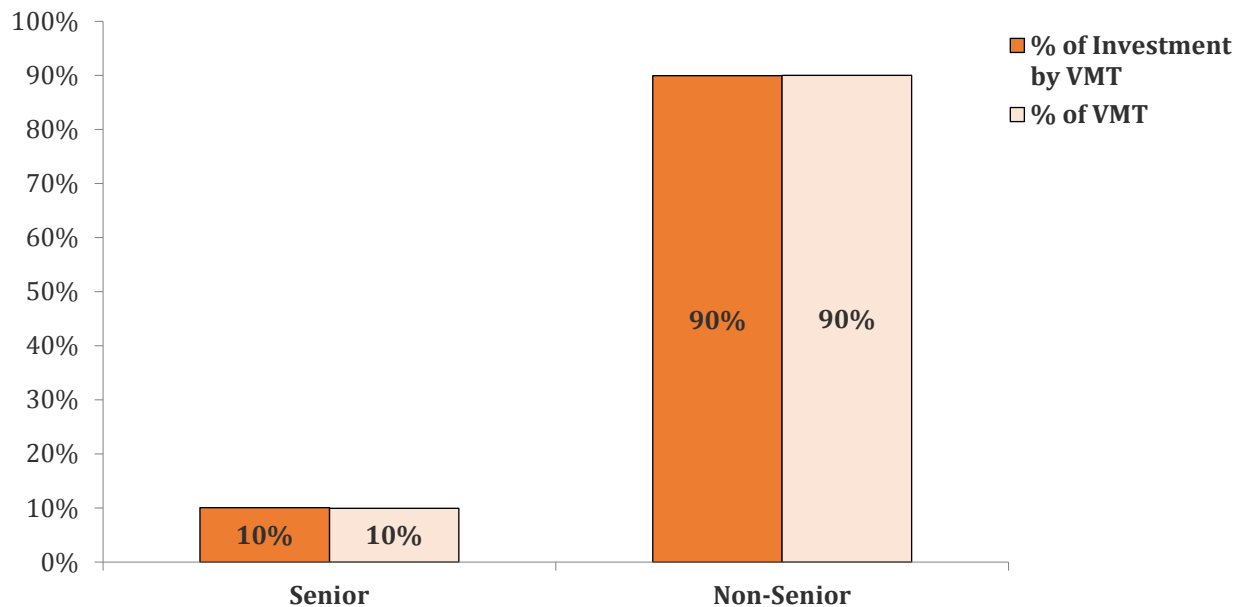
TABLE 15. 2017 TIP Roadway Investments and Travel Distance (VMT) by Seniors

Includes Local Streets and Roads, State Highway, Public Lands/Trails, Port/Freight Rail and Toll Bridge

	TIP Investments by VMT (in \$ billions)	% of Investment	% of VMT
Senior	\$0.4	10%	10%
Non-Senior	\$3.3	90%	90%
Total	\$3.7	100%	100%

FIGURE 13. 2017 TIP Roadway Investments and Travel Distance (VMT) by Seniors

Includes Local Streets and Roads, State Highway, Public Lands/Trails, Port/Freight Rail and Toll Bridge



Source: 2017 TIP and California Household Travel Survey

Given the limitations of the data available, a detailed look at investments by transit trip length and passenger age is not included. Similarly, a quantitative analysis of TIP investments in relation to the transportation of persons with disabilities is not included in this analysis. Despite the inability to quantify them, transportation investments benefiting these populations are being made throughout the region. Below is an overview of regional investments and planning initiatives that support transportation by seniors and persons with disabilities.

- Community Based-Transportation Planning (CBTP) – provides planning funds for project recommendations in each of the region’s Communities of Concern. Forty-one CBTPs at \$60,000 each have been completed. A new round of funding for updated CBTP in communities of concern is expected in 2017.

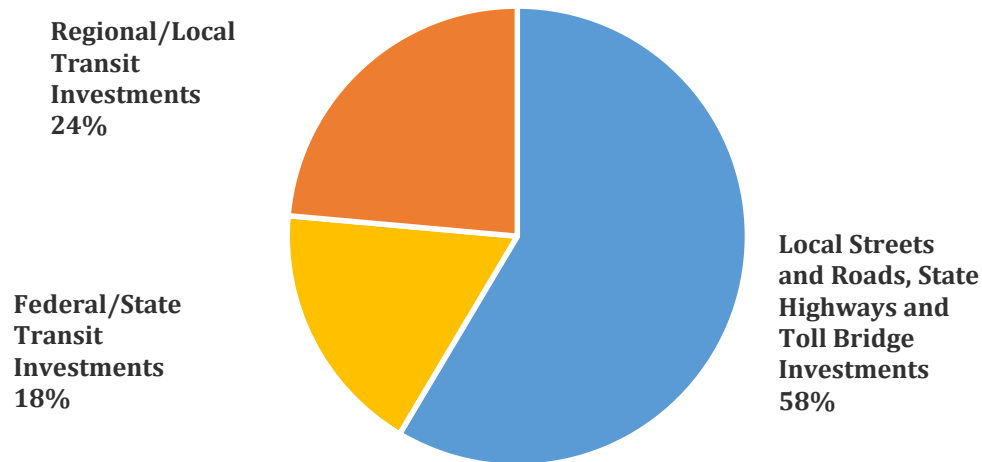
- Lifeline Transportation Program – provides funds to address mobility needs of low-income residents, including seniors and individuals with disabilities. Funding is used to support projects from CBTPs. Historically, \$21.7 million has been provided annually. However, this program is facing funding decrease to \$12 million per year.
- FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities - provides capital and operating grants to private nonprofit and public agencies to improve mobility for seniors and individuals with disabilities by removing barriers to and expanding services. Under MAP-21, this program changed significantly: The New Freedom program was consolidated into this program, and funding is now apportioned by Large Urbanized Area, Small Urbanized Area and Rural areas. In the last round of funding, \$8.7 million in awards were made in the region’s large urbanized areas. The region’s small urbanized areas received \$1.6 million in awards.
- Transit Capital Priorities - provides an optional ADA set aside of 10% of the FTA Section 5307 large urbanized area apportionment. Operators may use this funding to defray the operating costs of their paratransit systems. Annually, this amounts to approximately \$20 million.
- State Transit Assistance - 15.6% of the STA Population based funds are set aside for operators to use in order to defray the operating costs of their paratransit systems. Annually, this amounts to approximately \$9 million.
- MTC’s Coordinated Public Transit—Human Services Transportation Plan is a comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited income, laying out strategies for meeting these needs, and prioritizing services. The Coordinated Plan is intended to meet the federal planning requirements as well as to provide MTC and its regional partners with a “blueprint” for implementing a range of strategies intended to promote and advance local efforts to improve transportation for persons with disabilities, older adults, and persons with low incomes. MTC staff works with stakeholders throughout the region to gather input on transportation gaps, as well as solutions that are then eligible for federal funding through the Section 5310 program.

The Coordinated Plan was last updated in 2013. Staff is currently updating the Coordinated Plan for an early 2017 adoption.

Disparate Impact Analysis

FTA's requirements for Title VI in the transportation planning process require an analysis of Federal and State funding sources for transit relative to other modes. The Federal and State funding sources for public transportation are separated out from the total 2017 TIP investments, as illustrated below in Figure 11.

FIGURE 11. 2017 TIP Transit Investments from Federal and State Sources as a Share of All Investments



Source: 2017 TIP

It is important to note that a substantial share of total funding dedicated to transit operators for ongoing operations and maintenance of their entire system comes from additional state, regional and local sources that are generally not included as part of the TIP as they generally do not require a federal action.

The disparate impact analysis indicates that the share of Federal and State transit investments distributed to minority populations vary as compared to their respective shares of regional transit ridership and regional population.

TABLE 16. 2017 TIP Federal/State Transit Investments by Race/Ethnicity

	Federal/State Transit Investments (\$ millions)	% of Total Federal/State Transit Funding	% of Regional Transit Ridership	% of Total Regional Population
Non-Minority	\$469	42%	39%	41%
Minority	\$660	58%	61%	59%
Total	\$1,129	100%	100%	100%

Investments distributed on a per-capita basis indicate that minority populations in the region are receiving \$147 in benefits per person, slightly less than \$153 in benefits per person for non-minority populations (or 96% of the benefits received by non-minority residents).

TABLE 17. 2017 TIP Federal/State Transit Investments, Disparate Impact Analysis by Population

	Federal/State Transit Investments (\$ millions)	Regional Population	Per-Capita Benefit	Minority per Capita Benefit as % of Non-Minority Per Capita Benefit
Non-Minority	\$469	3,064,421	\$153	
Minority	\$660	4,497,334	\$147	96%
Total	\$1,129	100%	100%	100%

Investments distributed on a per transit rider basis indicate that minority populations in the region receive \$666 in benefits per rider, somewhat less than \$752 in benefits per rider for non-minority populations (or 89% of the benefits received by non-minority residents).

TABLE 18. 2017 TIP Federal/State Transit Investments, Disparate Impact Analysis by Boardings

	Federal/State Transit Investments (\$ millions)	Average Daily Transit Ridership	Per-Rider Benefit	Minority per Capita Benefit as % of Non-Minority Per Capita Benefit
Non-Minority	\$469	624,234	\$752	
Minority	\$660	990,834	\$666	89%
Total	\$1,129	100%	100%	100%

Mapping Analysis

To supplement the use-based analysis described above, TIP projects were mapped (where possible) and overlaid against communities of concern and census tracts with concentrations of minority populations that are above the regional average. This analysis provides an opportunity to analyze the overall spatial distribution of projects to assess equitable access to TIP investments.

This qualitative assessment mainly involves examining the distribution of projects for any apparent systematic exclusion of communities of concern or minority communities in the spatial distribution of benefits, or any apparent systematic imbalances between the distribution of projects between communities of concern and the remainder of the region, or between minority and non-minority communities.

The component of this analysis overlaying TIP investments against communities with above-average minority populations also constitutes part of the Title VI Analysis. All the

maps are included as part of Appendix C and are also posted as part of an interactive online mapping tool at: <http://arcg.is/1ttLWBz>.

Key Findings

The results of the population use-based analysis indicate that overall, the investments in the 2017 TIP direct an equitable proportion of investments to projects that support the transportation of residents of low-income households and racial/ethnic minorities. As noted above, the share of investments supporting overall low-income trips (31%) exceeds the share of trips made by persons from low-income households (27%). The share of investment supporting overall travel distance by low-income populations (23%) also slightly exceeds the share of overall distance travelled by low-income populations (22%). Similarly, the share of investment supporting trips by minority populations (55%) is higher than the share of trips made by minority populations (52%) and the share of investments supporting the overall distance travelled by minority populations (51%) is slightly higher than the share of overall distance travelled by minority populations (50%).

A couple of variances worth noting are the share of transit investments by trips for passengers living in low-income households and the difference between minorities and non-minorities in terms of benefits per transit rider.

- The share of transit investments in the 2017 TIP by trips for passengers in low-income households (44%) varies from the share of transit trips by passengers living in low-income households (53%).
- Similarly, there is a variance between benefits per transit riders, with minority transit riders receiving 89% of the benefits received by non-minority transit riders. There was also a smaller variance in the per capita transit benefits (96% of the benefits, or 4% disbenefit). However, these variances do not appear to demonstrate a systemic disbenefit to minority populations.

It is important to note, however, that the TIP does not reflect the full picture of transportation investments in the Bay Area over the long-term. As noted above, the TIP only includes four years of near-term fund programming. Also, since the TIP primarily documents projects that require federal actions or use federal funds, it tends to include more large capital projects than rehabilitation programs. Additionally, funding shown in the TIP is included in the year that project phases begin or are obligated and does not reflect the actual flow of funding and expenditures within these phases. While rehabilitation programs will have their funding spread across many years, large capital projects tend to have their funding lumped into a single year even if the funds will actually be expended over a number of years, some of which may be outside the scope of the TIP. When compared to the investments described in the Plan, the 2017 TIP only reflects about 15% of the average annual transportation spending in the Bay Area.

An example of the issues described above is the fact that the 2017 TIP Investment Analysis is heavily influenced by two projects, BART's Railcar Procurement Program and Caltrain's Electrification project, as these projects have large capital phases that are beginning in the near future. Together, these projects account for over one third of all transit funding in the



2017 TIP. As these systems are used by a lower proportion of low-income and minority riders than the regional average, the results of the analysis show lower investments benefiting low-income and minority riders. Prior iterations of the TIP Investment Analysis that showed a less variable distribution have been influenced by other large capital projects, such as SFMTA's Central Subway project and VTA's BART Warm Springs to Berryessa Extension project, that are still ongoing, but in the current TIP period require less funding action. Additionally, approximately \$2 billion in transit formula funding for FY2016-17 through FY2019-20 is yet to be programmed and is not included in the proposed 2017 TIP. While BART and Caltrain will still receive a large portion of these funds, the program will also distribute funds to a wider variety of transit operators.

Since the equity analysis of the Plan includes more projects and programs than just those that are federally focused and transportation funding is captured from more years, it is not disproportionately influenced by the types of projects described above.

It should also be noted that this analysis only assesses investments and does not directly assess the resulting benefit and burden of specific projects or programs, such as travel time savings or improved accessibility to jobs or other destinations.

Appendix A: Regulatory and Policy Context for Environmental Justice in Transportation Planning

The contents of this analysis are intended to support other regional planning efforts and policy objectives to address federal requirements related to environmental justice. At the federal level, civil rights protections are afforded to persons against discrimination in federal programs on the basis of race, color, or national origin; and federal environmental justice objectives. At the regional level, MTC has adopted additional environmental justice principles to further advance efforts by MTC and ABAG to incorporate social equity throughout the agencies' regional planning efforts, including Plan Bay Area.

Title VI of the Civil Rights Act of 1964: The Right of Non-discrimination in Federally Funded Programs on the Basis of Race, Color, or National Origin

This section discusses the relationship between Title VI, its requirements, and the development of the Regional Transportation Plan and Transportation Improvement Program.

What Is Covered under Title VI?

Title VI of the Civil Rights Act of 1964 states that “[n]o person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”¹ Title VI further authorizes Federal agencies that make grants (for example, the U.S. Department of Transportation) to promulgate regulations to effectuate compliance with the law’s provisions.

U.S. Department of Transportation Title VI Regulations

Specific discriminatory actions prohibited under DOT Title VI regulations include:

- (1) A recipient under any program to which this part applies may not, directly or through contractual or other arrangements, on the grounds of race, color, or national origin.
 - (a) Deny a person any service, financial aid, or other benefit provided under the program;
 - (b) Provide any service, financial aid, or other benefit to a person which is different, or is provided in a different manner, from that provided to others under the program;
 - (c) Subject a person to segregation or separate treatment in any matter related to his receipt of any service, financial aid, or other benefit under the program;
 - (d) Restrict a person in any way in the enjoyment of any advantage or privilege enjoyed by others receiving any service, financial aid, or other benefit under the program;
 - (e) Treat a person differently from others in determining whether he satisfies any admission, enrollment, quota, eligibility, membership, or other requirement or condition which persons must meet in order to be provided any service, financial aid, or other benefit provided under the program;
 - (f) Deny a person an opportunity to participate in the program through the provision of services or otherwise or afford him an opportunity to do so which is different from that afforded others under the program; or
 - (g) Deny a person the opportunity to participate as a member of a planning, advisory, or similar body which is an integral part of the program.
- (2) A recipient, in determining the types of services, financial aid, or other benefits, or facilities which will be provided under any such program, or the class of person to whom, or the situations in which, such services, financial aid, other benefits, or facilities will be provided under any such program, or the class of persons to be afforded an opportunity to participate in any such program; may not, directly or through

¹ 42 U.S.C §2000d.

What Are MTC's Responsibilities?

As a recipient of DOT funds, MTC is responsible for complying with DOT regulations related to Title VI² (see sidebar, above). In October 2012, the Federal Transit Administration issued a Circular with guidance to its recipients for compliance with federal Title VI requirements.³ This guidance lays out requirements for FTA's recipients, including metropolitan planning organizations (MPOs) such as MTC, to ensure that their programs, policies, and activities comply with the Department of Transportation's Title VI regulations. The guidance offers several specific requirements that MPOs must submit to the State and to FTA as part of their overall Title VI Programs, including:

- “All general requirements set out in [the General Requirements section of the] Circular.
- “A demographic profile of the metropolitan area that includes identification of the locations of minority populations in the aggregate;
- “A description of the procedures by which the mobility needs of minority populations are identified and considered within the planning process;
- “Demographic maps that overlay the percent minority and non-minority populations as identified by Census or ACS data ... and charts that analyze the impacts of the distribution of State and Federal funds in the aggregate for public transportation purposes...;
- “An analysis of impacts identified in paragraph (4) that identifies any disparate impacts on the basis of race, color, or national origin, and, if so, determines whether there is a substantial legitimate justification for the policy that resulted in the disparate impacts, and if there are alternatives that could be employed that would have a less discriminatory impact.”⁴

Specific methods MTC uses in addressing these requirements for the Regional Transportation Plan are included in Plan Bay Area. In addition to analyzing the long-range Plan as described in this report, MTC's broader Title VI program includes a variety of commitments to ensure nondiscrimination on the basis of race, color, or national origin in its programs and activities.⁵

Environmental Justice: Avoiding, Minimizing, or Mitigating Disproportionately High and Adverse Effects on Low-Income and Minority Populations

Environmental justice is a concept related to, but distinct from civil rights and Title VI. Whereas Title VI provides legal protection from discrimination in Federal programs on the basis of “race, color, or national origin,” environmental justice in the context of the region's long range Plan relates to an administrative framework for internal management of federal agencies to ensure their programs and activities incorporate environmental justice principles and do not disproportionately burden low-income and minority populations.

² 49 CFR part 21.

³ Federal Transit Administration Circular 4702.1B, *Title VI Requirements and Guidelines for Federal Transit Administration Recipients*: http://www.fta.dot.gov/documents/FTA_Title_VI_FINAL.pdf.

⁴ FTA Circular 4702.1B, page VI-1f.

⁵ For more information, see MTC's Title VI page at: http://www.mtc.ca.gov/get_involved/rights/title_VI.htm.

The environmental justice movement emerged following the broader environmental movement of the 1960s and 1970s, out of concern that predominantly minority and low-income communities were bearing disproportionate environmental burdens relative to their non-minority and non-low-income counterparts. In this sense, the “justice” aspect of environmental justice is rooted in the basic concept of fairness in terms of an equitable distribution of environmental benefits and burdens, and seeks to promote participation of community members in the decision-making processes that affect them.

What Is Covered under Environmental Justice?

In an effort to address environmental justice concerns mounting across the country during the 1980s and early 1990s, in 1994 President Clinton signed Executive Order 12898, *Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations*. This Order directed each Federal agency to “make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations...”⁶ Furthermore, the Executive Order directed each agency to develop an agency-wide environmental justice strategy.

Accordingly, the U.S. Department of Transportation issued its original Environmental Justice Order in April 1997, establishing DOT’s overall strategy and procedures to be used by DOT to comply with EO 12898. In response to the Memorandum of Understanding on Environmental Justice signed by heads of Federal agencies on August 4, 2011, in an effort to “renew the process under Executive Order 12898 for agencies to provide environmental justice strategies and implementation progress reports,”⁷ DOT issued its revised environmental justice strategy, DOT Order 5610.2(a), in March 2012. This Order places responsibility on the head of each Operating Administration within DOT to determine whether programs, policies, or activities for which they are responsible will have an adverse human health or environmental effect on minority and low-income populations and whether that adverse effect will be disproportionately high.

As operating administrations within DOT, the Federal Highway Administration and Federal Transit Administration both define three fundamental environmental justice principles consistent with the Executive and DOT Orders as follows:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

⁶ Executive Order 12898 (1994, Clinton).

⁷ Memorandum of Understanding on Environmental Justice and Executive Order 12898, available at: <http://www.epa.gov/compliance/ej/resources/publications/interagency/ej-mou-2011-08.pdf>.

The DOT Order further defines “disproportionately high and adverse effect on minority and low-income populations” as an adverse effect that:

1. is predominately borne by a minority population and/or a low-income population, or
2. will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

In June 2012, the Federal Highway Administration released a new and updated Order 6640.23A, *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*.⁸ This Order clarifies FHWA’s environmental justice policies, guidance, and responsibilities consistent with the updated DOT Order.

In August 2012, the Federal Transit Administration released final guidance in the form of a Circular on incorporating environmental justice principles into plans, projects, and activities that receive funding from FTA.⁹ This final guidance provides recommendations to recipients of FTA funds, including metropolitan planning organizations, on how to fully engage environmental justice populations in the public transportation decision-making process; how to determine whether environmental justice populations would be subjected to disproportionately high and adverse human health or environmental effects as a result of a transportation plan, project, or activity; and how to avoid, minimize, or mitigate these effects.

MTC Environmental Justice Principles

In addition to MTC’s long-standing commitment to supporting DOT, FHWA, and FTA in fulfilling their environmental justice mission under the Executive Order, MTC’s commitment to environmental justice is embodied in the Environmental Justice principles adopted by the Commission in 2007. Developed in a collaborative process involving regional environmental-justice stakeholders and transportation agencies, the adopted principles affirm MTC’s ongoing commitments to:

1. Create an open and transparent public participation process that empowers low-income communities and communities of color to participate in decision making that affects them.
2. Collect accurate and current data essential to defining and understanding the presence and extent of inequities, if any, in transportation funding based on race and income.

⁸ FHWA Order 6640.23A, available at: <http://www.fhwa.dot.gov/legsregs/directives/orders/664023a.htm>.

⁹ FTA Circular 4703.1, *Environmental Justice Policy Guidance for Federal Transit Administration Recipients*, available at: http://www.fta.dot.gov/legislation_law/12349_14740.html.

What Are MTC's Responsibilities?

Recipients' responsibilities regarding environmental justice are part of FTA's annual Master Agreement, which requires recipients, including MTC, to promote environmental justice by following and facilitating FTA's compliance with Executive Order 12898, and following DOT's Order on environmental justice. MTC fulfills these responsibilities through a range of programs and activities that support environmental justice principles, including:

- Identifying mobility needs of low-income and minority communities through MTC's Community Based Transportation Planning Program.
- Developing and implementing MTC's Public Participation Plan, which lays out specific strategies for engaging low-income and minority populations and other community stakeholders throughout the metropolitan planning process in general, and providing for input on the development of the Equity Analysis methodology and the definitions of environmental justice populations and performance measures in particular.
- Conducting an environmental justice analysis of the Regional Transportation Plan (as referenced in this report), including an analysis of the distribution of regional transportation investments for low-income and minority populations, and analysis of benefits and burdens using technical performance measures to determine whether the proposed investment strategy may present any disproportionately high and adverse human health and environmental effects on environmental justice populations.
- Continually refining and updating the data and analytical methods required to carry out environmental justice analysis at the regional, programmatic level, incorporating both stakeholder feedback and ongoing improvements in analytical technologies and data collection.

Appendix B: Definitions and Data Sources

Definitions

Minority

Minority populations include persons who identify as any of the following groups defined by the Census Bureau in accordance with guidelines provided by the U.S. Office of Management and Budget (OMB):

- Asian alone
- Black or African-American alone
- Hispanic or Latino of any race
- Other minorities: American Indian or Pacific Islander alone, Native Hawaiian or Pacific Islander alone, some other race alone, or two or more races

For the purposes of this report, all Hispanic and Latino residents of all races are included in the Hispanic and Latino definition, and only non-Hispanic or Latino persons are included in other minority groups. Accordingly, the “non-minority” population consists of all other persons not included in any of the groups described above, namely those identifying as non-Hispanic white alone. Because the Bay Area is a “majority minority” region, the designation of non-Hispanic white persons as “non-minority” is not intended to be misleading, as this population still represents a relative majority (a plurality) in the region but not an absolute majority. Nevertheless, the term “non-minority” is used here to provide consistency and clarity with regard to federal guidance.

Low-Income Households

The TIP investment analysis defines low-income households as having incomes of less than \$50,000 a year. Non-low-income households, as a basis for comparison, are defined as having incomes of \$50,000 or more per year.

Low-Income Persons

A low income person is defined by MTC as persons identified by the Census Bureau as below 200% of the federal poverty level. MTC established the 200% of poverty threshold in 2001 to account for the Bay Area’s high cost of living relative to nationally defined poverty thresholds; the Census Bureau does not adjust the poverty level for different parts of the continental U.S. where different costs of living to factor into the varying affordability of basic necessities. The Census Bureau establishes poverty status for individuals based on a combination of an individual’s household composition, size, and income. As of 2016, the 200% threshold represented a household income of approximately \$48,600 a year for a family of four.

Communities of Concern

The definition of “communities of concern” is intended to represent a diverse cross-section of populations and communities that could be considered disadvantaged or vulnerable in terms of both current conditions and potential impacts of future growth. For Plan Bay Area 2040, the definition of communities of concern will include all census tracts that have a concentration of BOTH minority AND low-income households at specified thresholds of significance, or that have a concentration of three or more of six additional factors if they also have a concentration



of low-income households. Among the additional factors are people with disability, seniors 75 years and over, and cost-burdened renters.

Communities of Concern Framework for Plan Bay Area 2040

Definition – census tracts that have a concentration of BOTH minority AND low-income households, OR that have a concentration of three or more of the remaining six factors (#3 to #8) but only IF they also have a concentration of low-income households.		
<i>Disadvantage Factor</i>	<i>% Regional Population</i>	<i>Concentration Threshold</i>
1. Minority	58%	70%
2. Low Income (<200% Federal Poverty Level - FPL)	25%	30%
3. Limited English Proficiency	9%	20%
4. Zero-Vehicle Household	10%	10%
5. Seniors 75 Years and Over	6%	10%
6. People with Disability	9%	25%
7. Single-Parent Family	14%	20%
8. Severely Rent-Burdened Household	11%	15%

Data Sources

This section describes the various data sources used to perform the 2017 TIP Investment Analysis.

American Community Survey and Public Use Microdata Sample

The Census Bureau provides two key data sets used in this report. The first is the American Community Survey (ACS). The ACS is an ongoing annual sample-based survey of the U.S. population and provides basic demographic information similar to the decennial Census but also provides far greater detail on various socioeconomic characteristics, including such data relevant to this analysis as household income and disability status. As of this writing, the most recently available ACS data year is 2014, and that year’s data were used in this report to characterize the regional population’s disability status, number and share of seniors, and race/ethnicity.

The second Census Bureau data set used is one derived from the ACS – the Public Use Microdata Sample (PUMS). PUMS data are a 1% subsample of the ACS data, and they include complete household and person records, allowing for custom data tabulations. Public Use Microdata Areas (PUMA), the units of reporting for PUMS data, must have a population of at least 100,000. As of the last decennial census, there are 55 PUMAs in the Bay Area, and PUMAs nest into the nine Bay Area counties – allowing for county-level data summaries. Data from the 2014 PUMS were used to summarize the number of county and Bay Area-level persons residing in households by income category.



California Household Travel Survey

MTC participated with the State of California Department of Transportation and other constituents within the state in implementing the 2012/2013 California Household Travel Survey (CHTS). The CHTS is an activity-based travel survey that collected information on all in-home and out-of-home activities, including all trips, over a one-day period for nearly 10,000 Bay Area households. The survey provides detailed information on many trip characteristics such as trip purpose, mode, origins and destinations, as well as household demographic and socioeconomic characteristics, and informs development of the regional travel demand model. In this report, CHTS is used primarily to provide data on usage of the regional transportation system, and in particular the share of trip-making and vehicle-miles of travel (VMT) on the region's road, highway, and transit systems, for different demographic and socioeconomic groups.

Bay Area Transit Passenger Demographic Survey

In 2012, MTC began a program of collecting consistent demographic and trip data from Bay Area transit passengers. Since then, passengers from 15 transit agencies have been surveyed, and the rest of the region's system is anticipated to be surveyed by the end of 2017. Data collected includes race/ethnicity, age, fare payment information, household income, and vehicle availability, as well as the full one-way trip patterns of all passengers. Results for this survey are used in the investment analysis to determine transit-investment benefits to low-income and minority populations based on these groups' share of transit use on individual systems and across the region as a whole. Operator-collected data was used when recent MTC-collected data was not available, including surveys collected by San Francisco Municipal Transportation Agency, Santa Clara Valley Transportation Authority and Bay Area Rapid Transit. Data from MTC's 2007 Transit Passenger Demographic Survey provided information for the remaining six operators. Where appropriate, the 2015 MTC Statistical Summary of Bay Area Transit Operators was used to provide current ridership totals for regional comparisons. The Transit Passenger Demographic Survey also informs the disparate impact by establishing a consistent demographic profile of the region's overall transit ridership across all systems by minority and non-minority status.

Appendix C: Mapping Analysis

Note: The mapping analysis of the 2017 TIP Investment Analysis is also available as an online mapping tool at: <http://arcg.is/1ttLWBz>.

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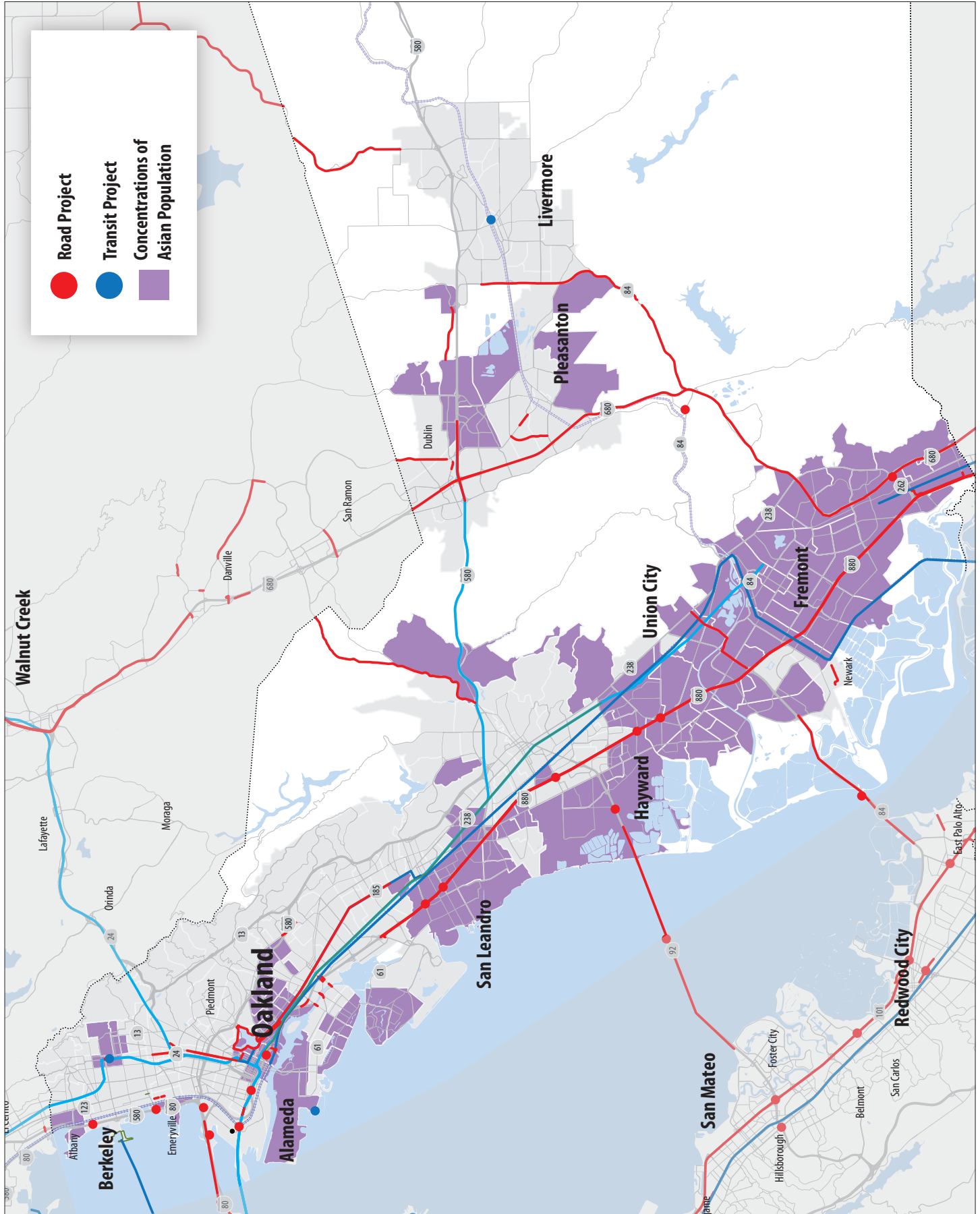


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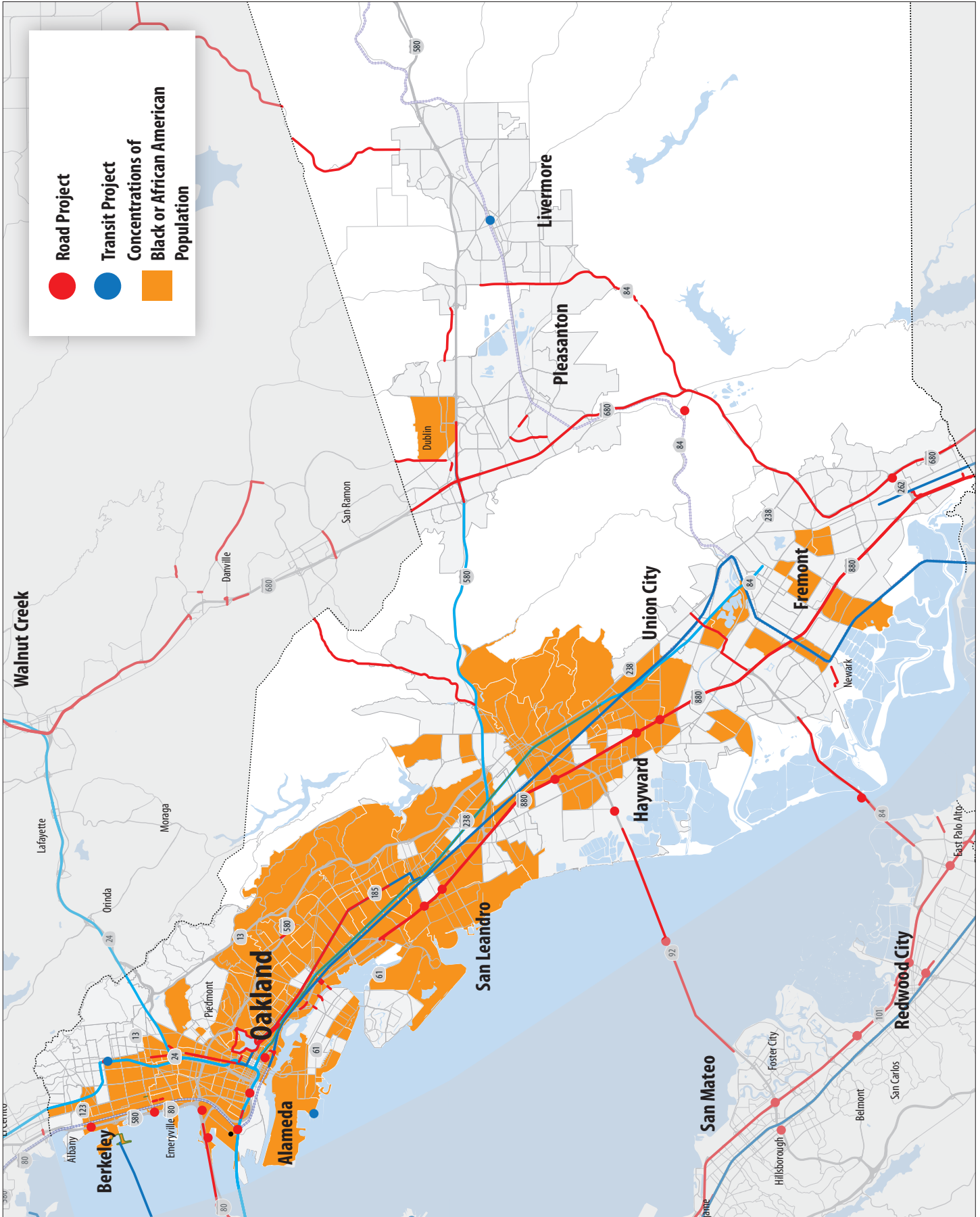
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- 2 East Bay Greenway
- 3 East-West Connector in Fremont & Union City
- 4 I-580/680 Interchange HOV/HOT Widening
- 5 I-680 NB HOV/HOT Lane
- 6 I-80/Ashby Avenue Interchange Improvements
- 7 I-880 NB HOV/HOT: North of Hacienda to Hegenberger
- 8 I-880 North Safety Improvements
- 9 I-880 SB HOV Lanes - Marina Blvd to Hegenberger
- 10 I-880/Industrial Parkway West Interchange
- 11 I-880/West Winton Avenue Interchange
- 12 I-880/Whipple Road Interchange Improvements
- 13 Route 84 widening, Pigeon Pass to I-680
- 14 SR 84 Expressway Widening
- 15 State Route 262 (Mission Blvd) Improvements
- 16 Widen I-680 NB and SB for EL from SR-84 to Alcosta
- 17 Oakland/Alameda Freeway Access Project
- 18 Alameda: Vasco Road Safety Improvements
- 19 Crow Canyon Safety Improvements
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- 21 Fruitvale Ave Roadway Bridge Retrofit
- 22 Niles Canyon Rd (SR 84)/Pleas-Sunol Rd Inter. Imps
- 23 ALA-880 Express Lanes
- 24 Downtown Berkeley BART Plaza/Transit Area Imps.
- 25 9th St Bicycle Blvd Extension Pathway Ph II
- 26 Bay Trail Shoreline Access Staging Area Project
- 27 I-80 Gilman Interchange Reconfiguration
- 28 Shattuck Complete Streets and De-Couplet
- 29 Dougherty Road widening
- 30 Dublin Blvd. - North Canyons Pkwy Extension
- 31 Dublin Boulevard widening
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- 36 Rt 92/Clawiter/Whitesell Interchange Improvements
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- 38 Bay Bridge Park
- 39 Improved Bike/Ped Access to East Span of SFOBB
- 40 Enterprise Drive Complete Streets and Road Diet
- 41 19th St BART to Lake Merritt Urban Greenway
- 42 42nd Ave. & High St. I-880 Access Improv.
- 43 7th Street West Oakland Transit Village, Phase II
- 44 International Boulevard Improvement Project
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- 46 Lake Merritt to Bay Trail Bike/Ped Bridge
- 47 Laurel Access to Mills, Maxwell Park and Seminary
- 48 Oakland Army Base Infrastructure Improvements
- 49 Oakland Waterfront Bay Trail
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- 55 I-880/Marina Blvd Interchange and Overcrossing Rep
- 56 I-880/SR 112 Overcrossing Replacement
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- 58 Oakland to San Jose Double Track (Segment 2A)
- 59 Toll Bridge Maintenance
- 60 Toll Bridge Rehabilitation Program
- 61 Ferry Service - Berkeley/Albany

Alameda County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Asian Population



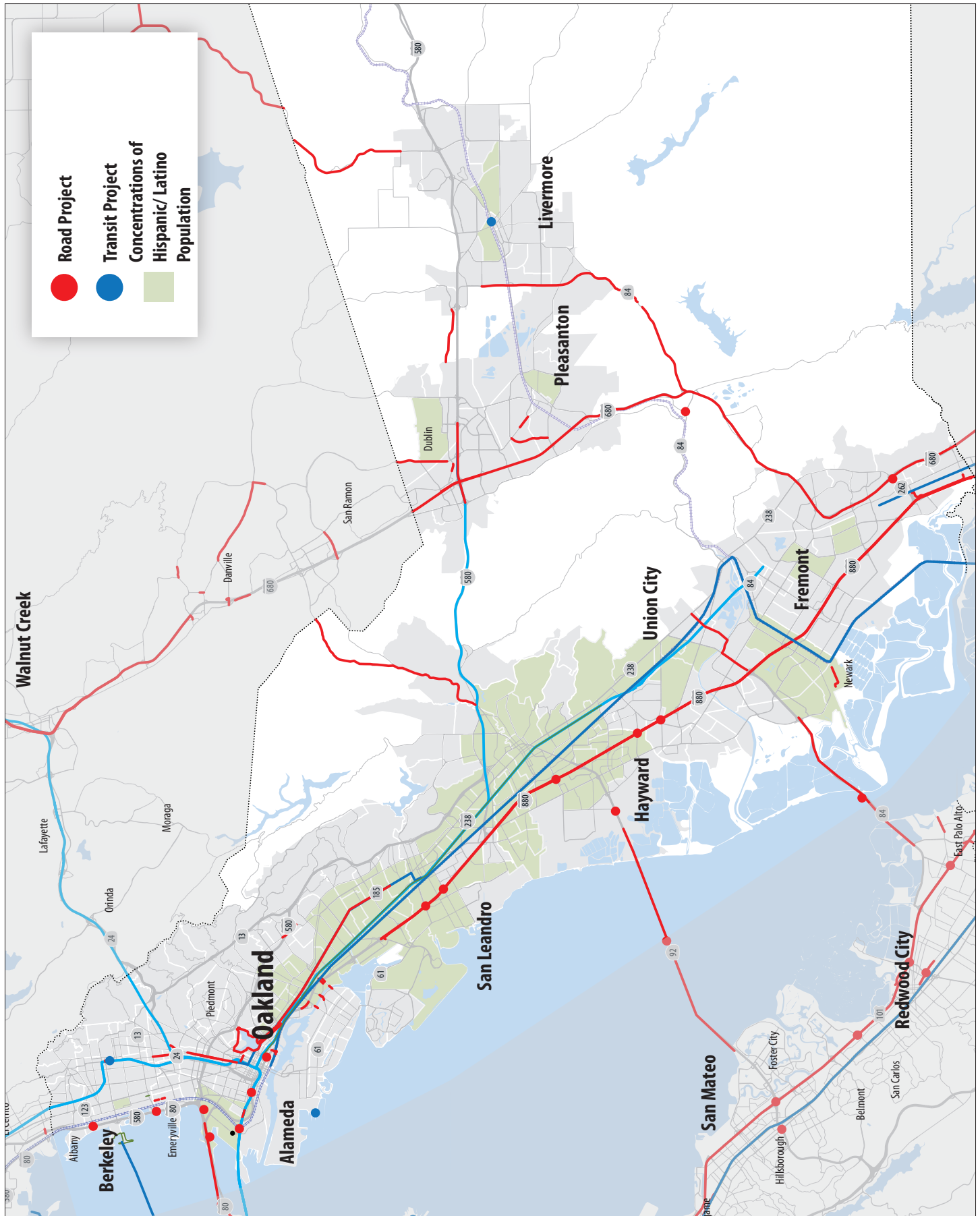
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Alameda County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Black or African American Population



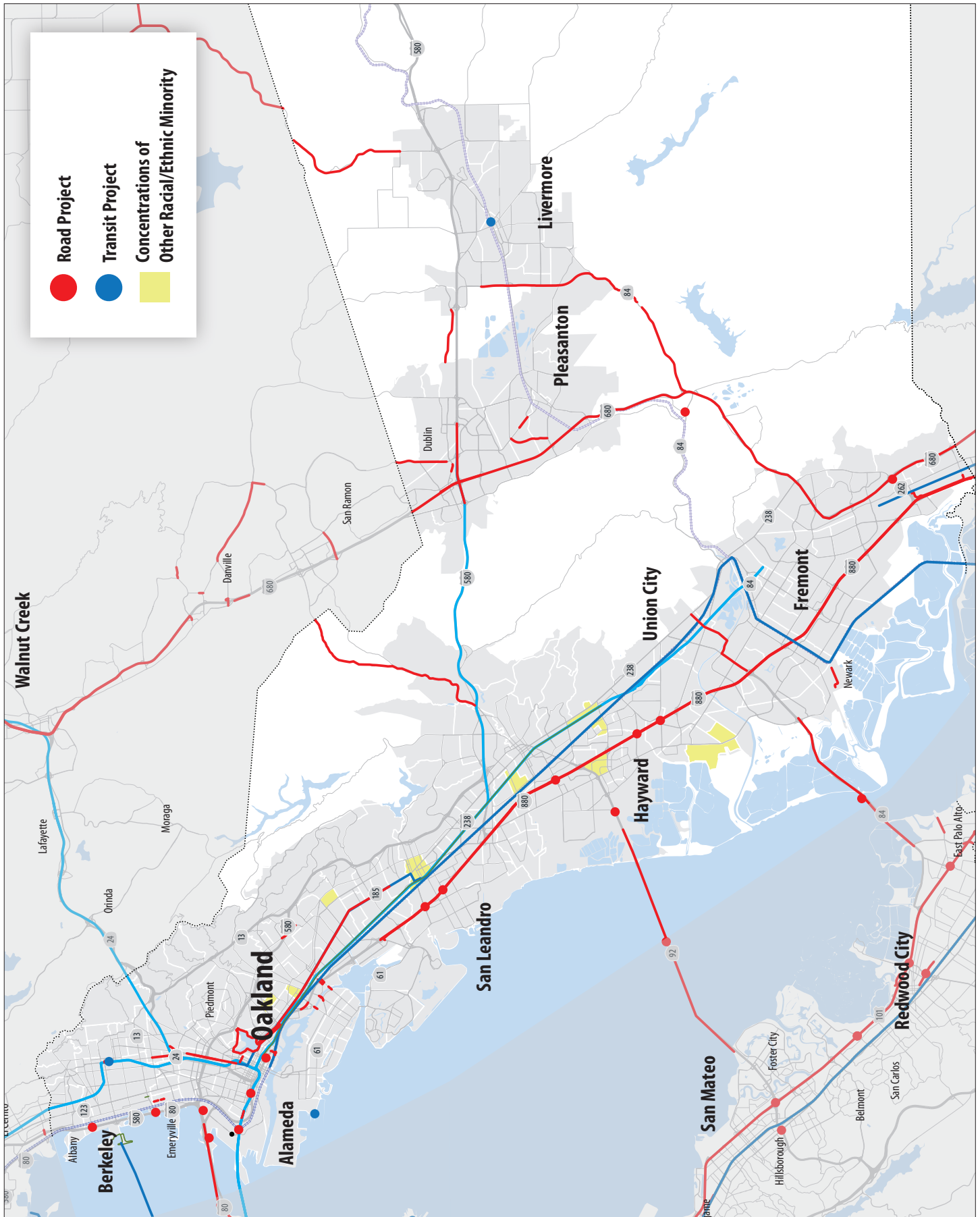
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Alameda County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Hispanic/ Latino Population



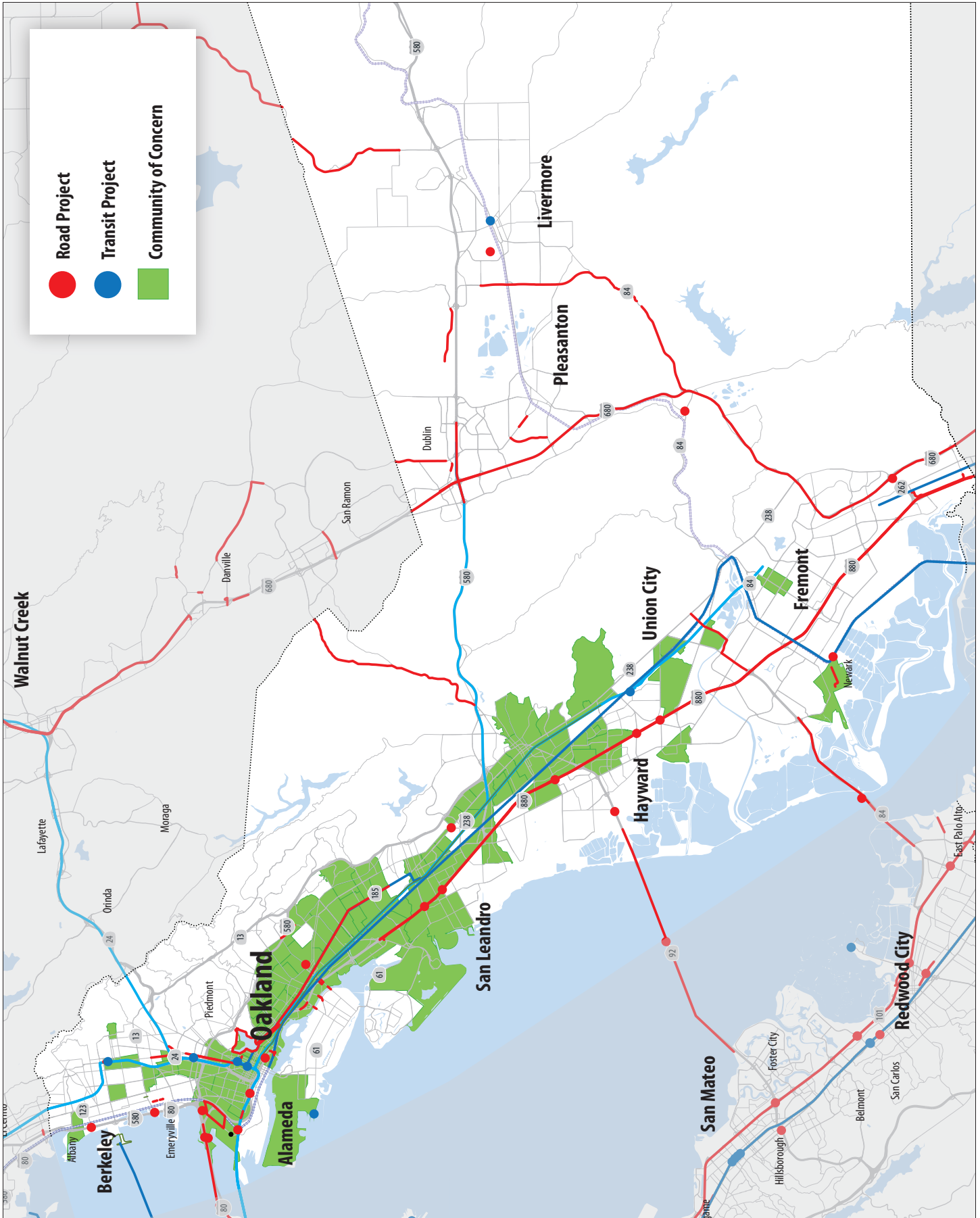
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Alameda County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Other Racial/Ethnic Minority Population



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Alameda County: Overlay of 2017 TIP Mapped Projects over Communities of Concern



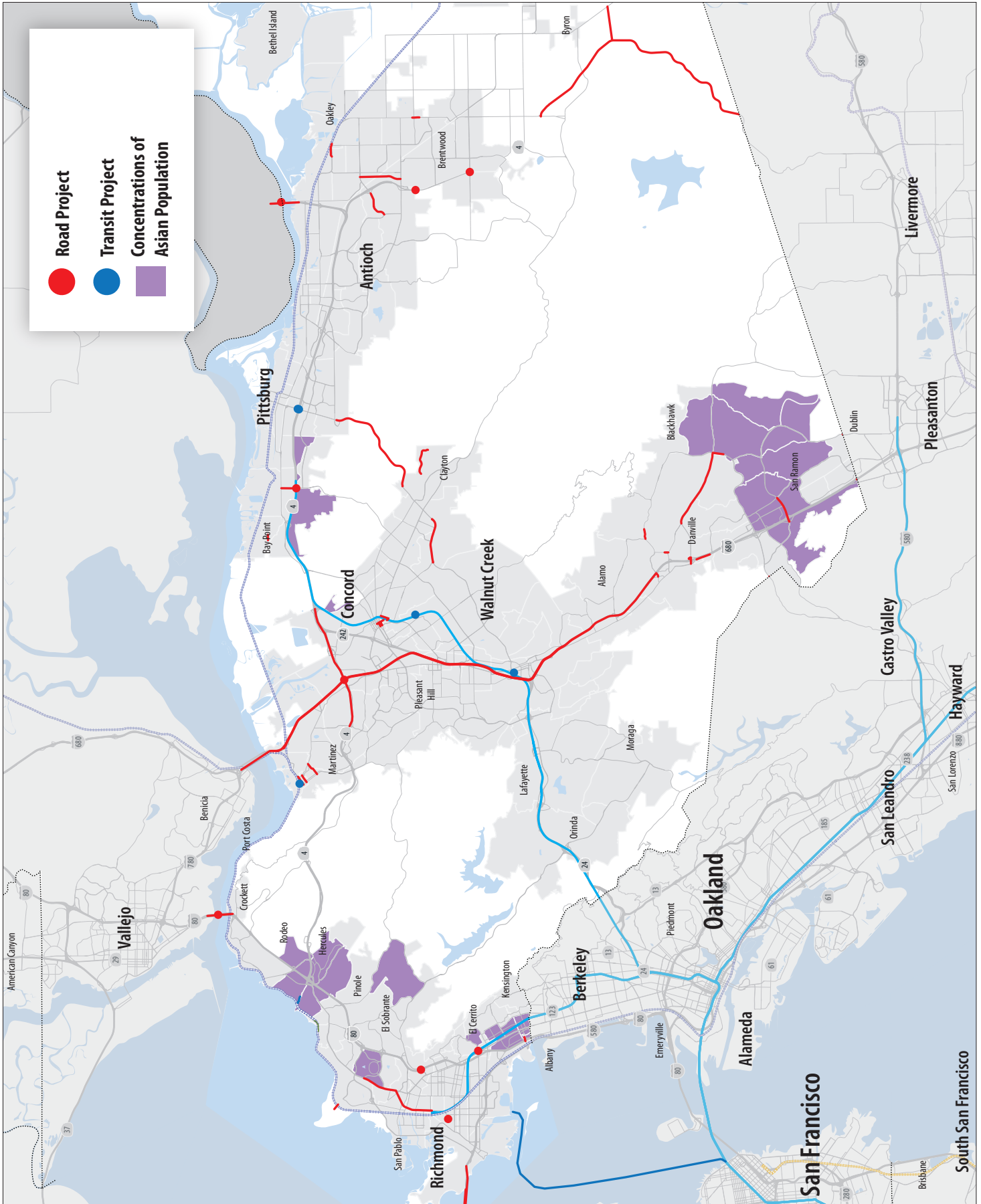
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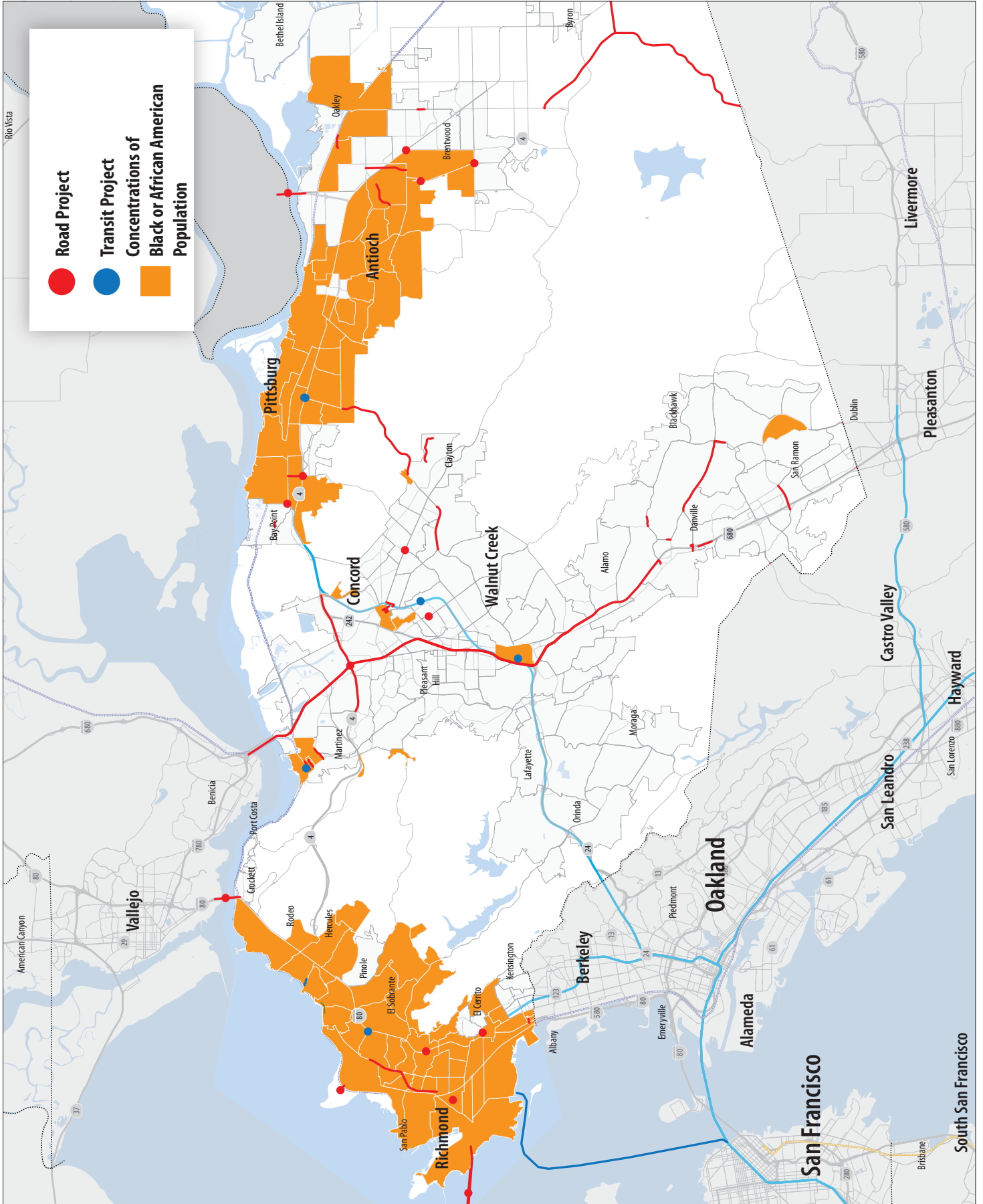
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- 2 Slatten Ranch Road Extension
- 3 CC-680 Northern Segment Express Lane - Northbound
- 4 CC-680 Northern Segment Express Lane - Southbound
- 5 Concord Yard Wheel Truing Facility
- 6 eBART Railroad Avenue Station
- 7 Walnut Creek BART TOD Access Improvements
- 8 SR4/Brentwood Boulevard Widening - North (Phase I)
- 9 Bailey Road Bike and Pedestrian Improvements
- 10 Bailey Road-State Route 4 Interchange
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- 12 CC County - Rio Vista Elementary Ped Connection
- 13 Kirker Pass Road NB Truck Climbing Lanes
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- 35 Martinez Various Streets and Roads Preservation
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- 38 I-80/Central Avenue Interchange Modification
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- 40 Rumrill Blvd Complete Streets Improvements
- 41 San Pablo Avenue Bicycle and Ped Improvements
- 42 Bollinger Canyon Road Widening (Alcosta to SRVB)
- 43 Richmond Ferry Service
- 44 Toll Bridge Maintenance
- 45 Toll Bridge Rehabilitation Program

Contra Costa County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Asian Population



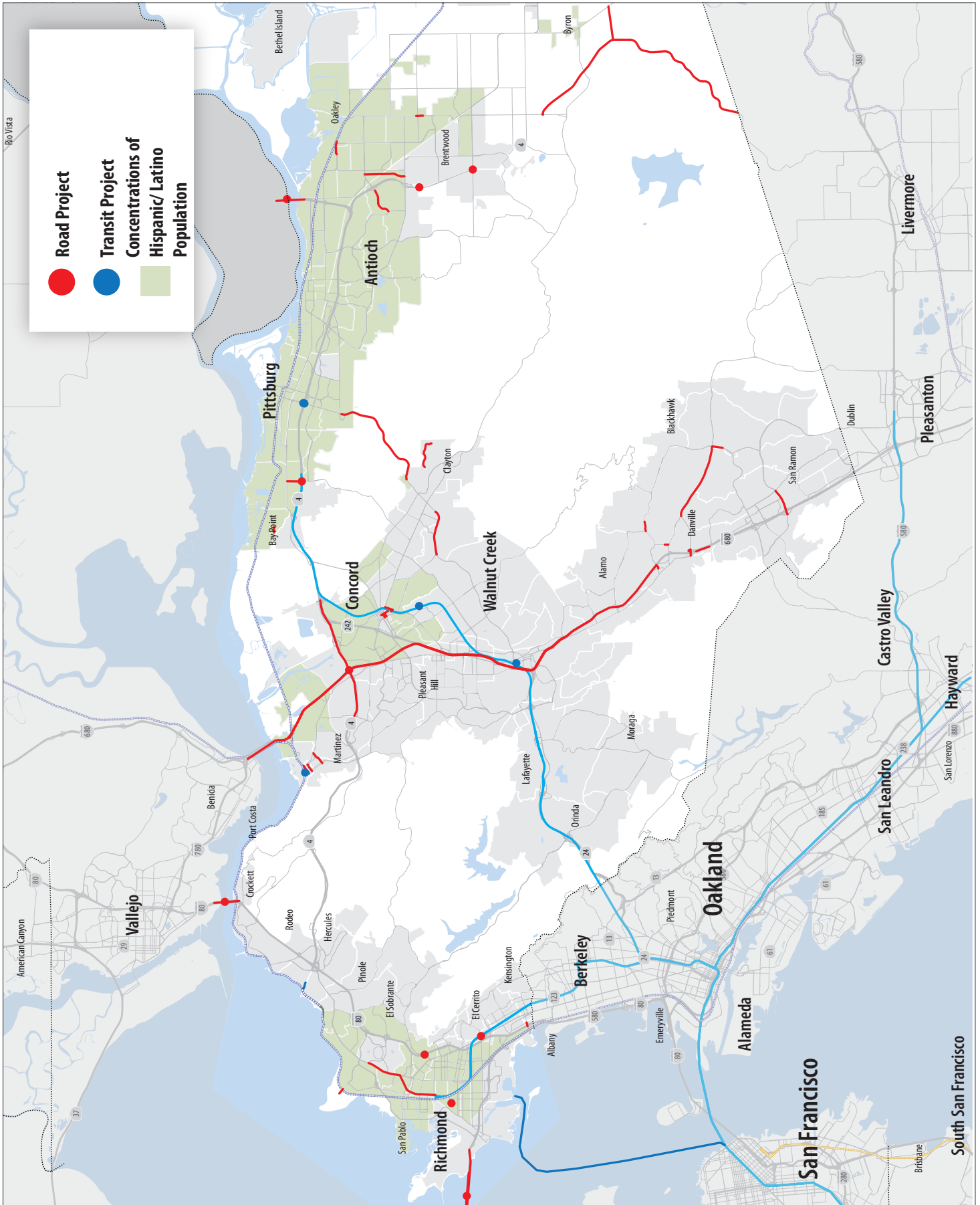
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Contra Costa County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Black or African American Population



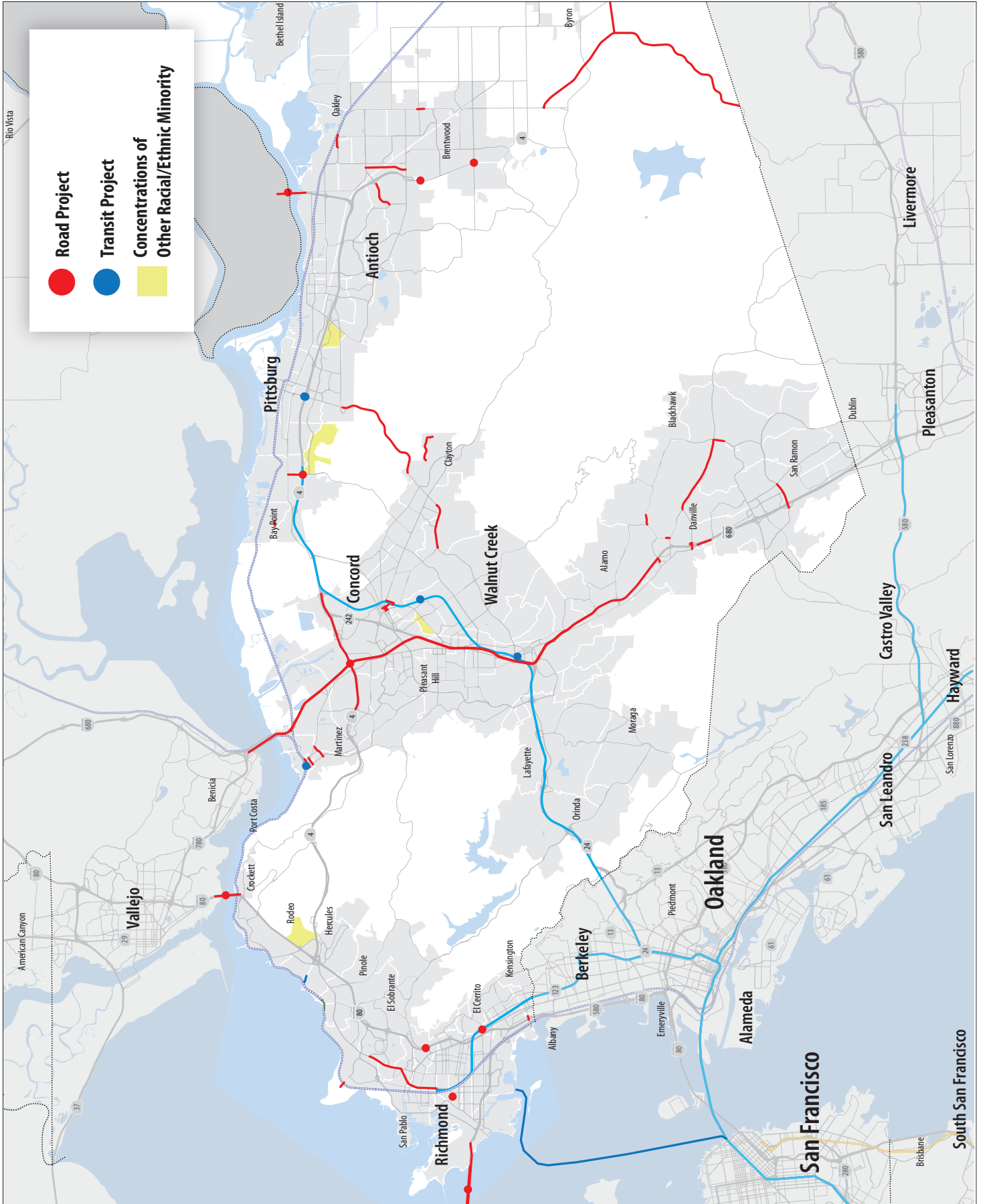
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Contra Costa County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Hispanic/ Latino Population



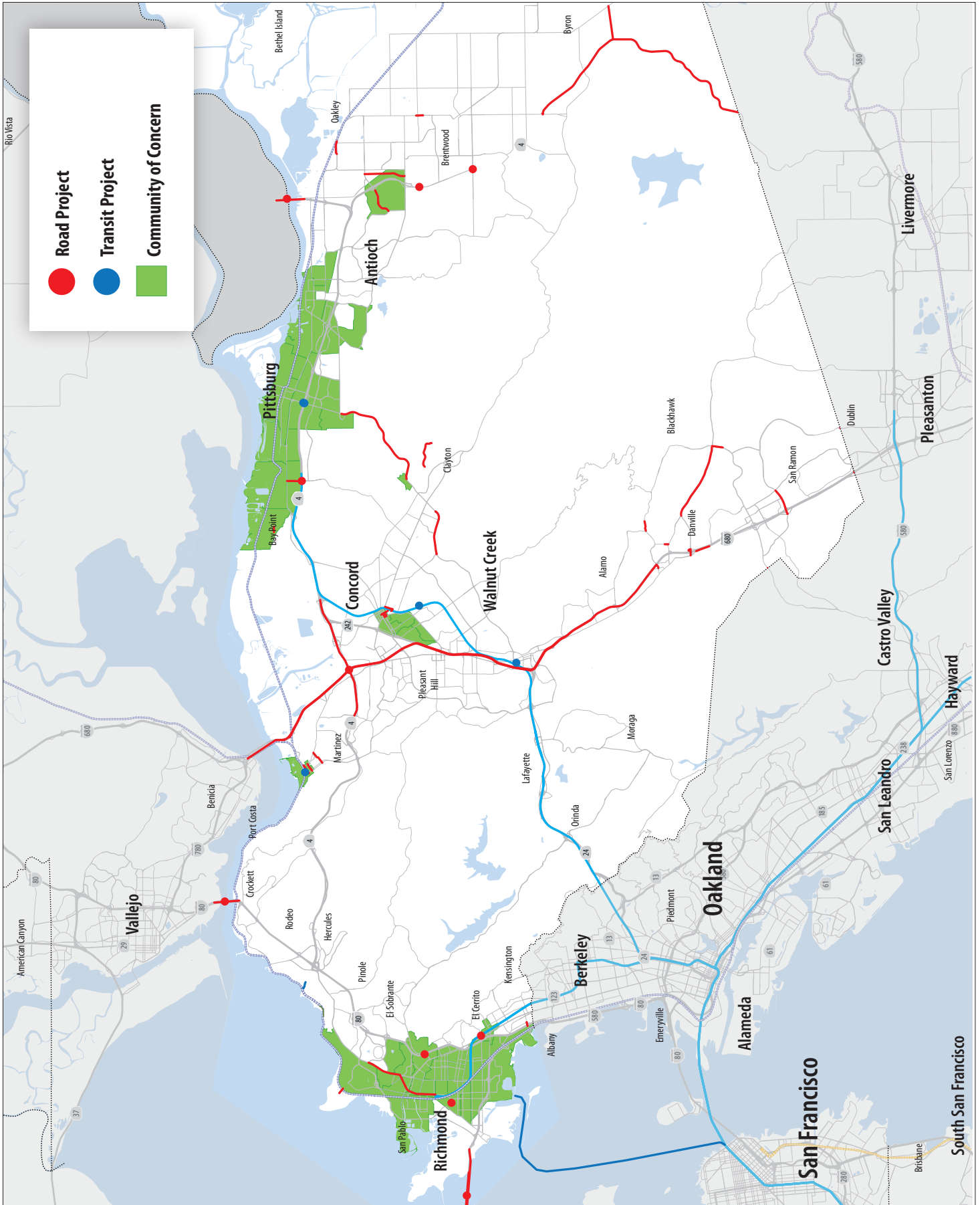
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Contra Costa County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Other Racial/Ethnic Minority Population



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Contra Costa County: Overlay of 2017 TIP Mapped Projects over Communities of Concern

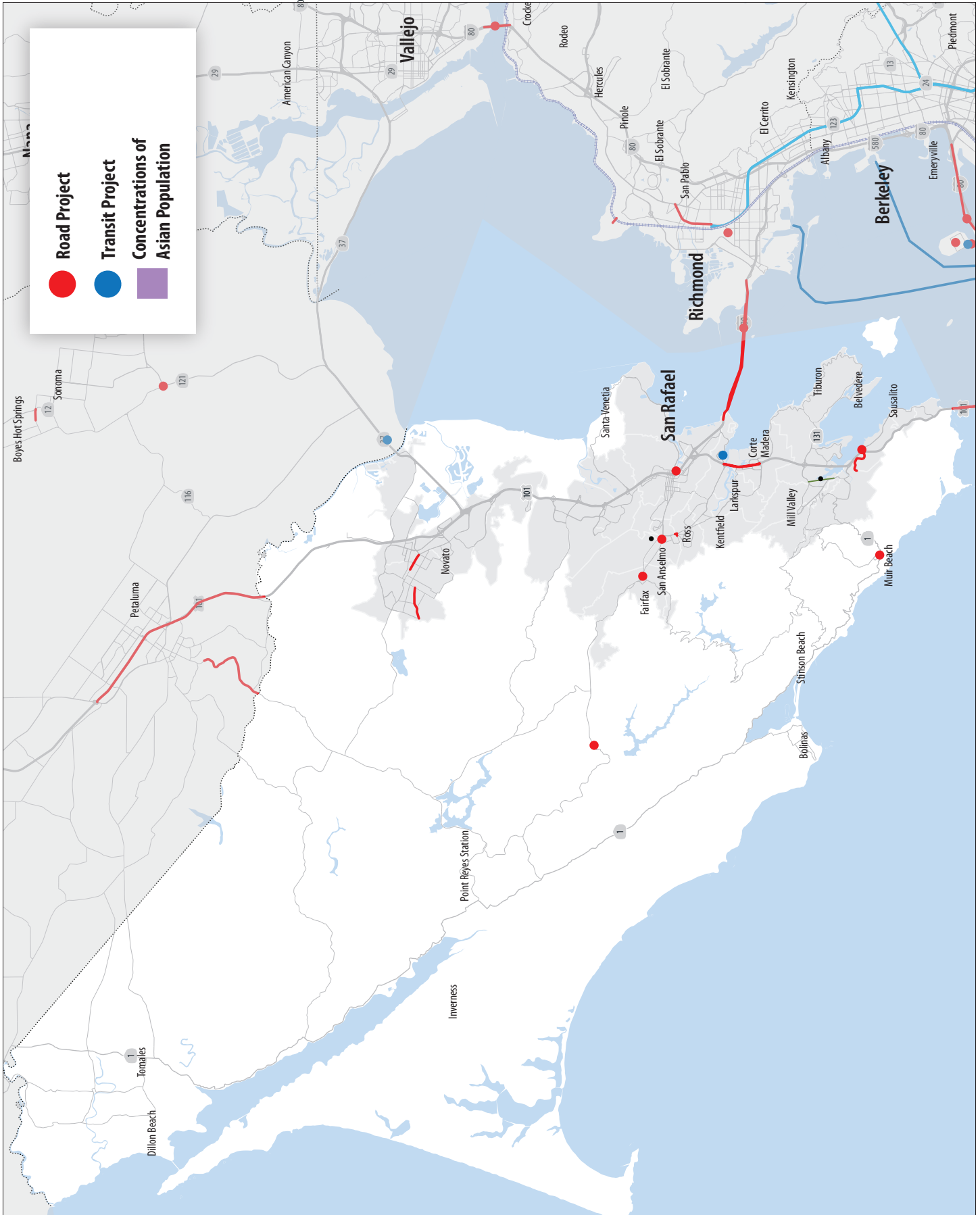


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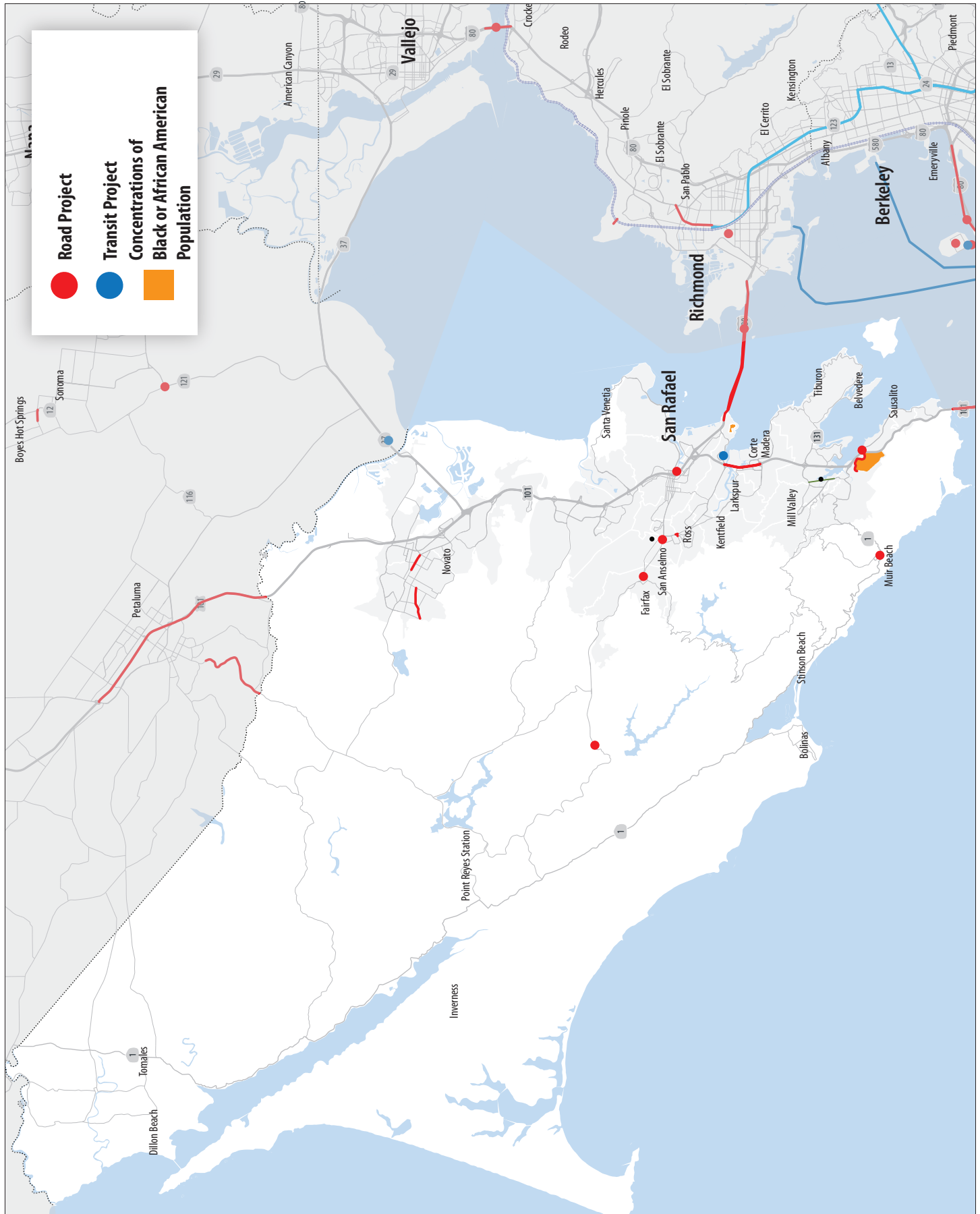
- 1 Parkade Circulation and Safety Improvements
- 2 Golden Gate Bridge Seismic Retrofit, Ph: 1-3A
- 3 Golden Gate Bridge Seismic Retrofit, Phase 3B
- 4 Golden Gate Bridge-Suicide Deterrent SafetyBarrier
- 5 Larkspur Ferry Terminal Parking Garage
- 6 Donahue Street Road Rehabilitation Project
- 7 Marin Parklands Visitor Access, Phase 2
- 8 Mill Valley-Sausalito Pathway Preservation
- 9 Mountain View Rd Bridge Replacement - 27C0154
- 10 Bayfront Park Recreational Bay Access Pier Rehab
- 11 Richmond-San Rafael Bridge Access Improvements
- 12 Novato Boulevard Widening, Diablo to Grant
- 13 Vineyard Road Improvements
- 14 Bolinas Avenue and Sir Francis Drake Intersection
- 15 San Anselmo - Center Blvd Bridge Replace (27C0079)
- 16 Sunny Hill Ridge and Red Hill Trails
- 17 Grand Avenue Bicycle Pedestrian Improvements
- 18 Sausalito - Bridgeway/US 101 Off Ramp Bicycle Imps
- 19 US 101 / Greenbrae Interchange Corridor Impts.
- 20 Toll Bridge Maintenance
- 21 Toll Bridge Rehabilitation Program

Marin County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Asian Population



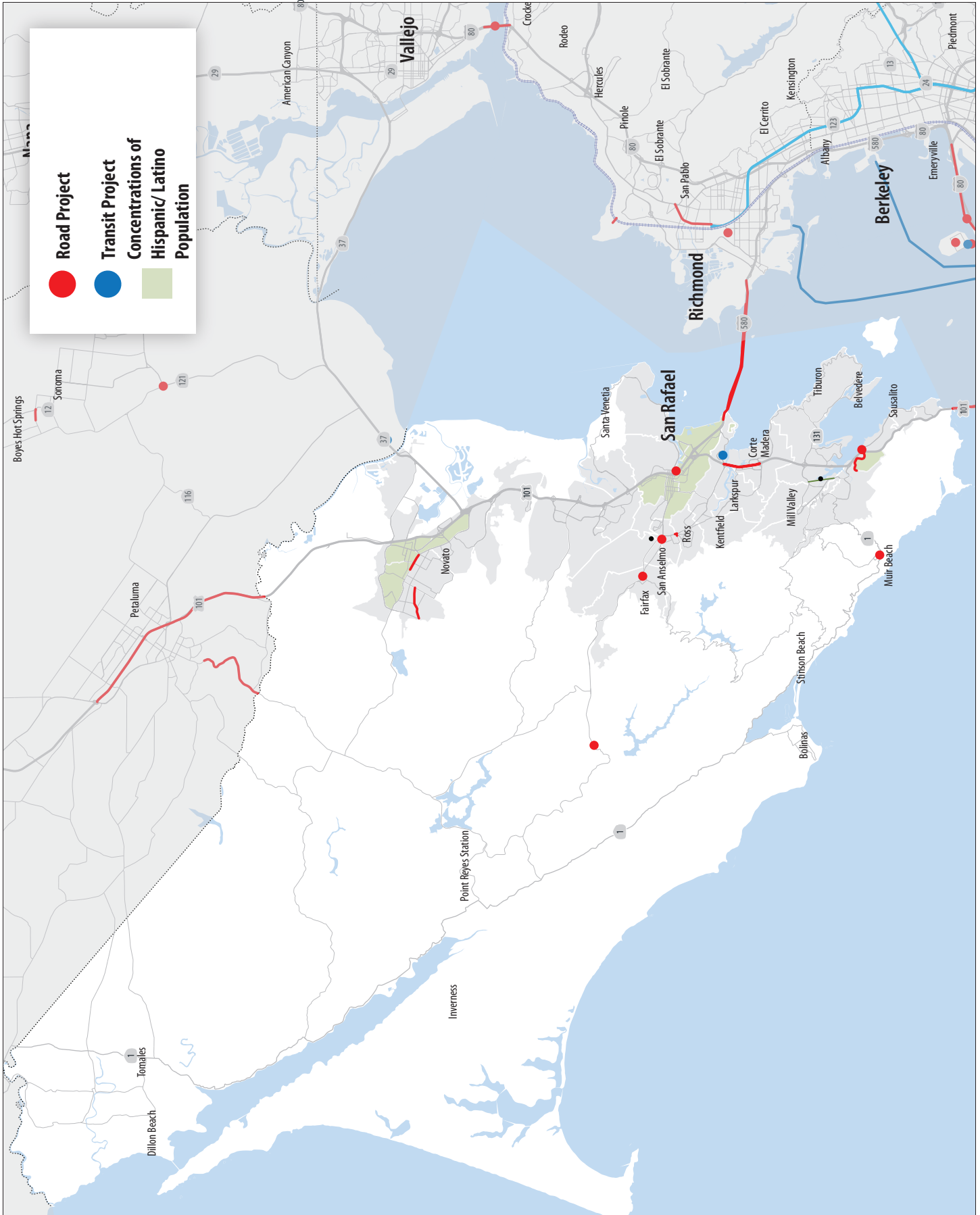
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Marin County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Black or African American Population



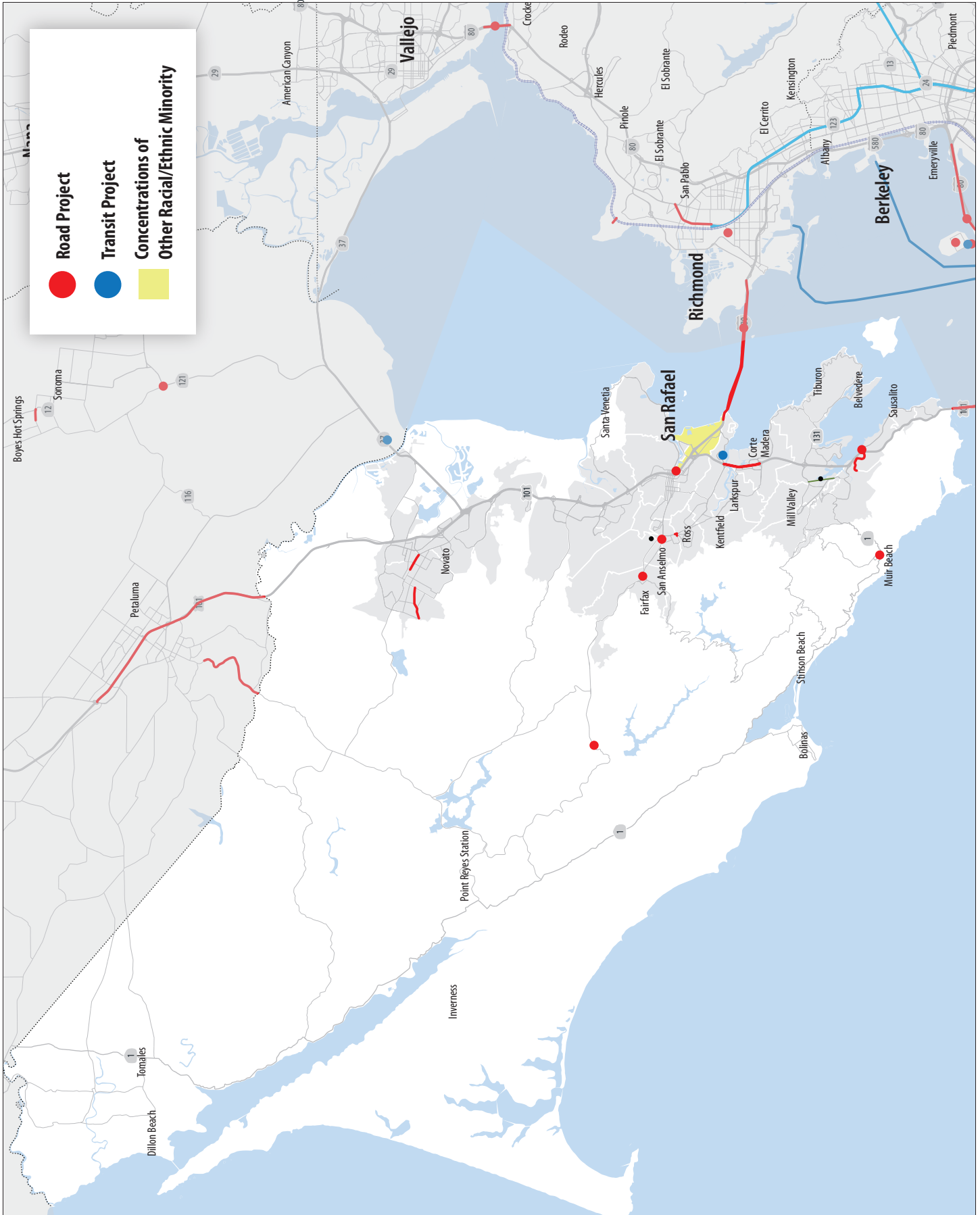
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Marin County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Hispanic/ Latino Population



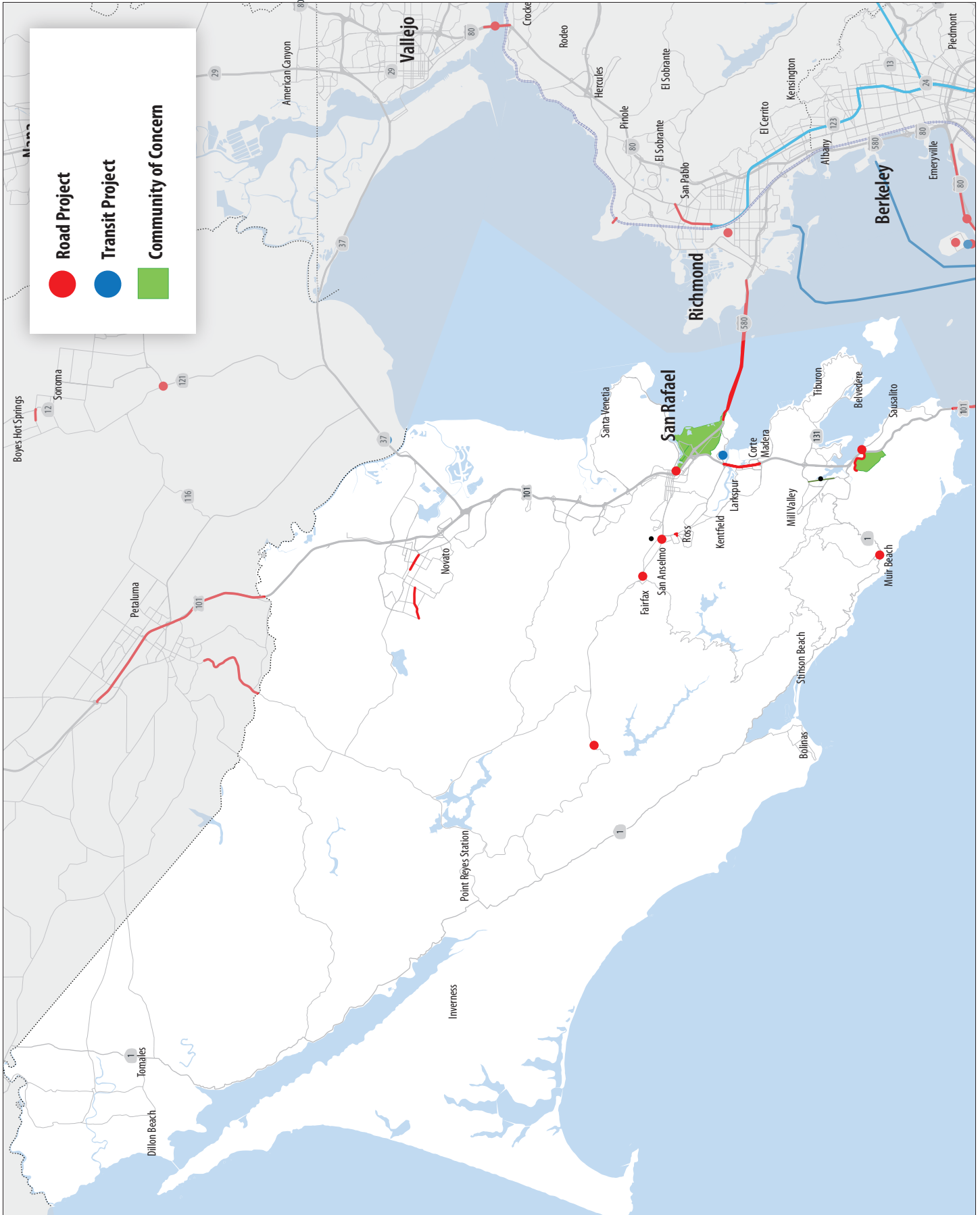
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Marin County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Other Racial/Ethnic Minority Population



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Marin County: Overlay of 2017 TIP Mapped Projects over Communities of Concern



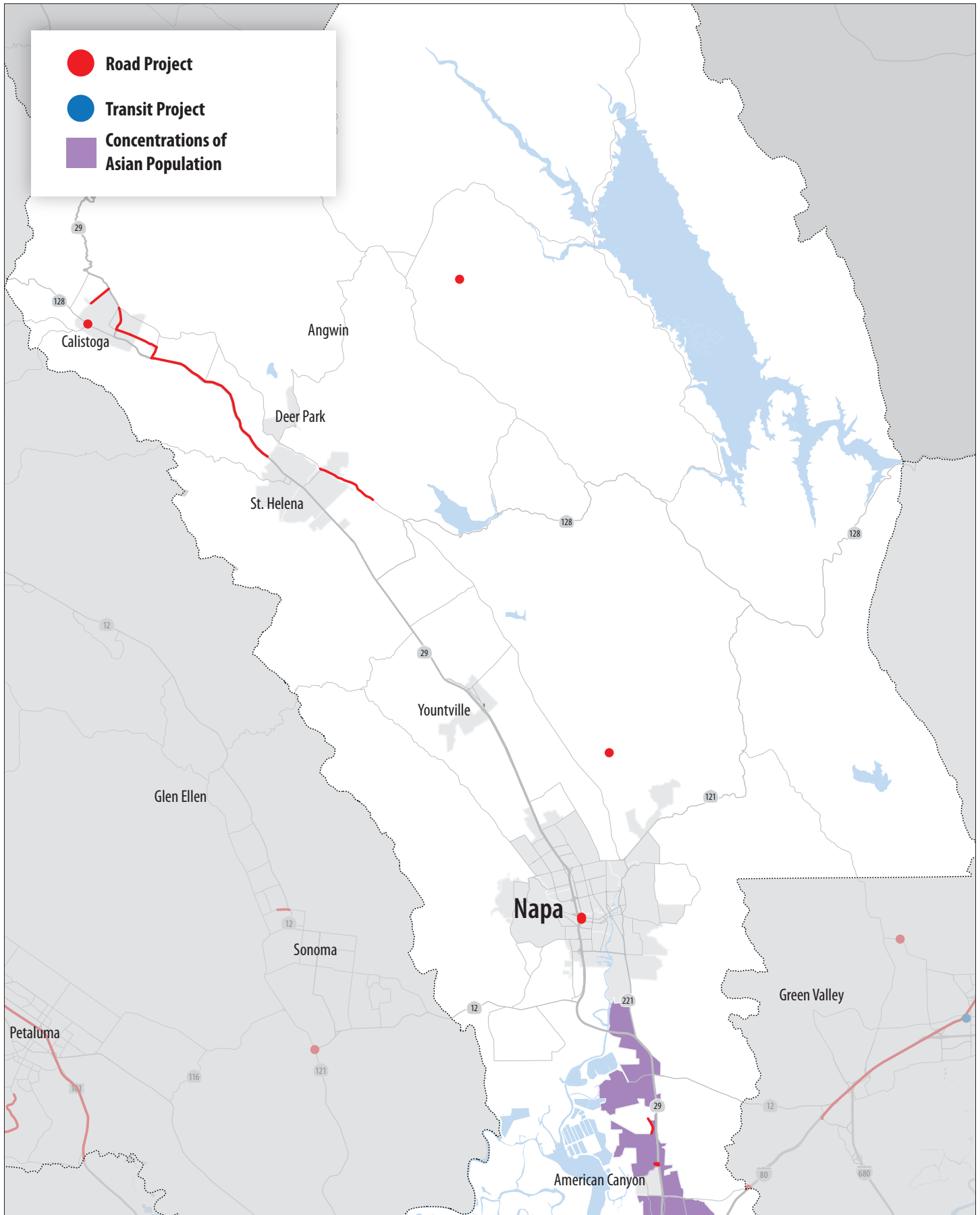
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Napa County

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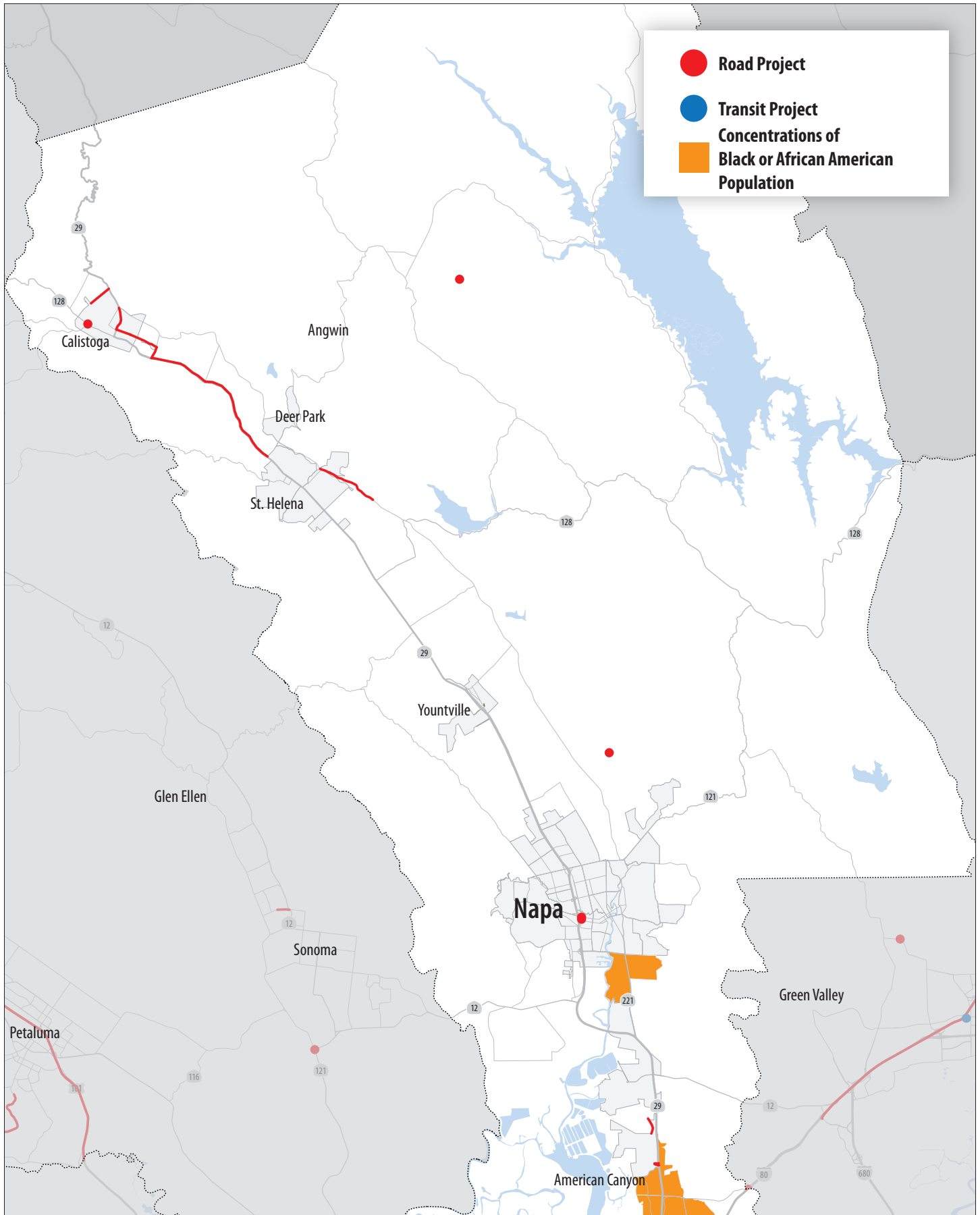
- 1 Devlin Road and Vine Trail Extension
- 2 Eucalyptus Drive Realignment Complete Streets
- 3 SR 128 and Petrified Forest Intersection Imp
- 4 California Boulevard Roundabouts
- 5 Garnett Bridge Greenwood Ave
- 6 Hardin Rd Bridge Replacement - 21C0058
- 7 Loma Vista Dr Bridge Replacement - 21C0080
- 8 Silverado Trail Phase H Rehab
- 9 Napa Valley Vine Trail Calistoga-St. Helena Seg.
- 10 Hopper Creek Pedestrian Bridge and Path Project

Napa County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Asian Population



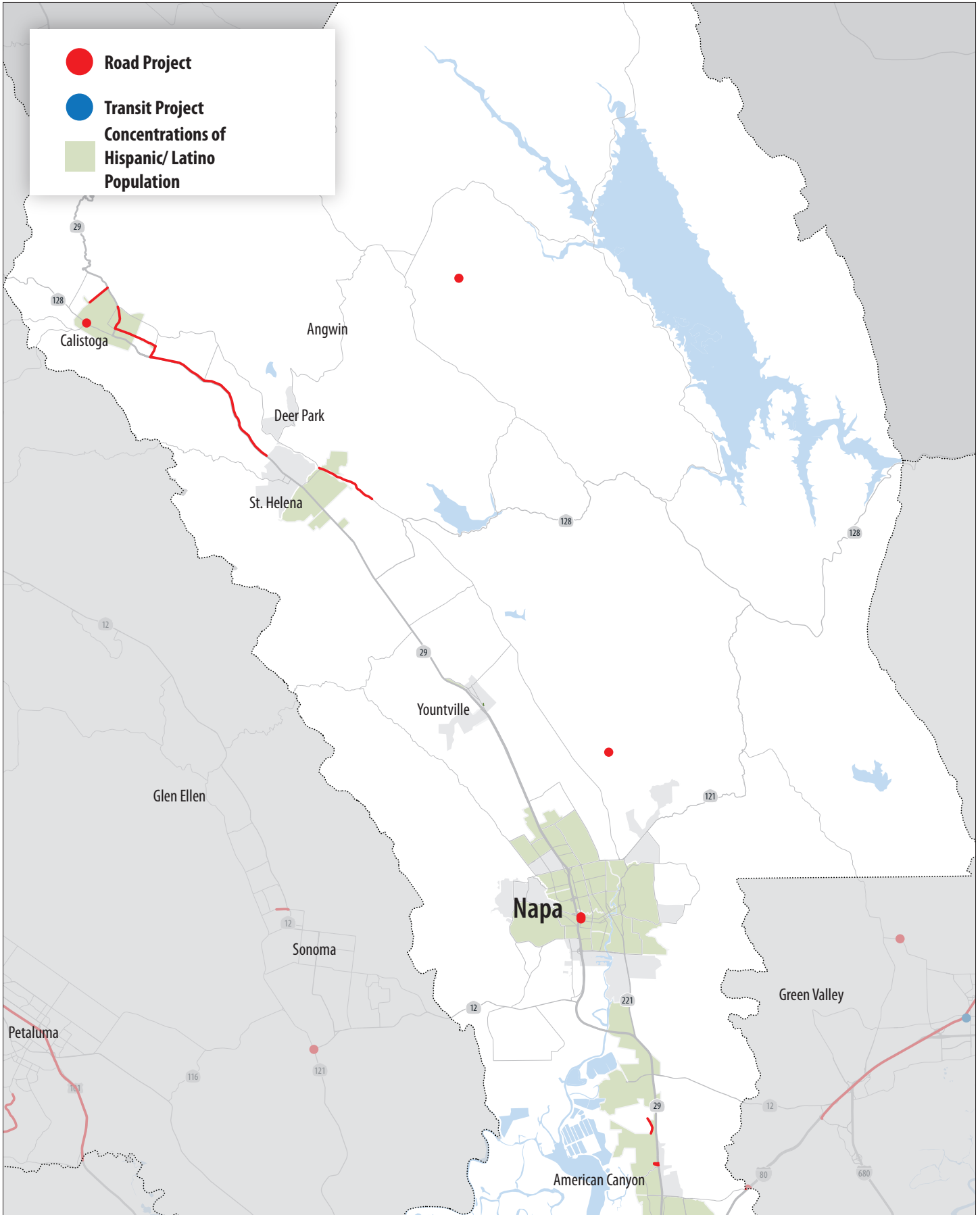
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Napa County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Black or African American Population



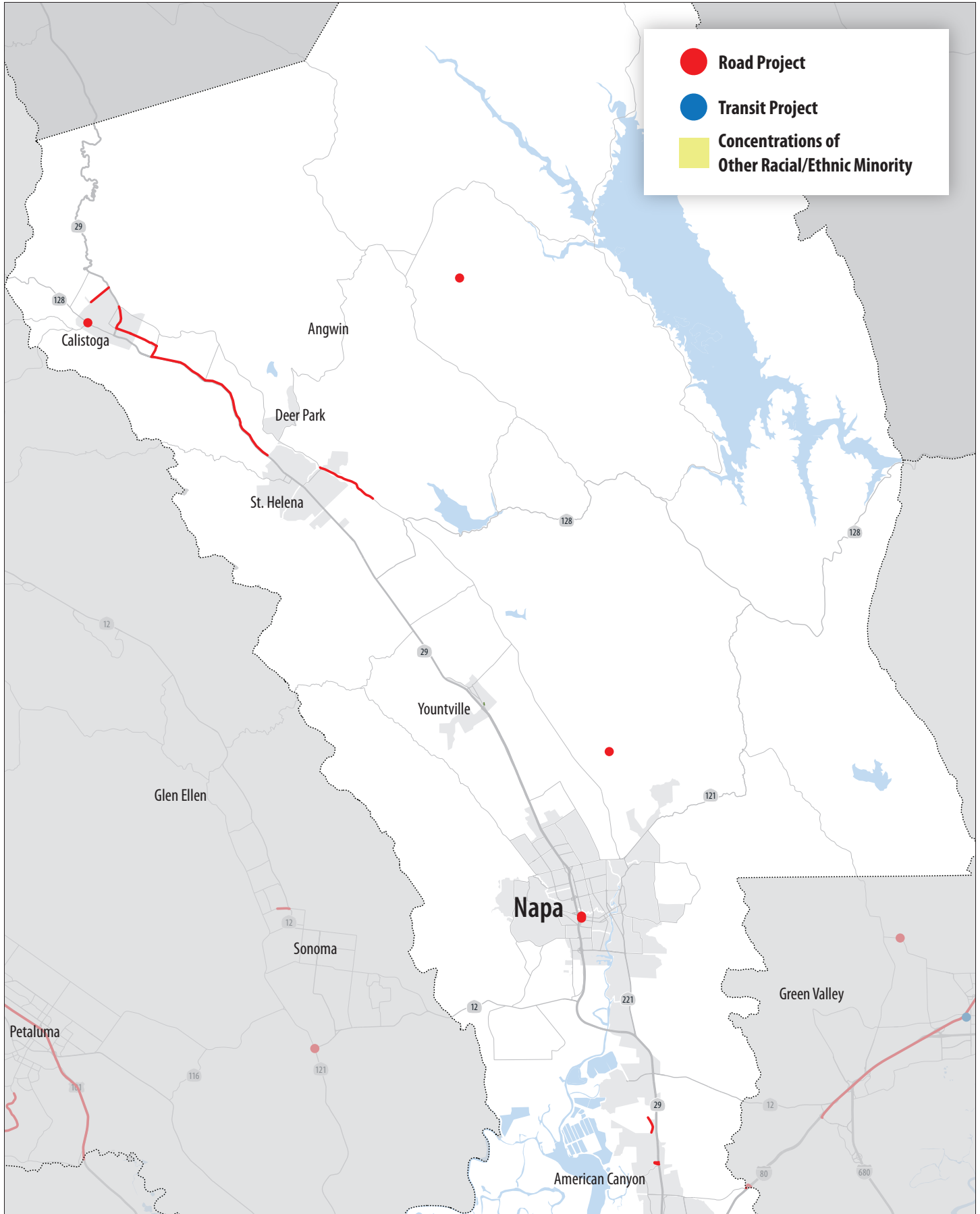
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Napa County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Hispanic/ Latino Population



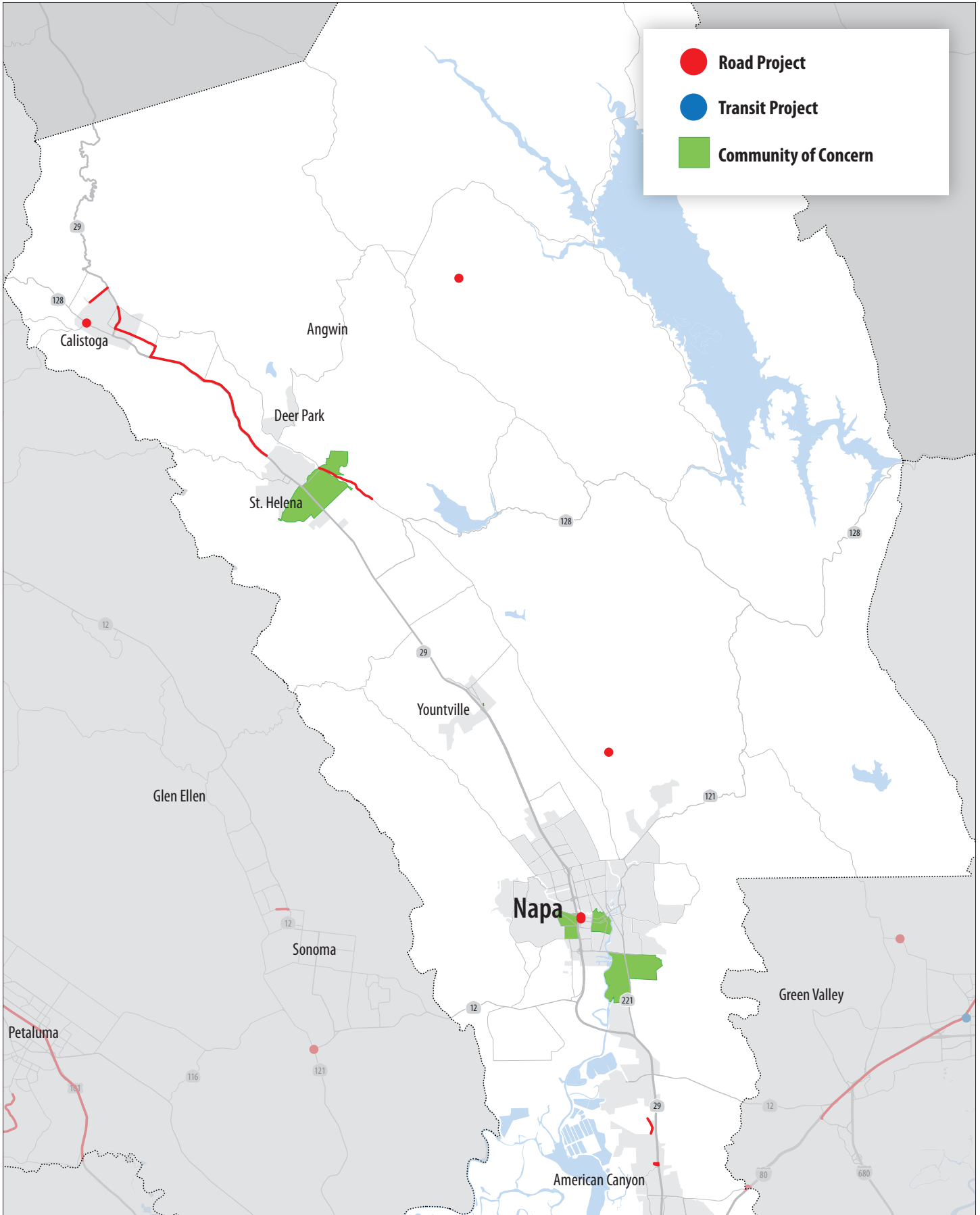
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Napa County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Other Racial/Ethnic Minority Population



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Napa County: Overlay of 2015 TIP Mapped Projects over Communities of Concern



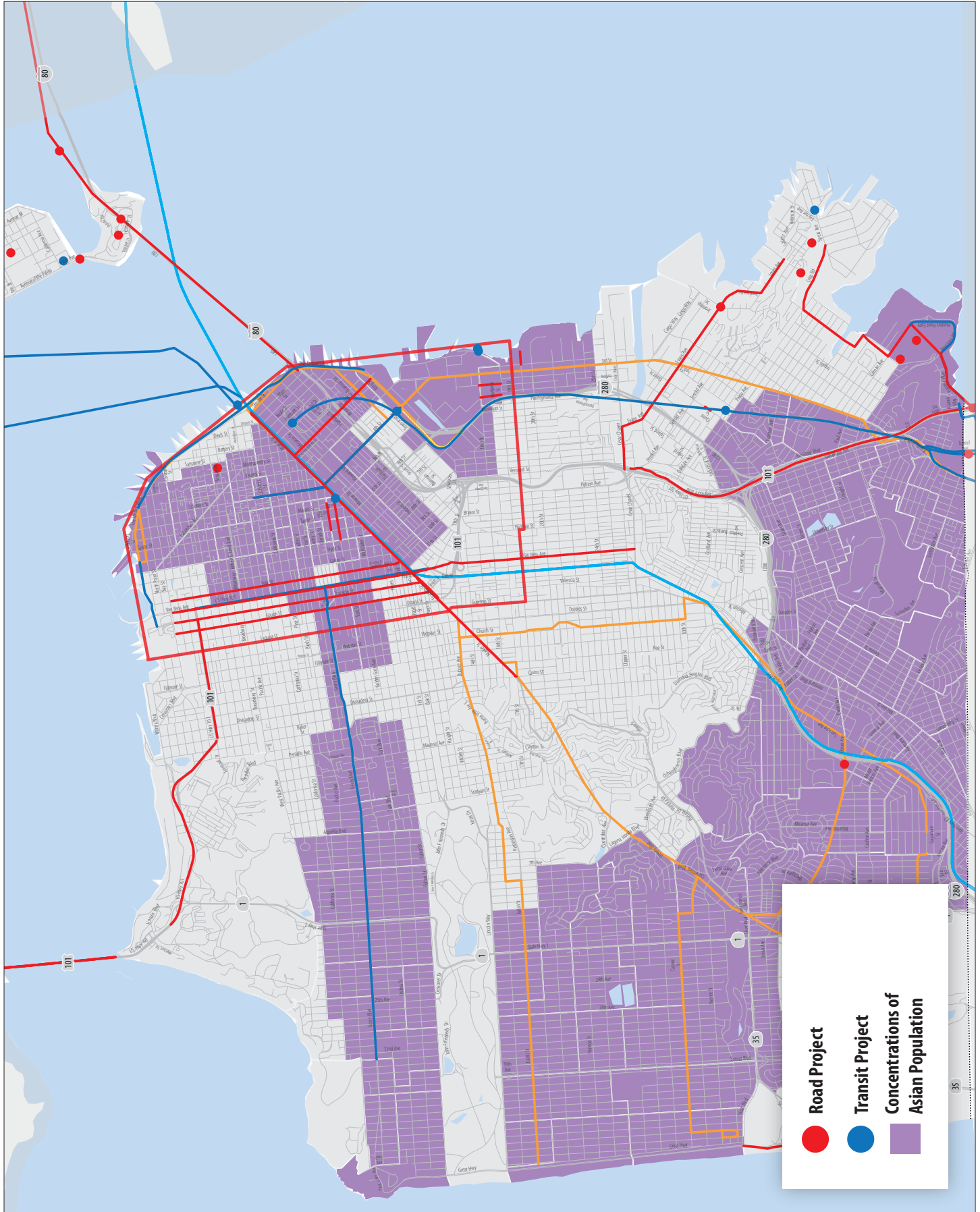
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San Francisco County

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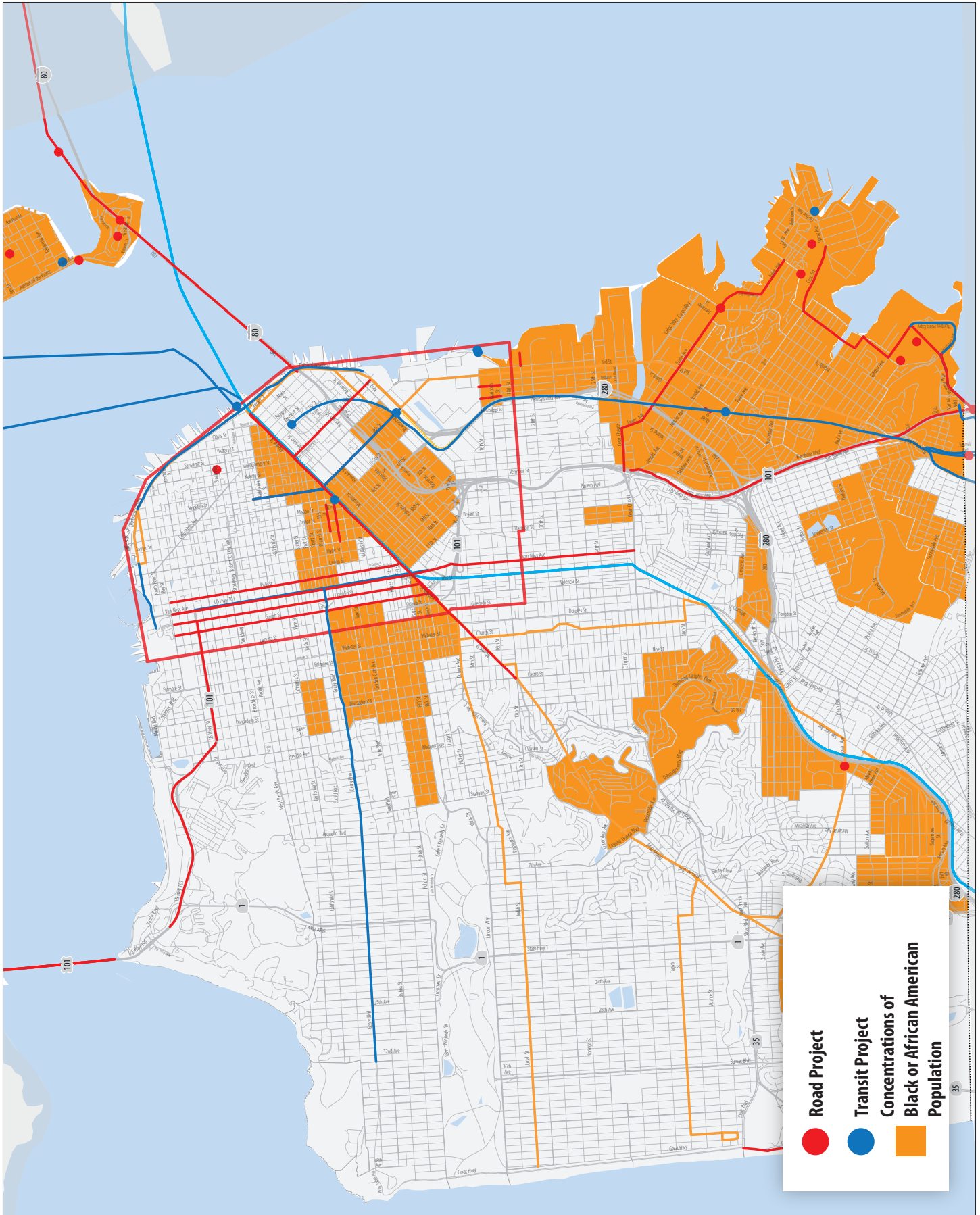
- 1 BART/MUNI Direct Connection Platform
- 2 Embarcadero Corridor Transportation Improvements
- 3 Mission Bay Ferry Terminal
- 4 Pier 70 19th Street & Illinois Street Sidewalk
- 5 Construct Treasure Island Bus Terminal Facility
- 6 Geary Bus Rapid Transit
- 7 HOV Lanes on US 101 in SF - Project Development
- 8 Oakdale Caltrain Station
- 9 SB I-280 Off-Ramp at Ocean Ave Realignment
- 10 SF Downtown Congestion Pricing (NE Cordon)
- 11 Treasure Is/Yerba Buena Is Street Improvements
- 12 Treasure Island Congestion Pricing Program
- 13 US 101 Doyle Drive Replacement
- 14 Yerba Buena Island (YBI) Ramp Improvements
- 15 Bayview Transportation Improvements
- 16 Great Highway Restoration
- 17 Harney Way Roadway Widening
- 18 HOPE SF Street Grid Phase 1
- 19 Hunters Pt Shipyard and Candlestick Pt Local Roads
- 20 John Yehall Chin Safe Routes to School
- 21 Lombard Street Vision Zero Project
- 22 SF- Better Market Street Transportation Elements
- 23 SF- Second Street Complete Streets and Road Diet
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- 41 Ferry Service - Berkeley/Albany
- 42 SF Ferry Terminal/Berthing Facilities
- 43 Caltrain Electrification

San Francisco County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Asian Population



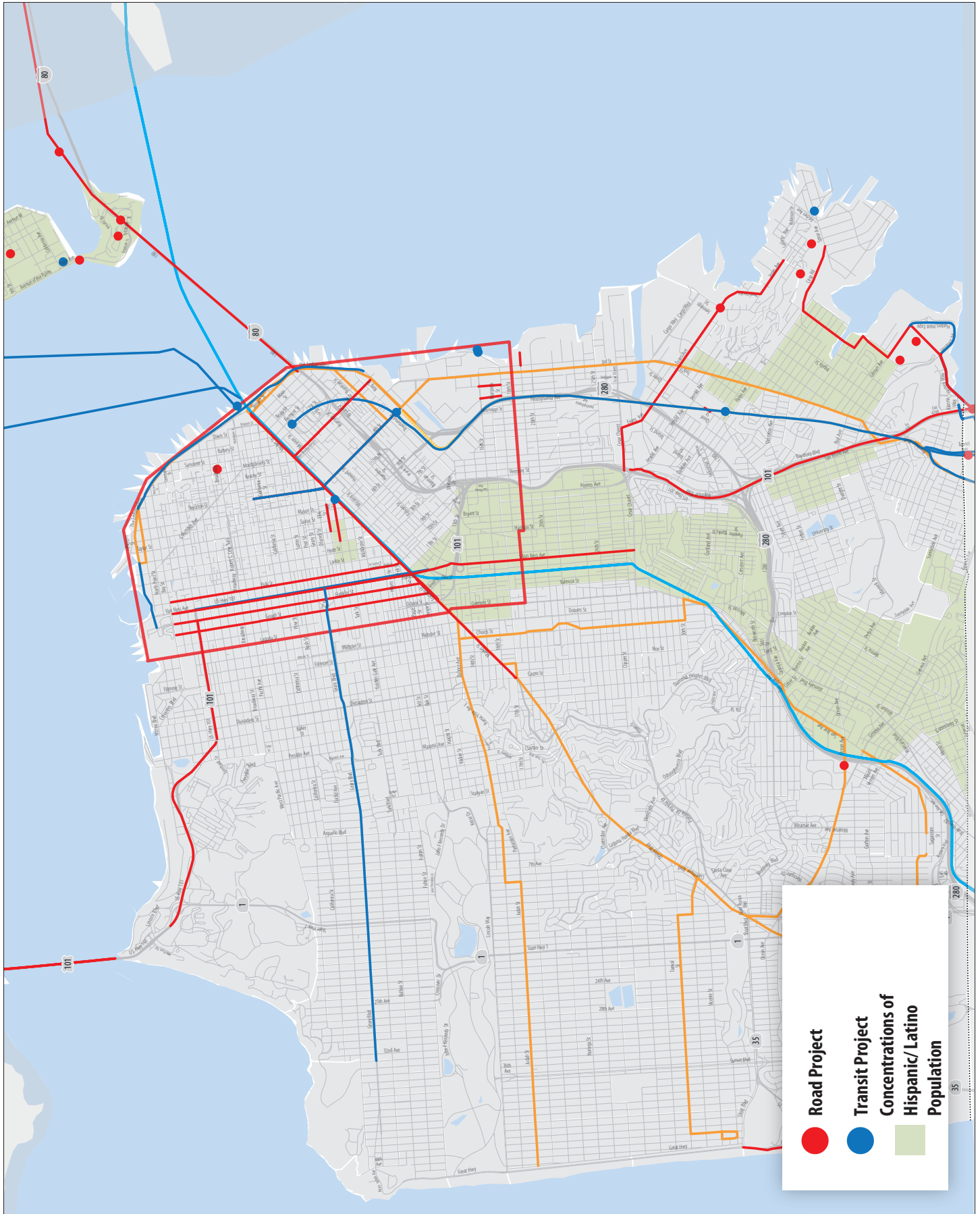
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San Francisco County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Black or African American Population



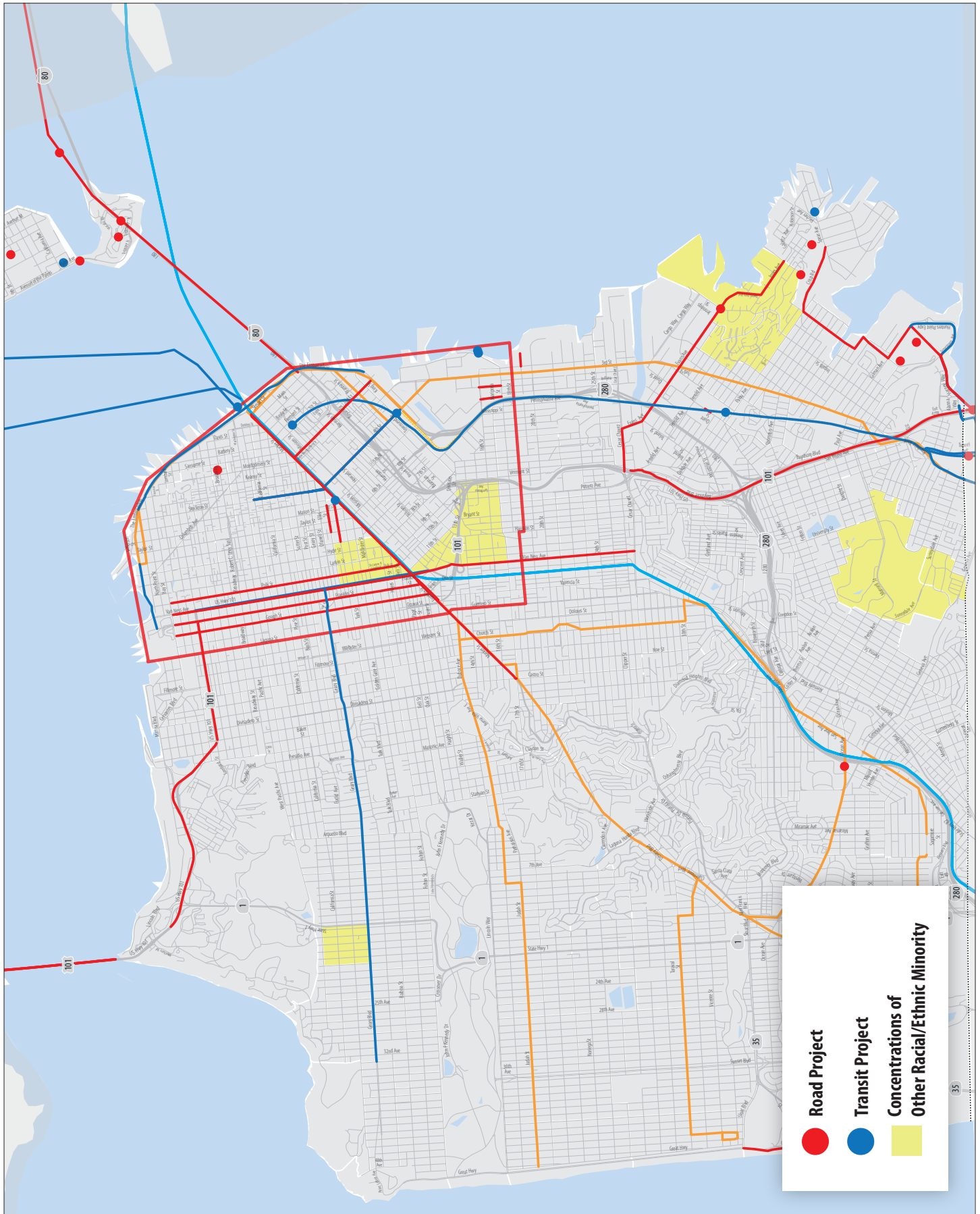
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San Francisco County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Hispanic/ Latino Population



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San Francisco County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Other Racial/Ethnic Minority Population



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San Francisco County: Overlay of 2015 TIP Mapped Projects over Communities of Concern



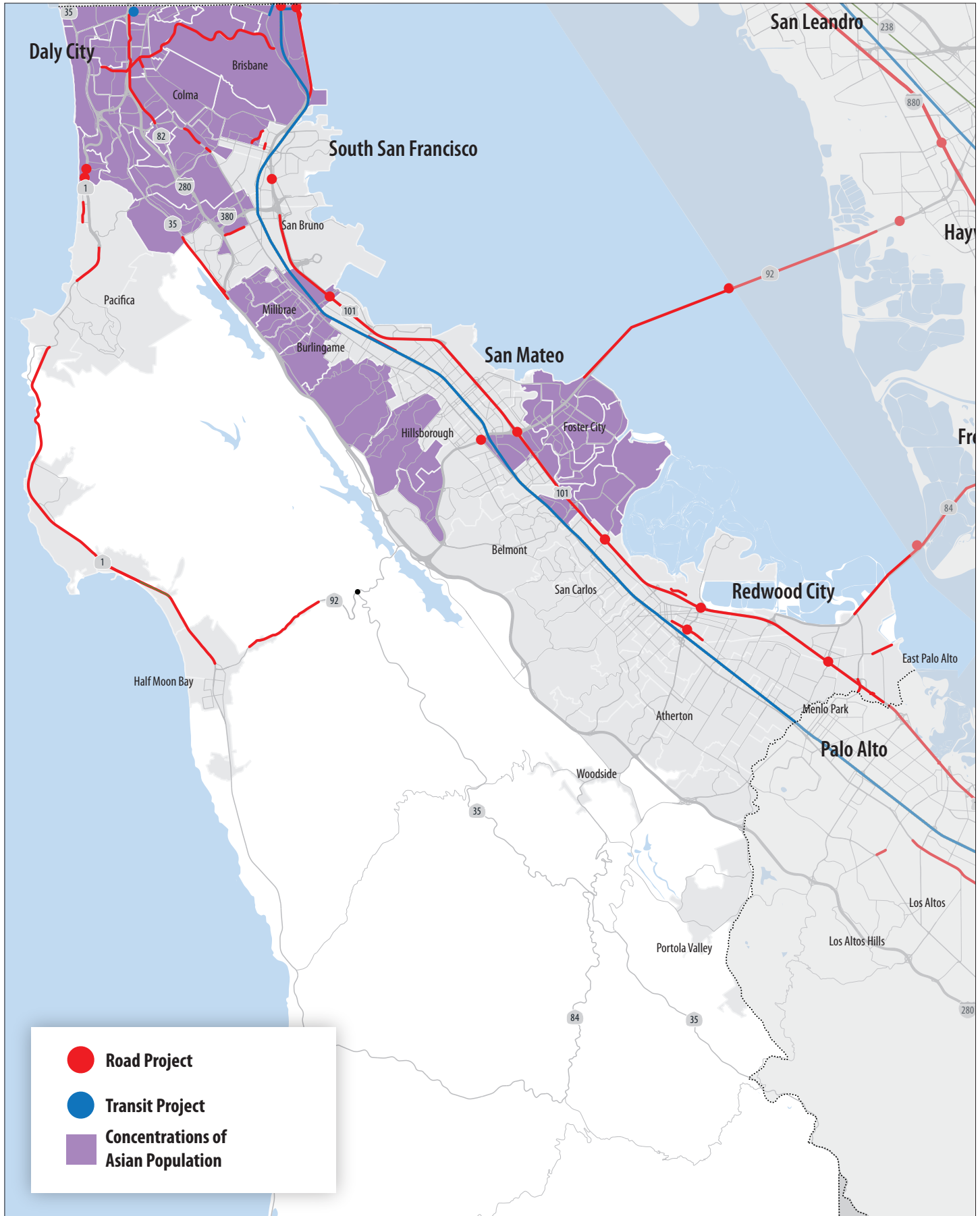
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San Mateo County

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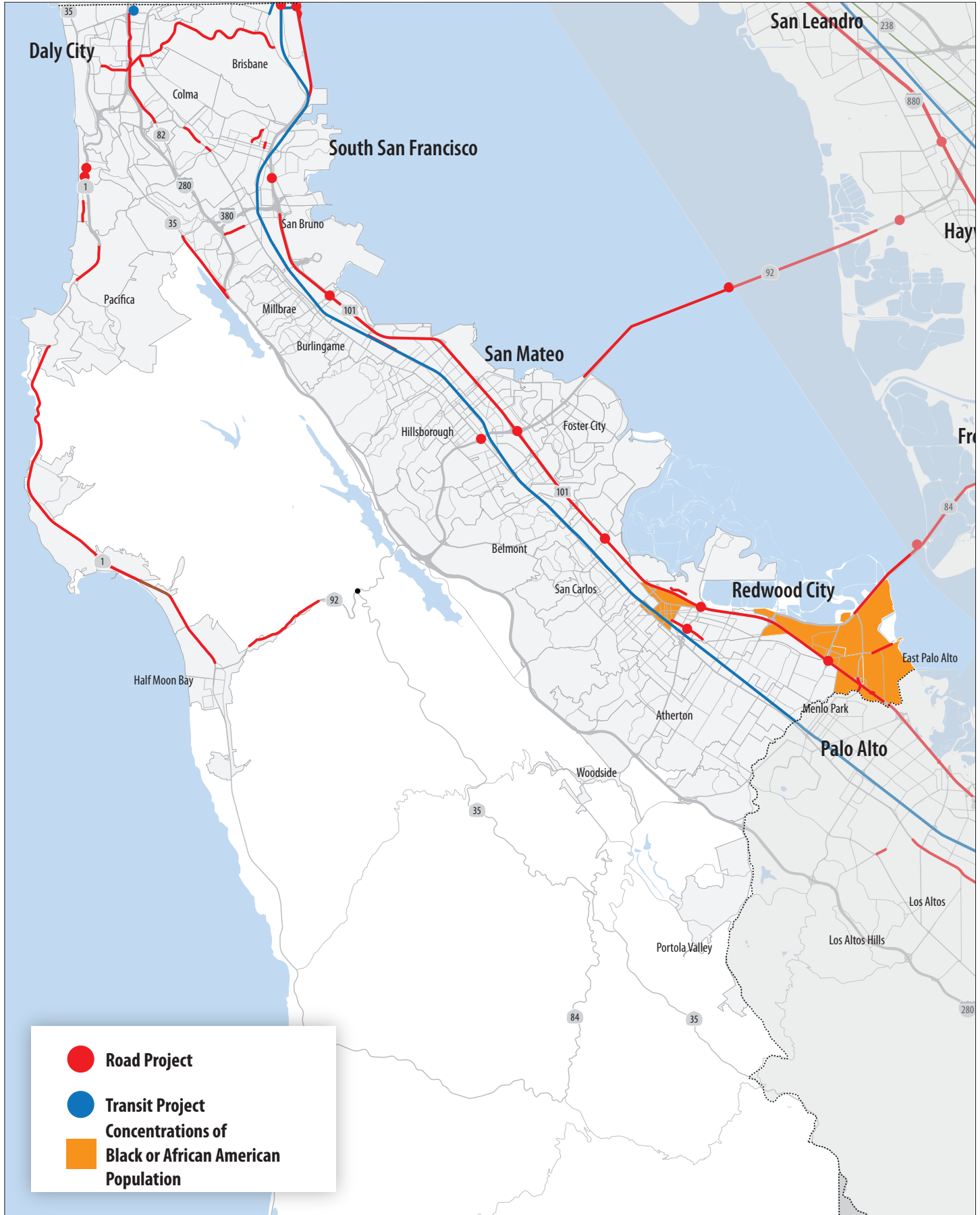
- 1 [Daly City BART Station Intermodal Improvements](#)
- 2 [US 101/Candlestick Interchange](#)
- 3 [Carolán Ave Complete Streets and Road Diet](#)
- 4 [Caltrain Electrification](#)
- 5 [Improve US 101 operations near Rte 92](#)
- 6 [US 101 HOV/ HOT from Santa Clara to I-380](#)
- 7 [Daly City Central Corridor Bike/Ped Safety Imprmnt](#)
- 8 [Bay Rd Bicycle/Pedestrian Improvements Phase II & III](#)
- 9 [US 101 University Ave Interchange Improvements](#)
- 10 [US-101 Pedestrian/Bicycle Overcrossing](#)
- 11 [Route 1 improvements in Half Moon Bay](#)
- 12 [SR 92 Shoulder Widening & Curve Correction](#)
- 13 [US 101 / Willow Road Interchange Reconstruction](#)
- 14 [US 101 Millbrae Ave Bike/Ped Bridge](#)
- 15 [Manor Drive Overcrossing and Milagra On Ramp](#)
- 16 [Palmetto Avenue Streetscape](#)
- 17 [SR 1 - Fassler to Westport Drive Widening](#)
- 18 [Blomquist Street Extension](#)
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- 23 [SR-35 \(Skyline Blvd\) Widening from I-280 to Sneath](#)
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- 27 [Hwy 1 Congestion throughput and safety improvement](#)
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- 33 [SSF Linden/Spruce Ave Traffic Calming Improvements](#)
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- 35 [Toll Bridge Maintenance](#)
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San Mateo County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Asian Population



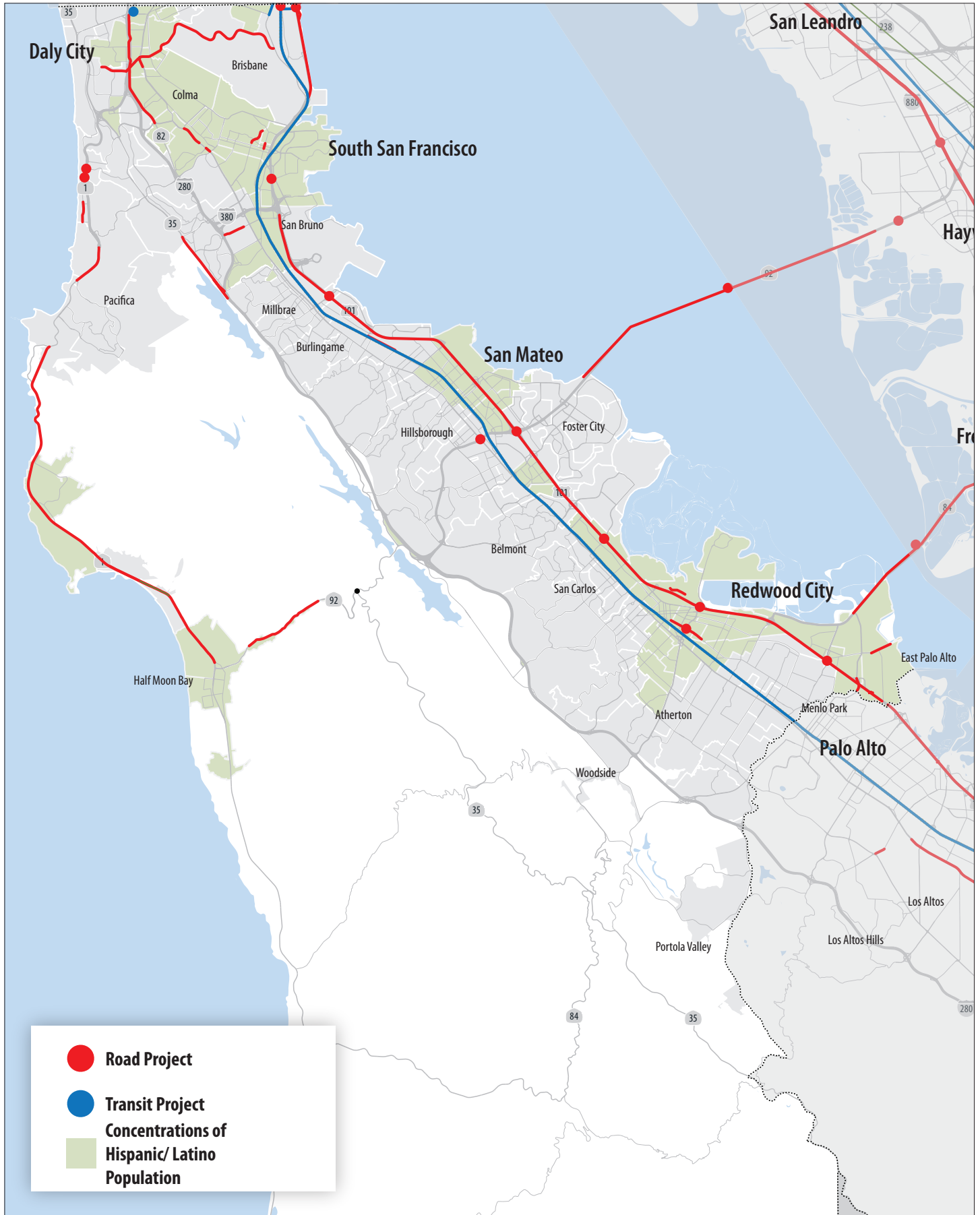
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San Mateo County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Black or African American Population



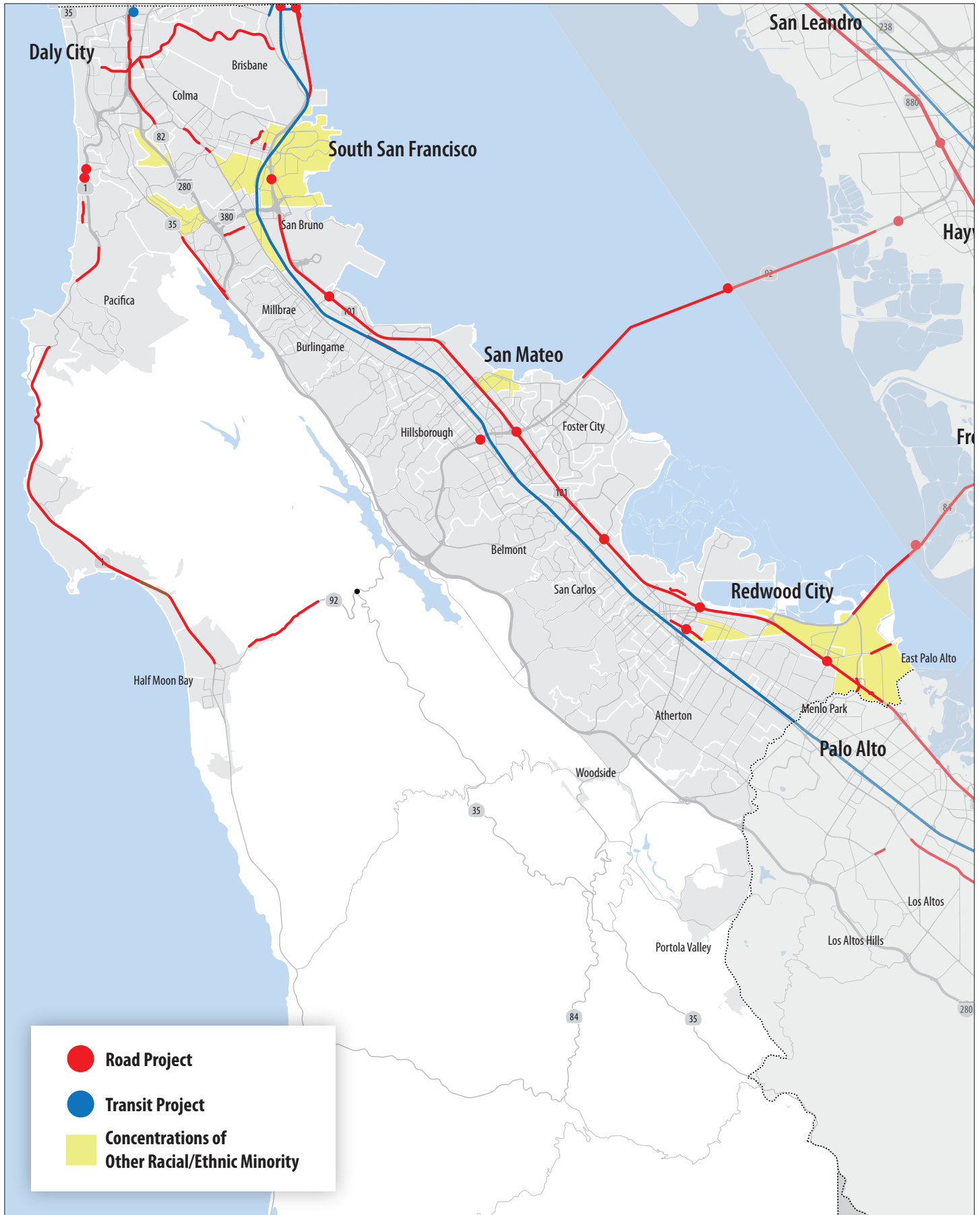
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San Mateo County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Hispanic/ Latino Population



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San Mateo County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Other Racial/Ethnic Minority Population



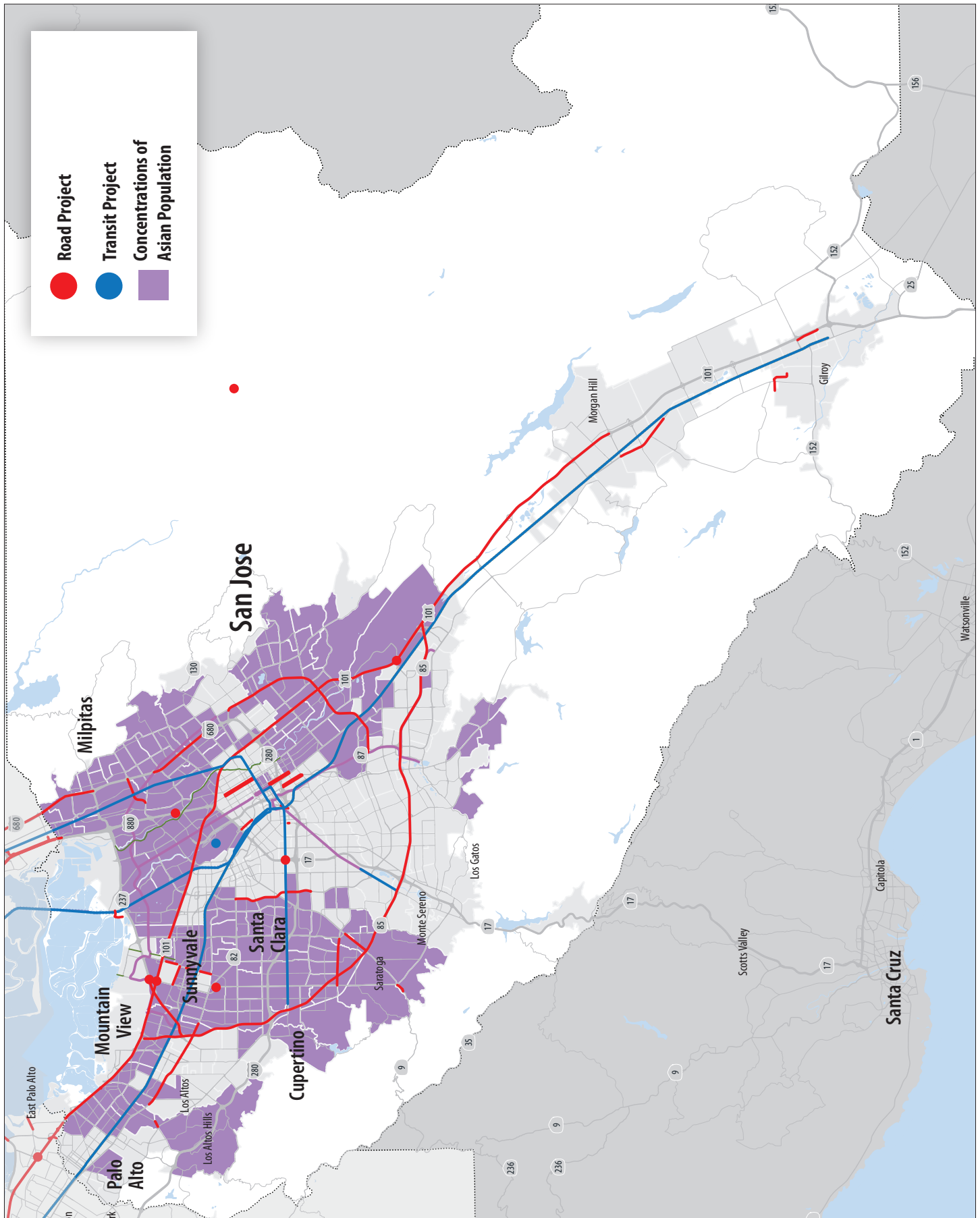
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Santa Clara County

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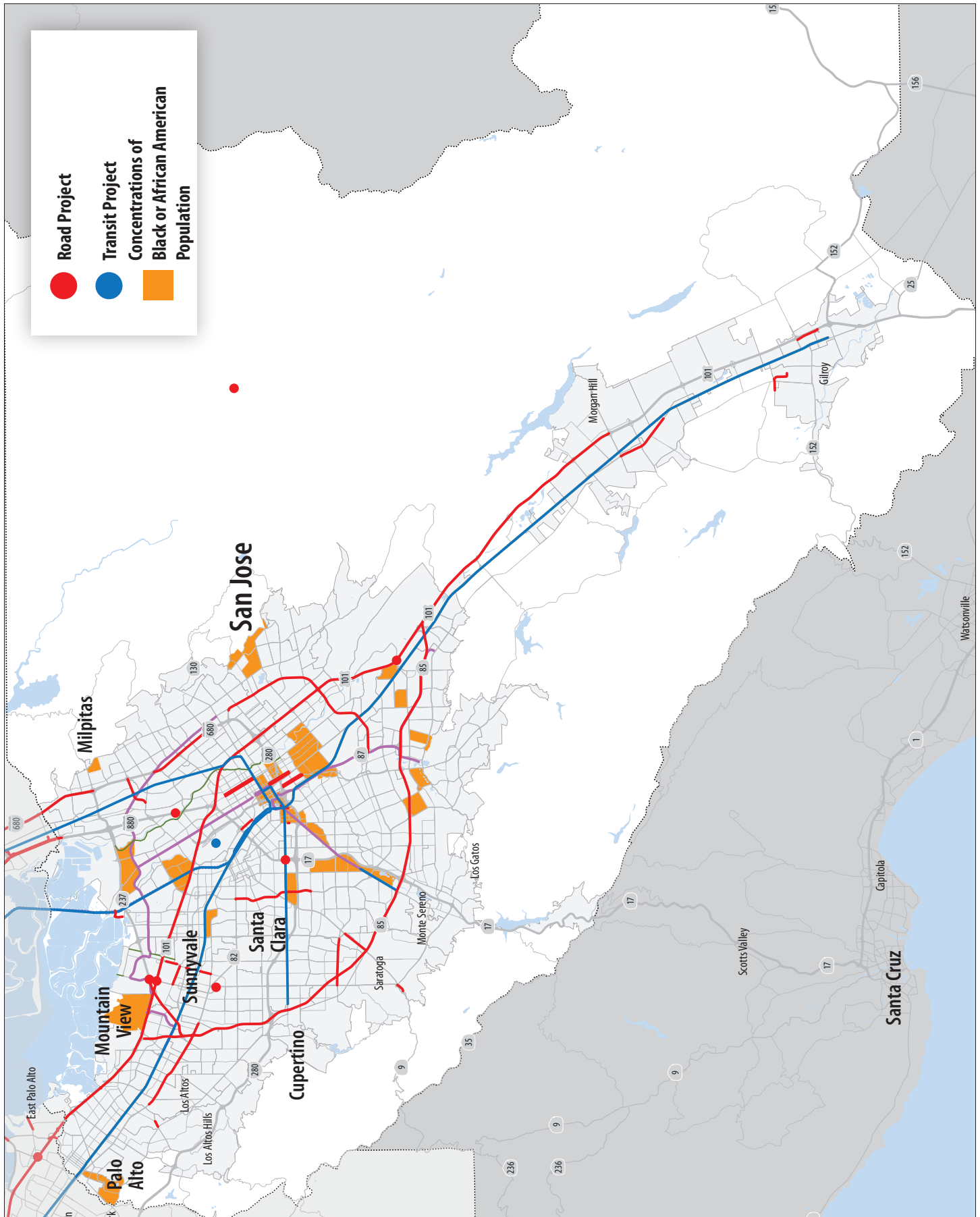
- 1 Gilroy New Ronan Channel and Lions Creek Trails
- 2 Monterey Road Preservation
- 3 Mountain View El Camino Real Streetscape Study
- 4 Adobe Creek/ Highway 101 Bicycle Pedestrian Bridge
- 5 Arastradero Road Schoolscape/Multiuse Trail
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- 13 San Jose: Los Gatos Creek Reach 5 Underpass
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- 35 VTA: Stevens Creek Bus Rapid Transit
- 36 Oakland to San Jose Double Track (Segment 2A)
- 37 Caltrain Electrification

Santa Clara County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Asian Population



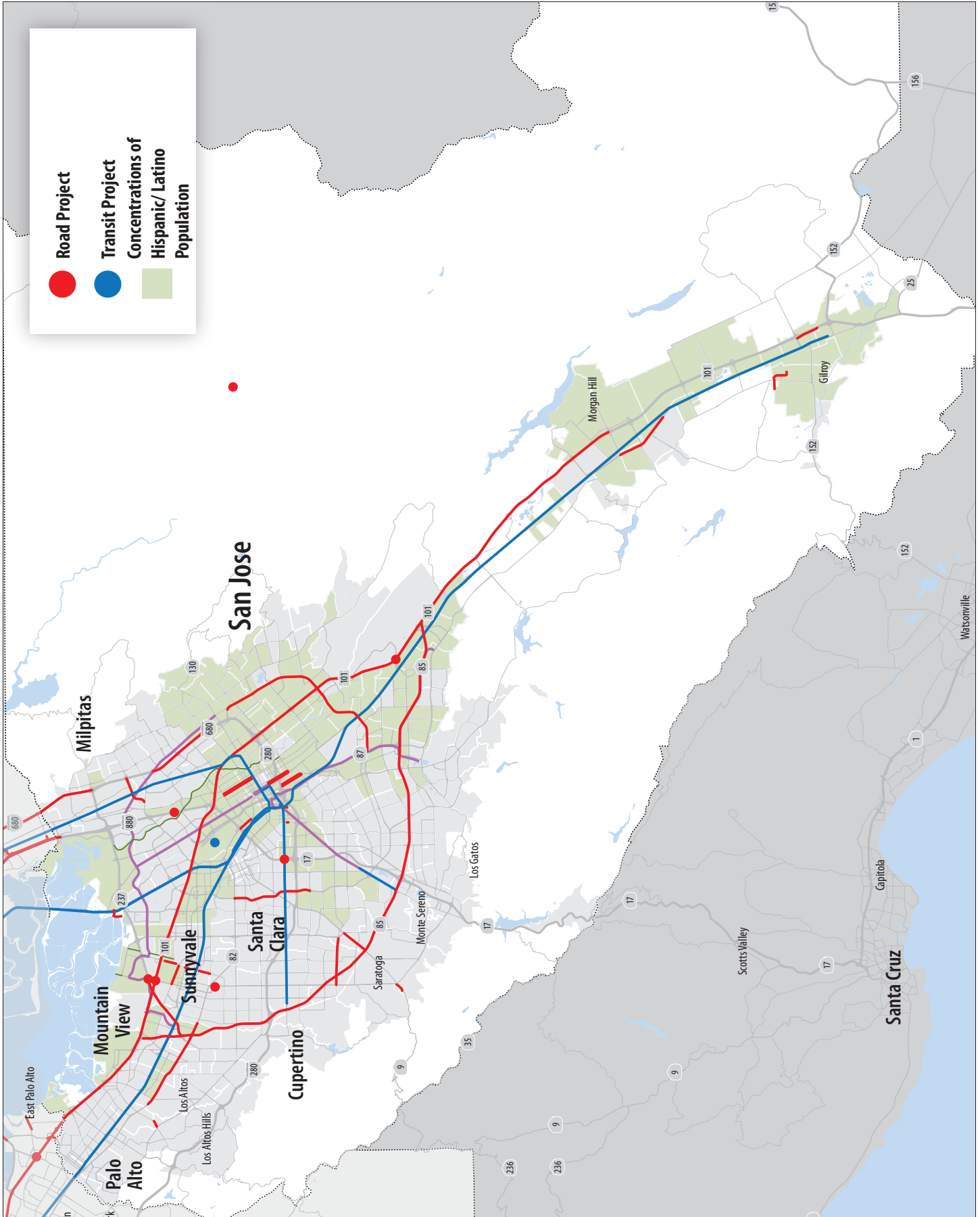
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Santa Clara County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Black or African American Population



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Santa Clara County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Hispanic/ Latino Population



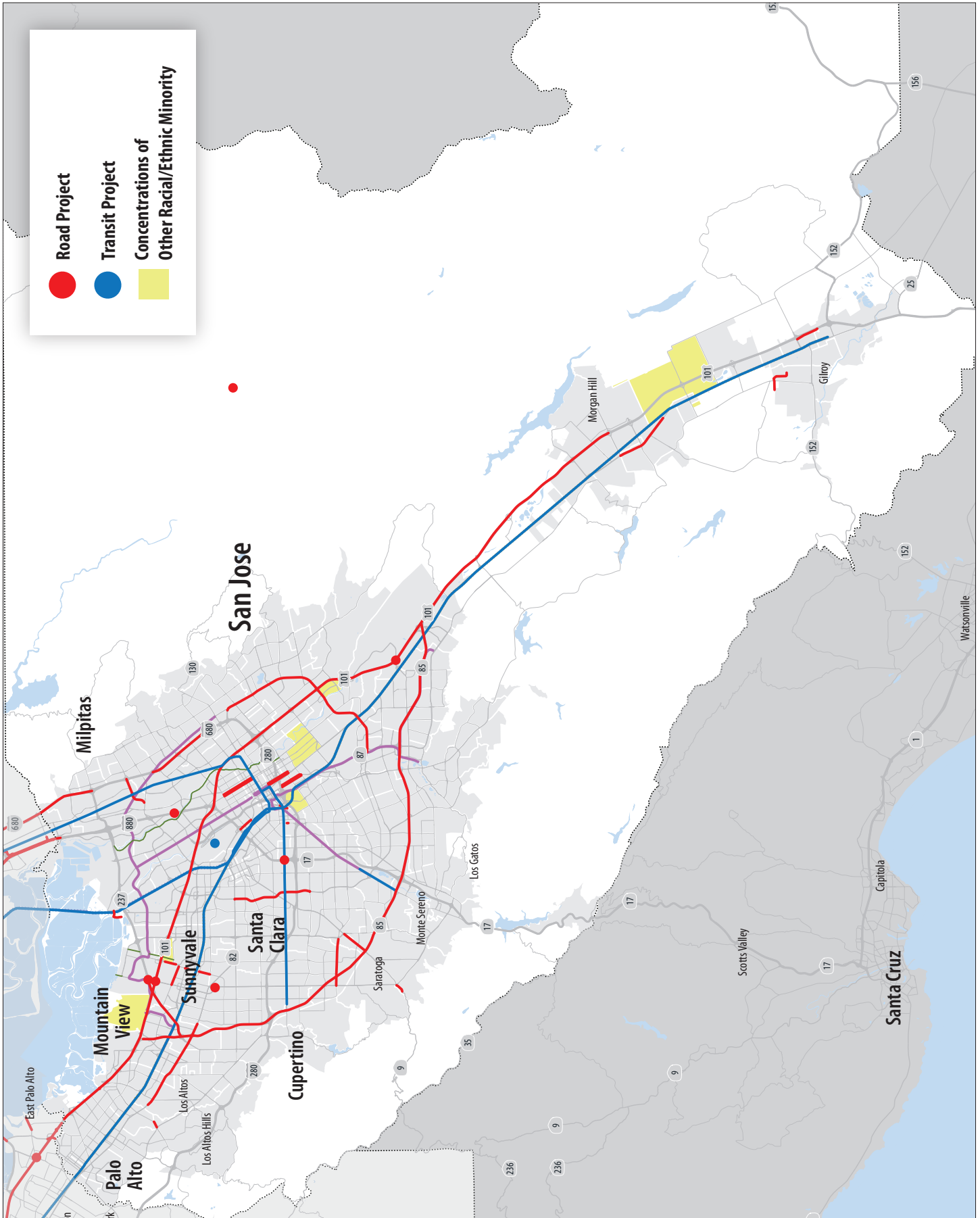
Road Project
●

Transit Project
●

Concentrations of Hispanic/ Latino Population
■

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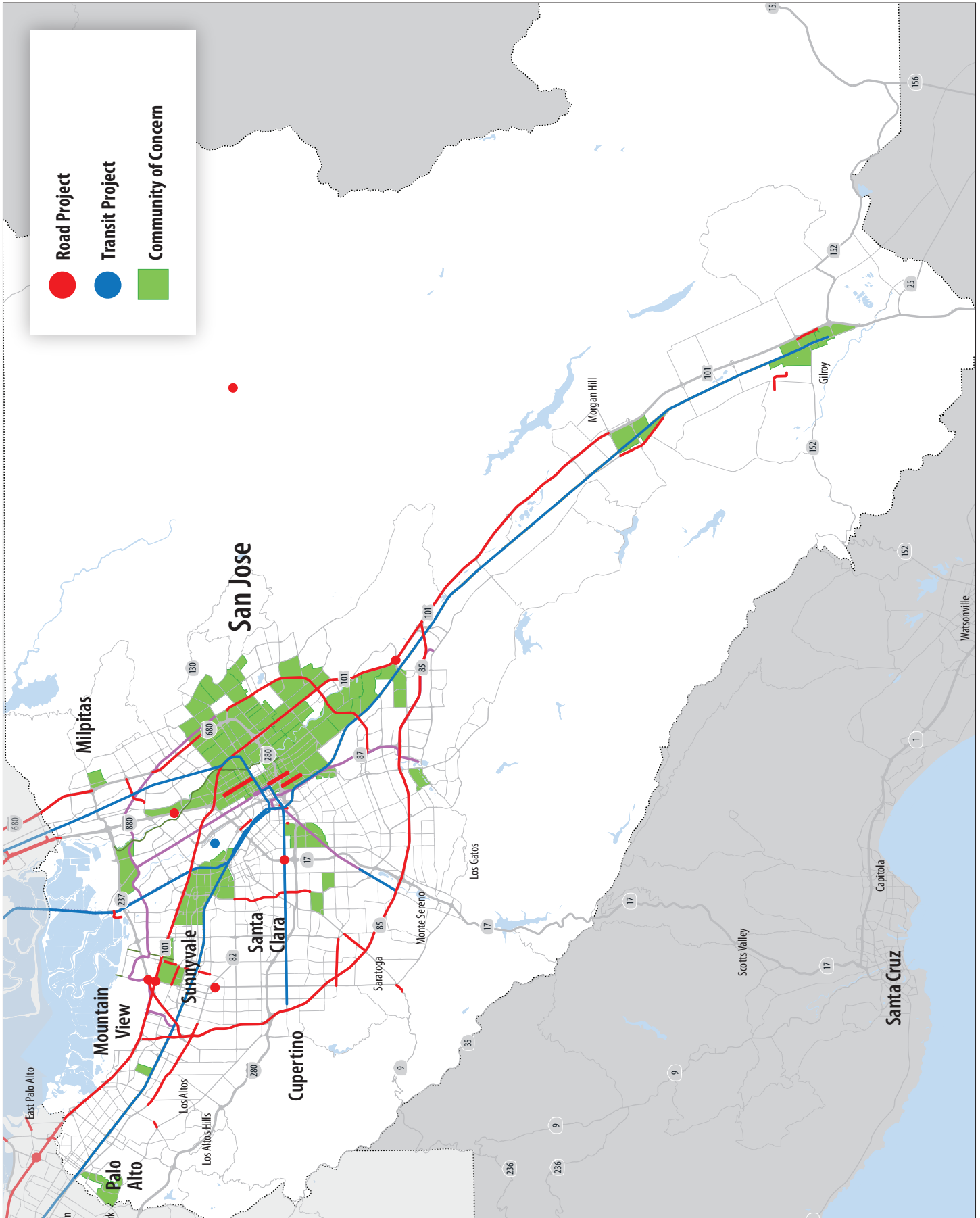
Santa Clara County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Other Racial/Ethnic Minority Population



Road Project
Transit Project
Concentrations of Other Racial/Ethnic Minority

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Santa Clara County: Overlay of 2017 TIP Mapped Projects over Communities of Concern



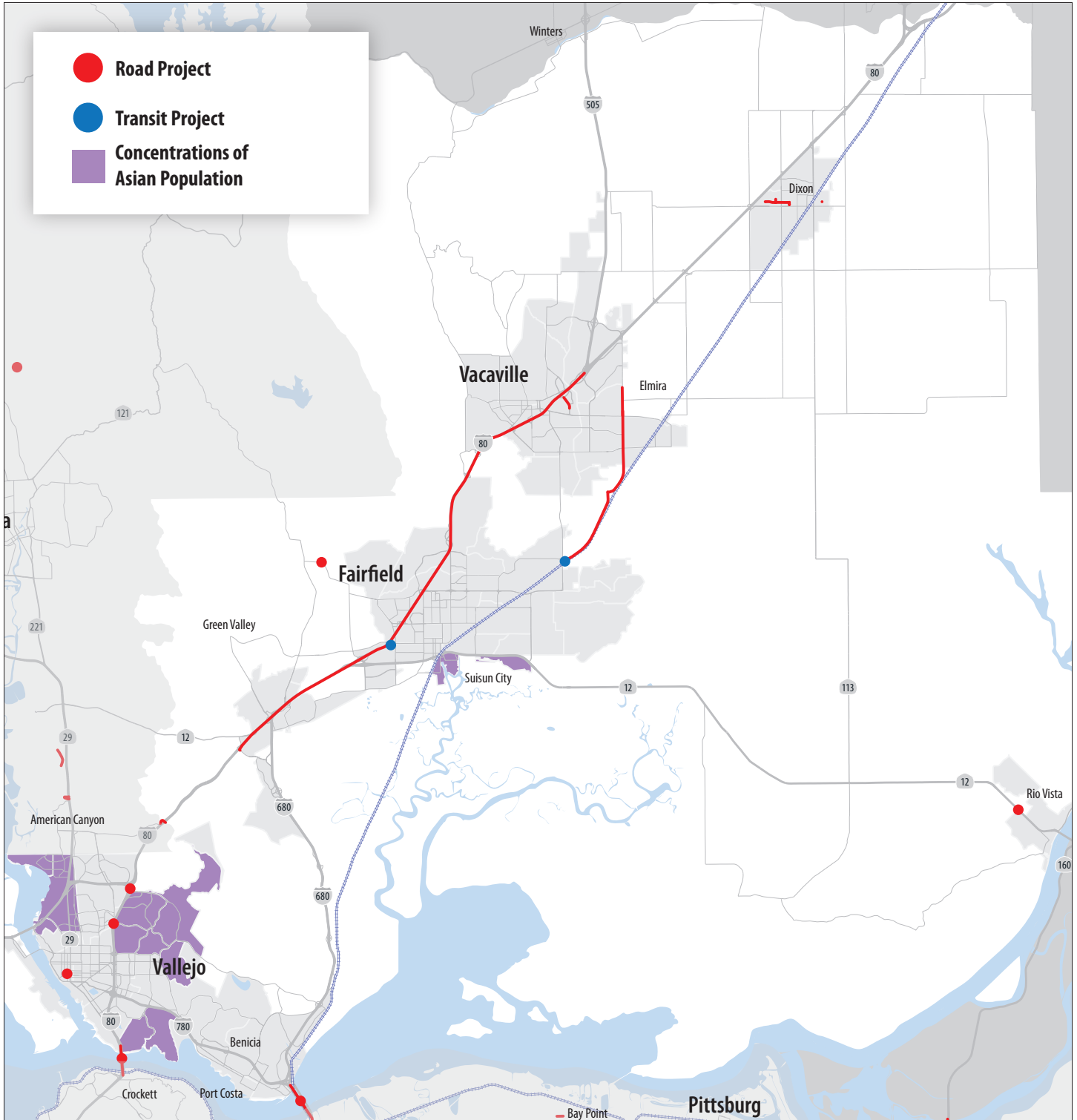
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Solano County

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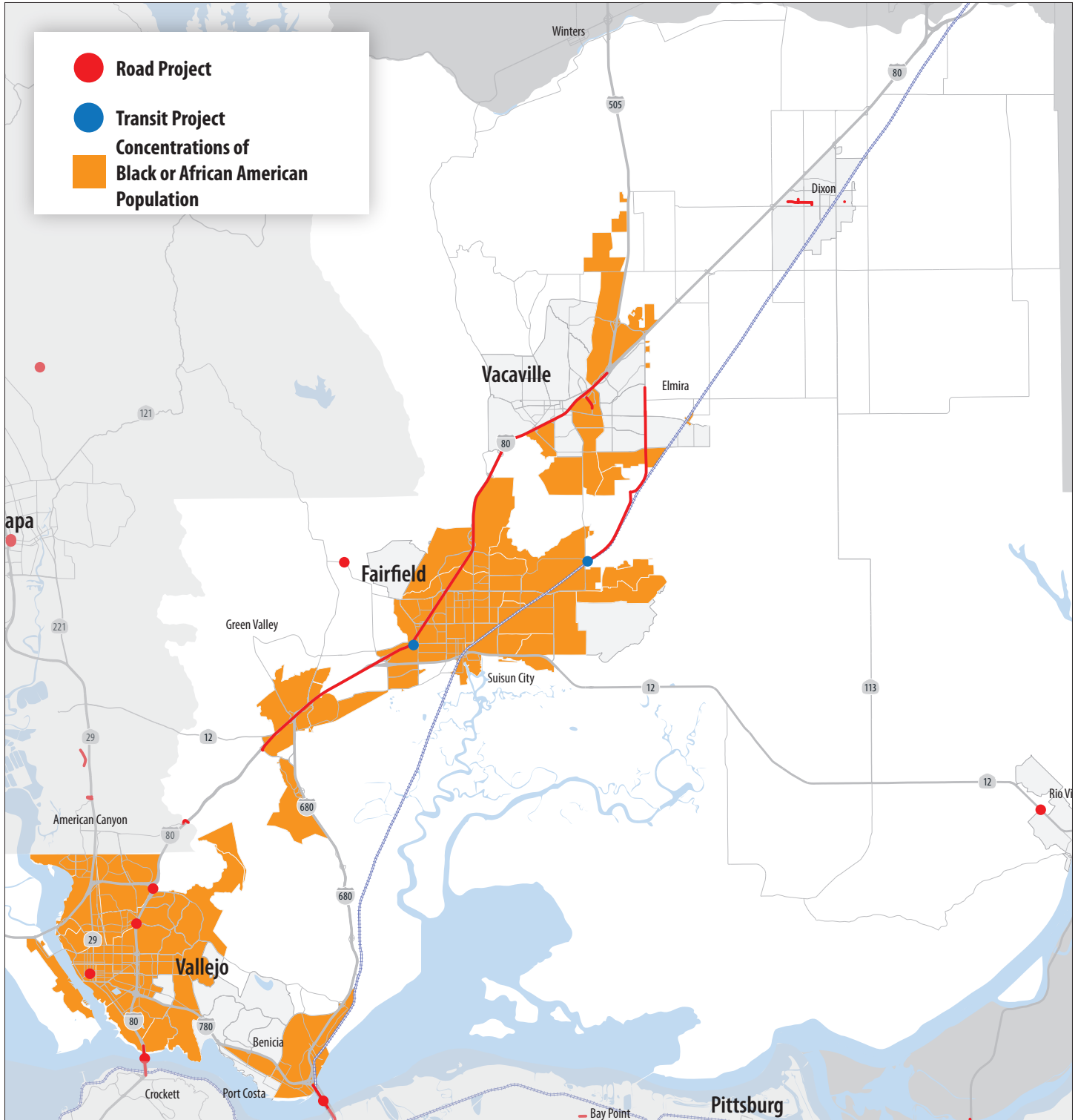
- 1 Dixon SR2S Infrastructure Improvements
- 2 Fairfield Transportation Center - Phase 3
- 3 Fairfield/Vacaville Intermodal Rail Station
- 4 I-80 Express Lanes - Fairfield & Vacaville Ph I&II
- 5 Redwood-Fairgrounds Dr Interchange Imps
- 6 Suisun Valley Bicycle and Pedestrian Imps
- 7 Jepson: Leisure Town Road (Commerce to New Ulatis)
- 8 Jepson: Leisure Town Road from Vanden to Commerce
- 9 Jepson: Vanden Road from Peabody to Leisure Town
- 10 SR12/Church Rd Intersection Improvements
- 11 Allison Bicycle / Ped Improvements
- 12 I-80 / American Canyon Rd overpass Improvements
- 13 Vallejo Downtown Streetscape
- 14 Toll Bridge Maintenance
- 15 Toll Bridge Rehabilitation Program

Solano County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Asian Population

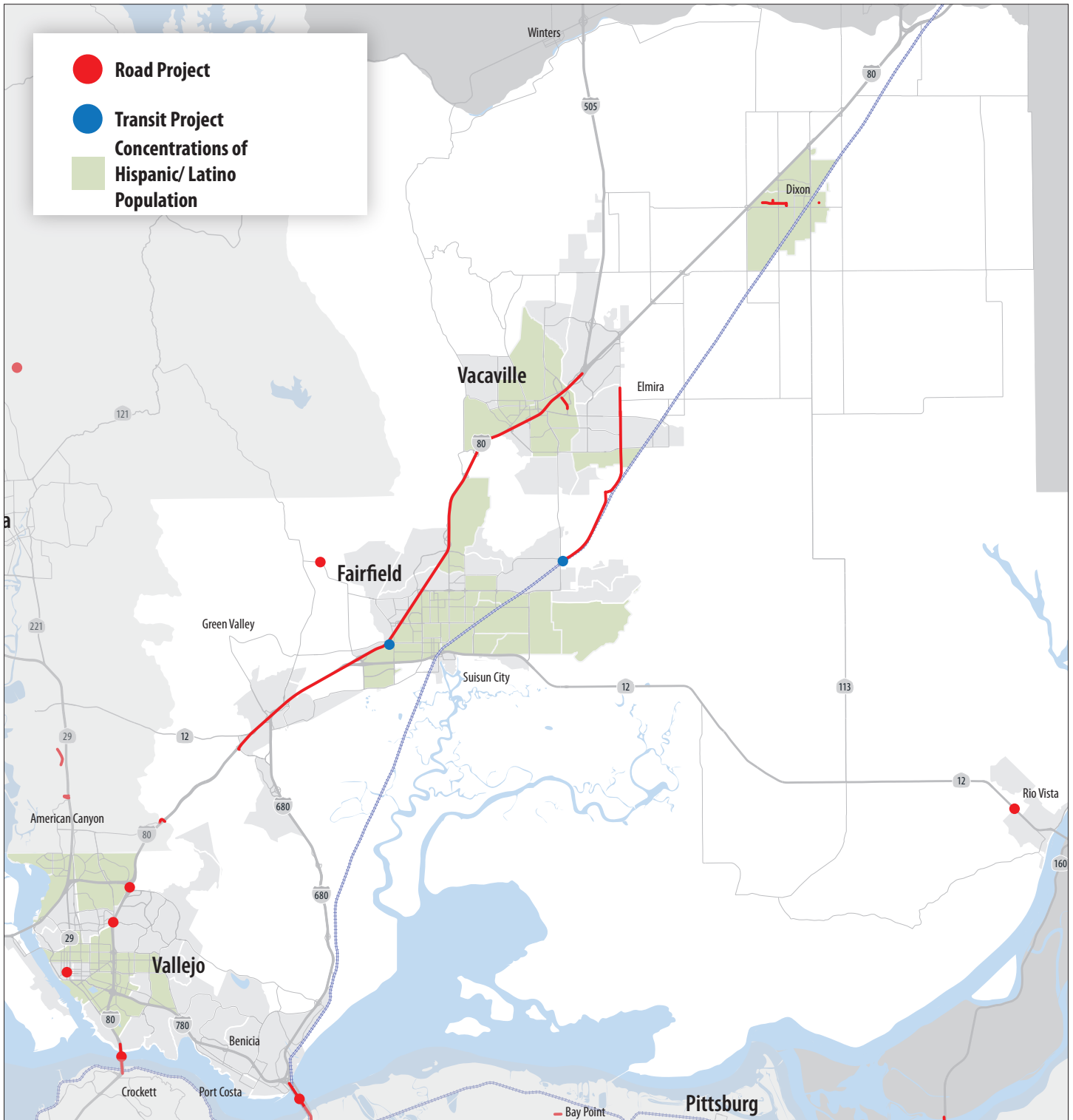


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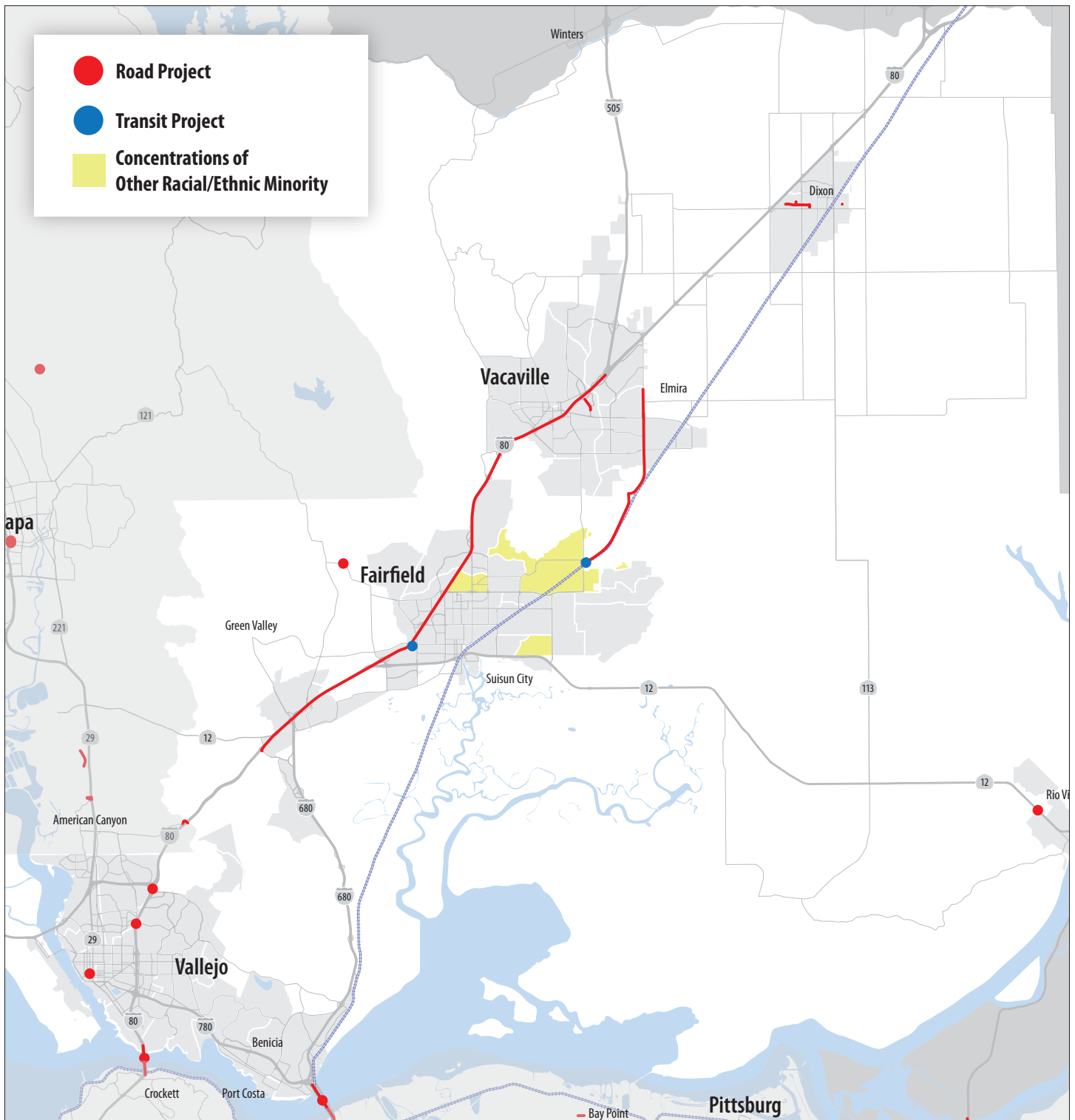
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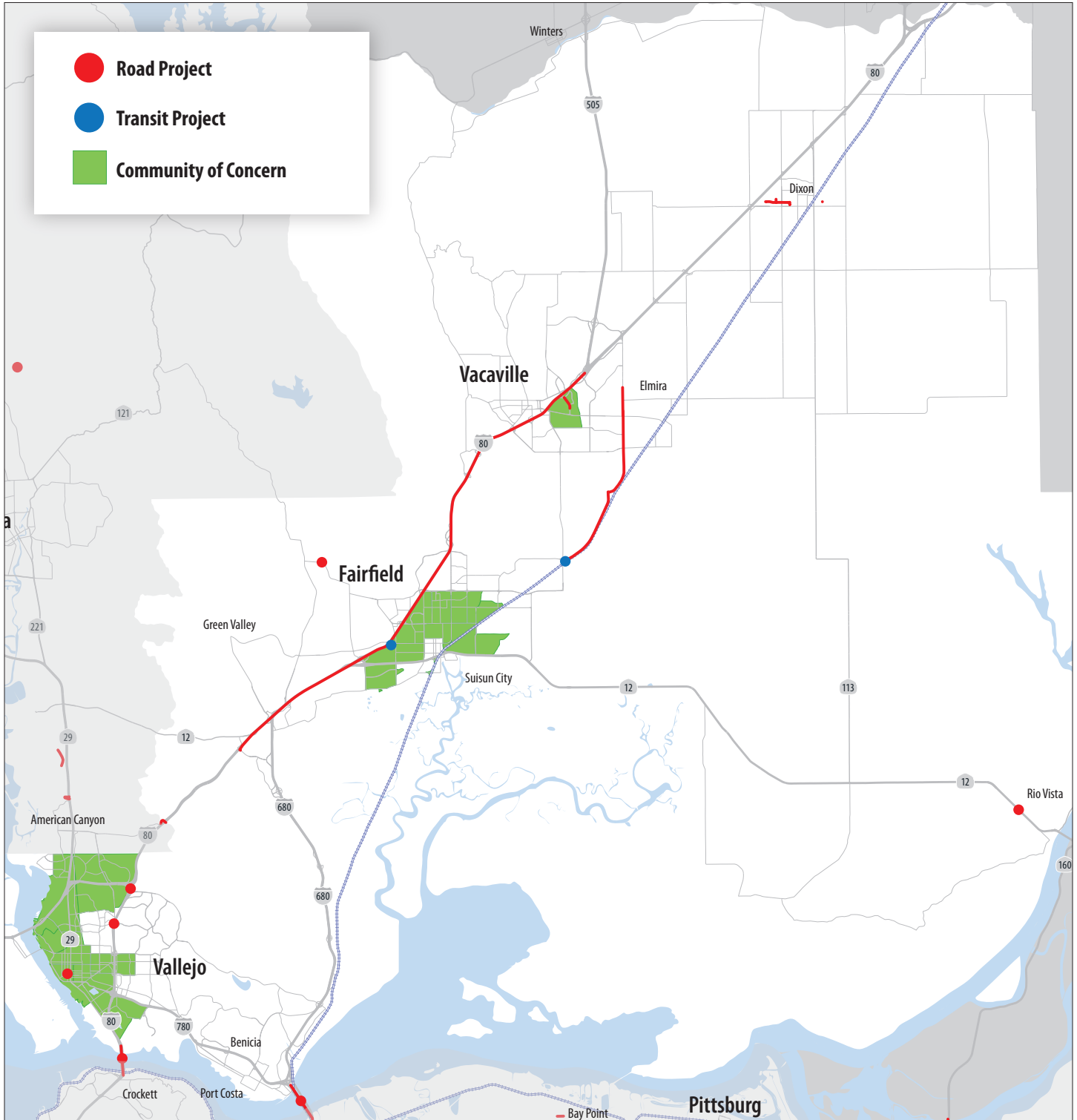
Solano County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Hispanic/ Latino Population



Solano County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Other Racial/Ethnic Minority Population



Solano County: Overlay of 2017 TIP Mapped Projects over Communities of Concern

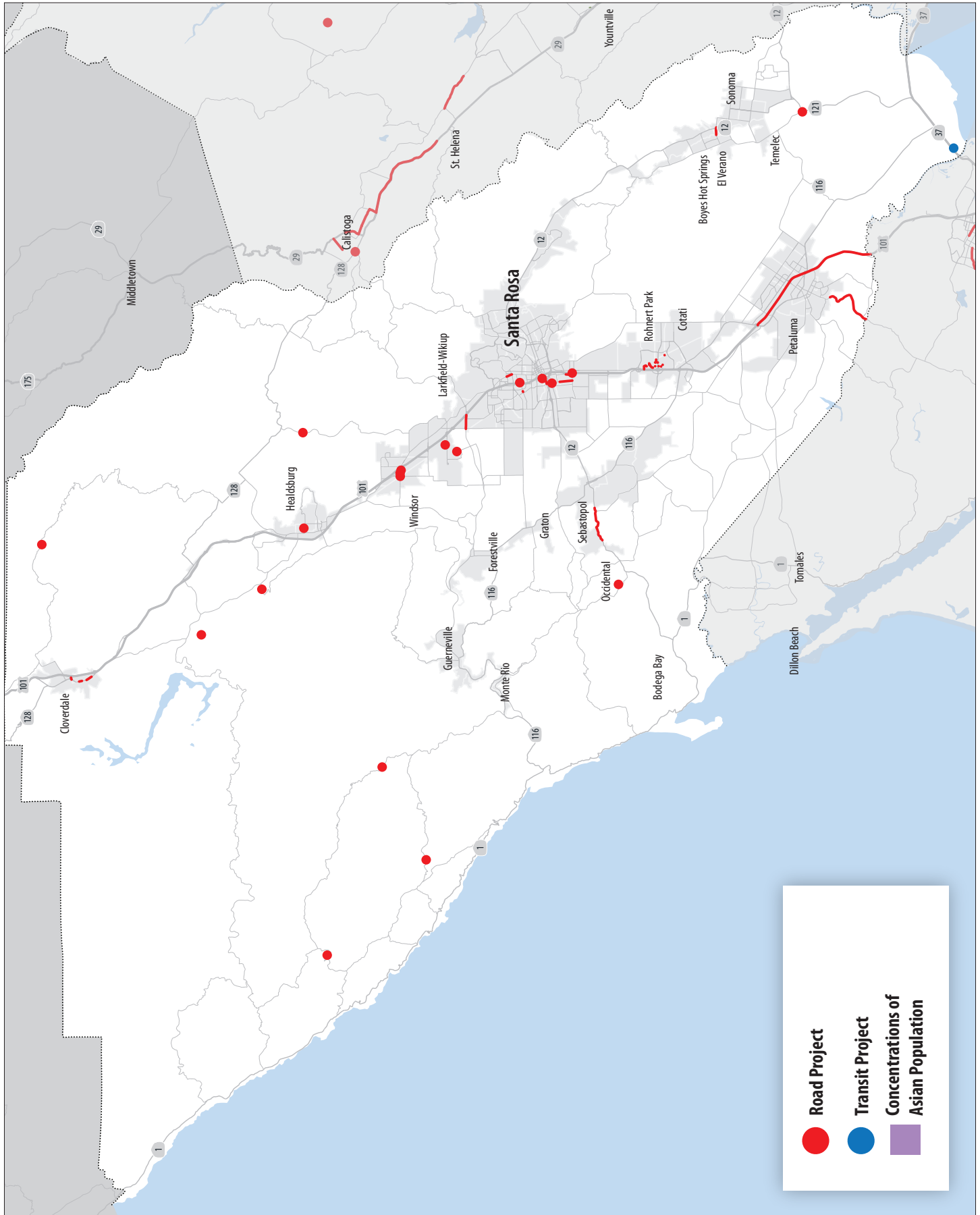


Sonoma County

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- 5 Jennings Ave Bike & Ped RR Crossing Corridor
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- 17 Replace Freestone Flat Bridge over Salmon 20C0440
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- 24 Conde Ln/Johnson St Pedestrian Improvements
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Sonoma County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Asian Population

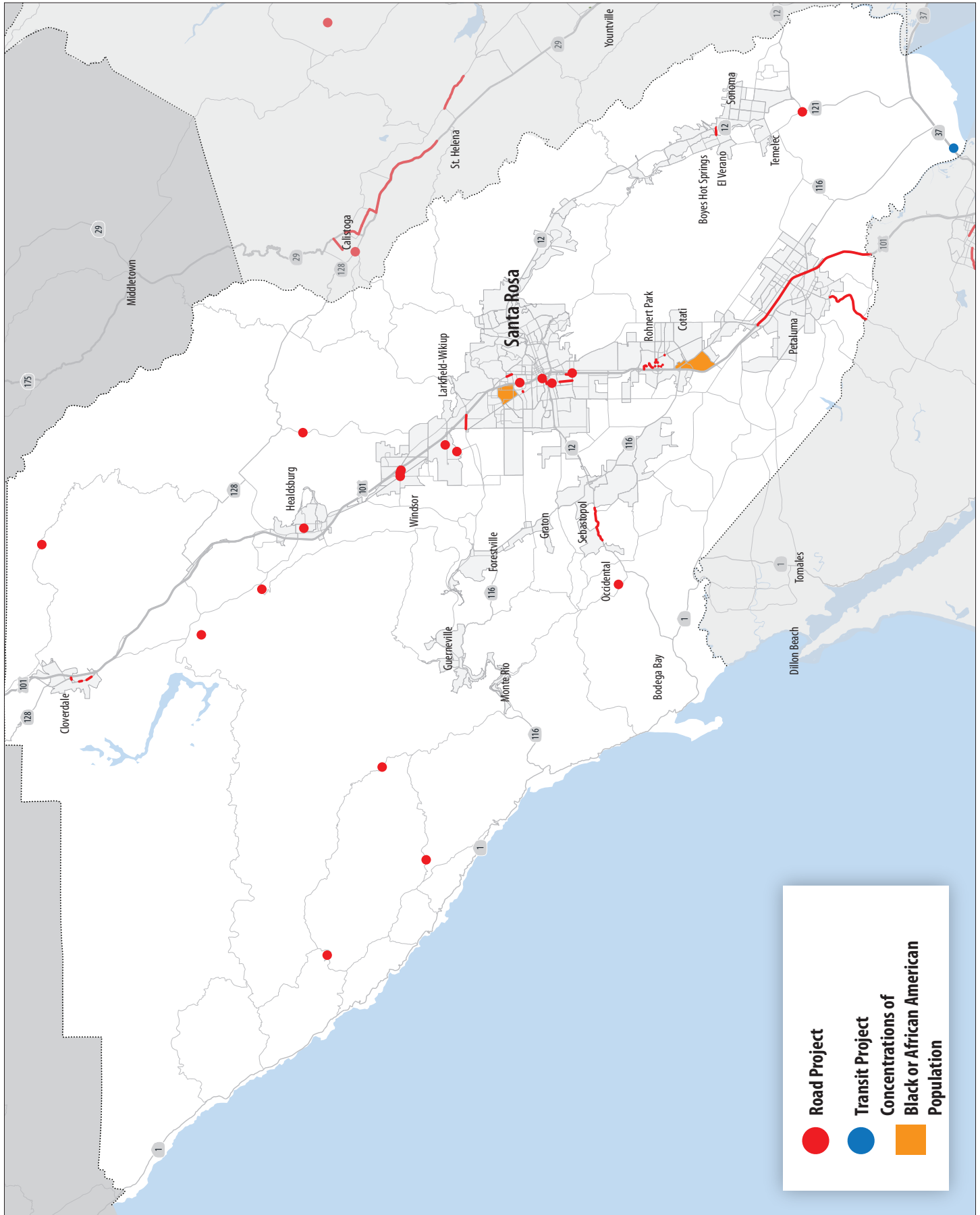


Road Project
Transit Project
Concentrations of Asian Population

● (Red)
 ● (Blue)
 ■ (Purple)

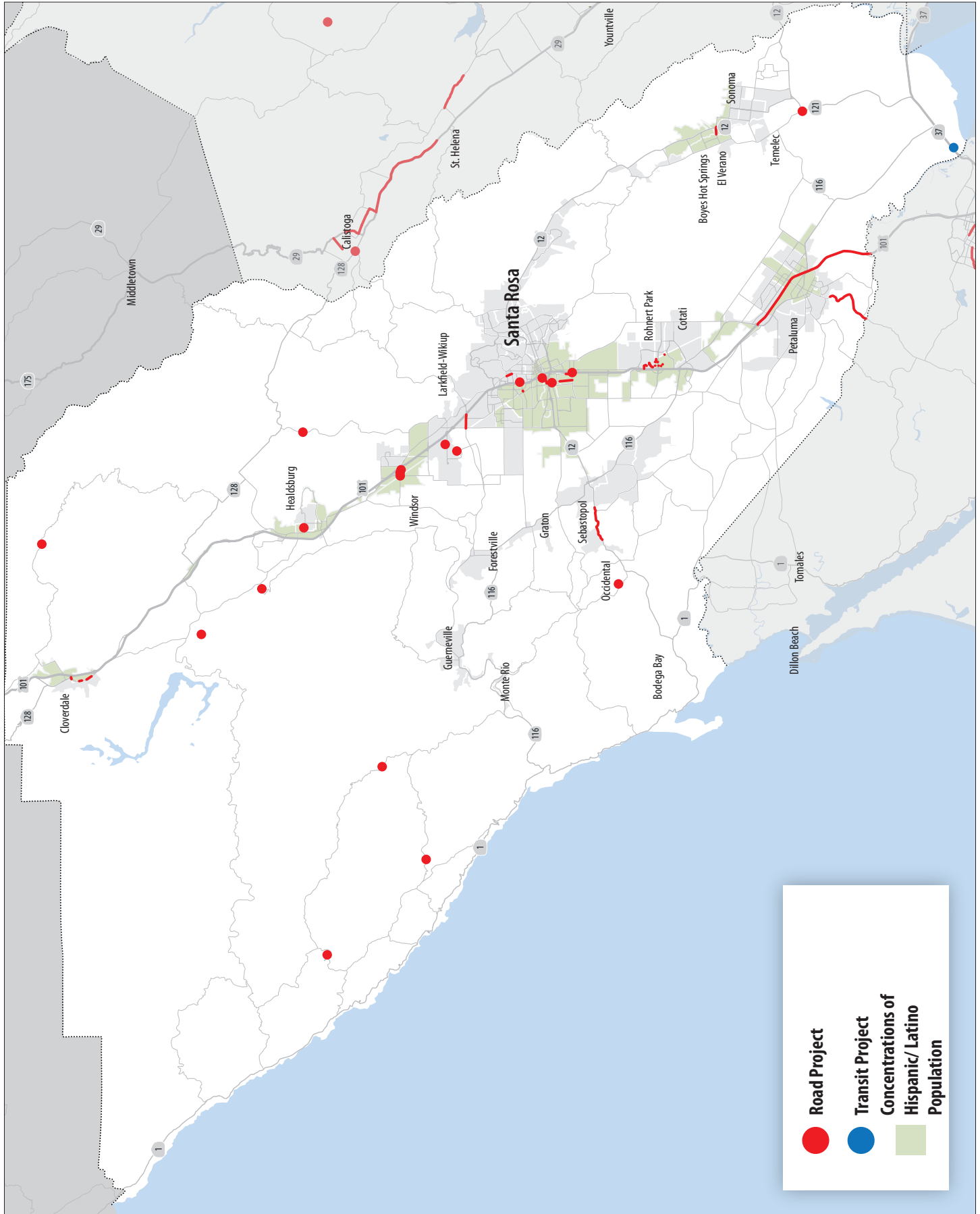
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Sonoma County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Black or African American Population



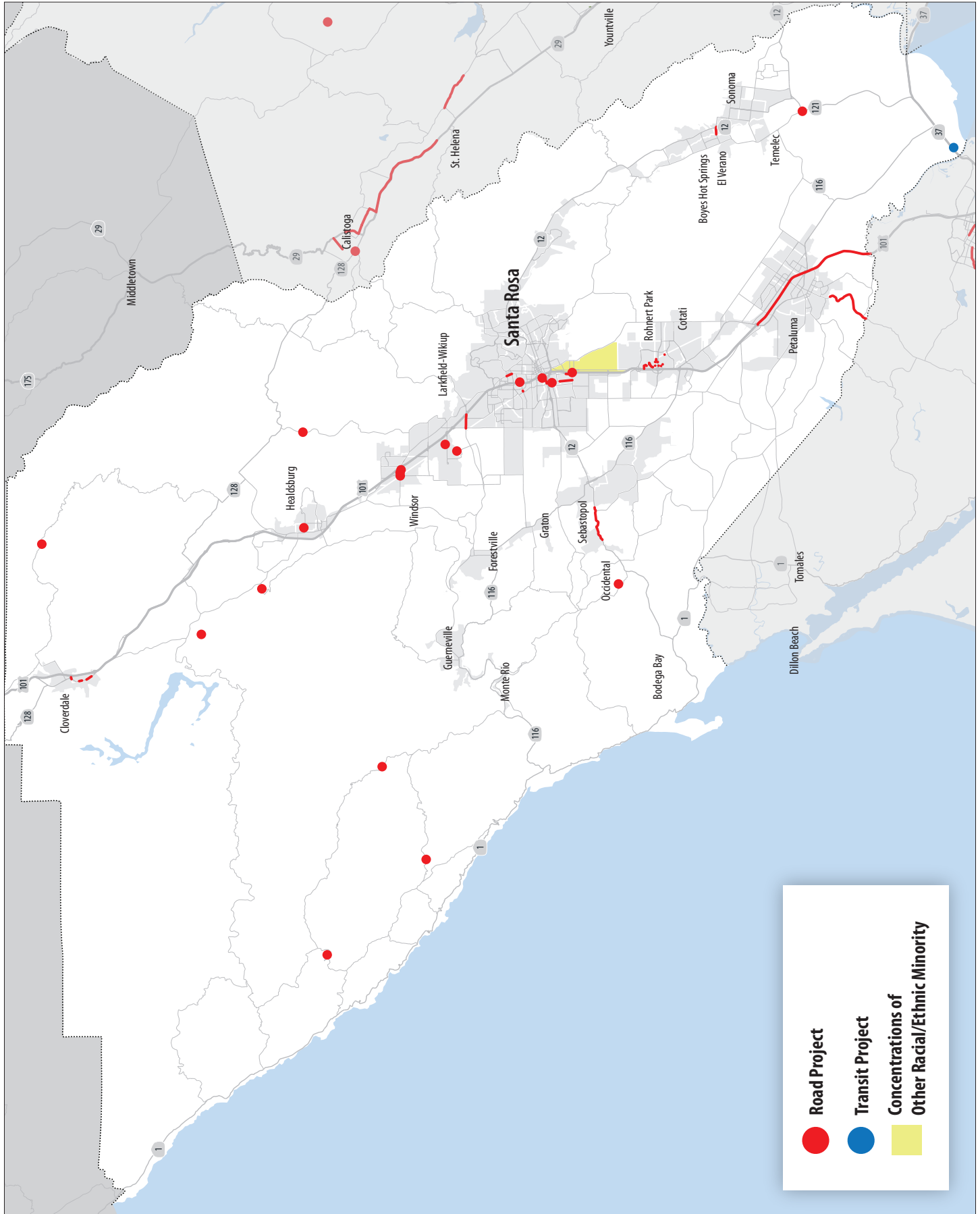
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Sonoma County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Hispanic/ Latino Population



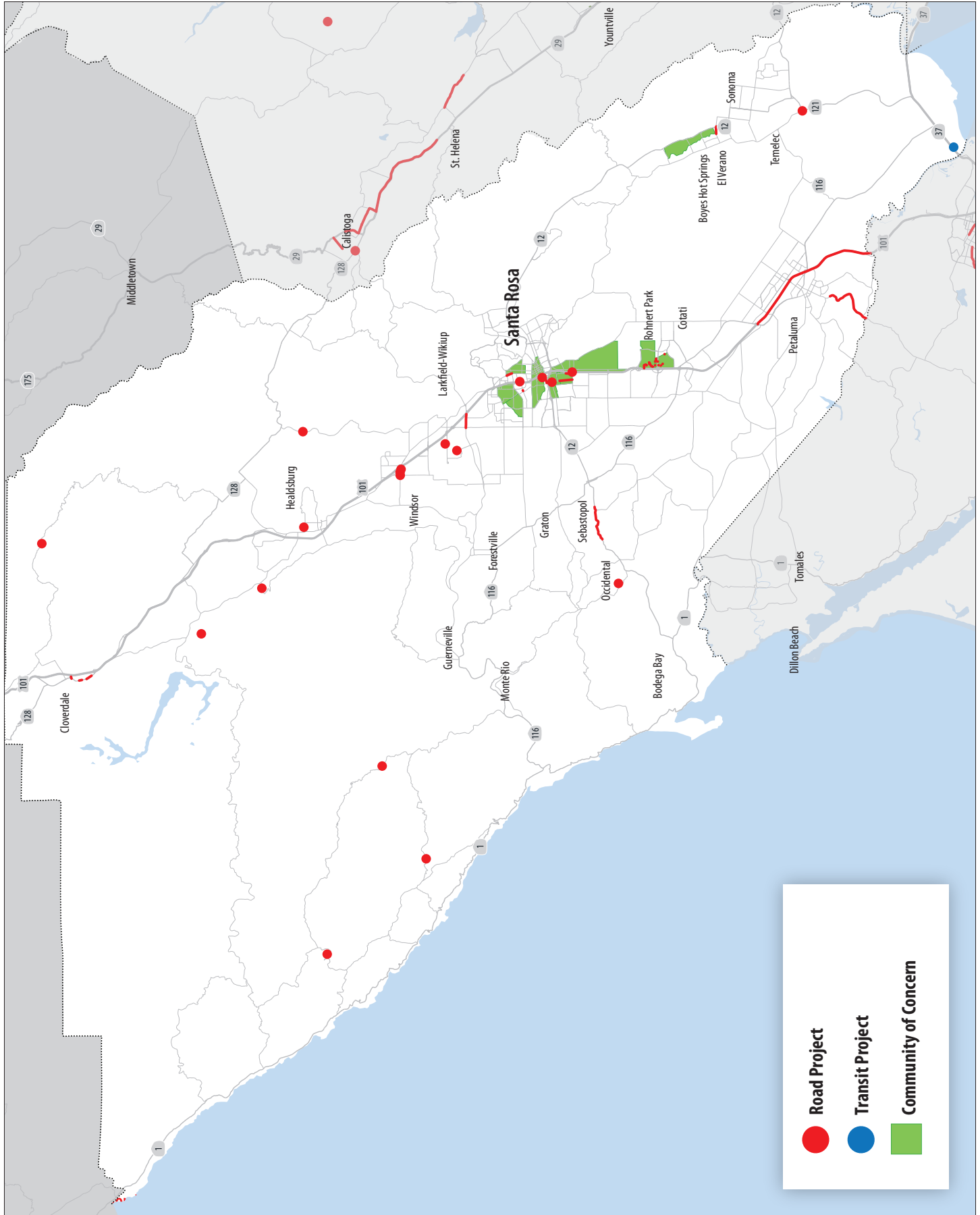
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Sonoma County: Overlay of 2017 TIP Mapped Projects over Census Tracts with Above Average Other Racial/Ethnic Minority Population



Project limits may overlap or projects may represent various phases of a project at the same location. List and map include only projects that can be mapped. An interactive version of these maps is posted online at: <http://arcg.is//1ttLWBz>.

Sonoma County: Overlay of 2017 TIP Mapped Projects over Communities of Concern



Project limits may overlap or projects may represent various phases of a project at the same location.
 List and map include only projects that can be mapped.
 An interactive version of these maps is posted online at: <http://arcg.is//1ttLWBz>.

APPENDIX A – 3

A Guide to the San Francisco Bay Area's Transportation Improvement Program, or TIP





Introduction

This guide explains how the public and interested stakeholders can get involved in the San Francisco Bay Area's transportation project development process. Specifically, the focus is on the Transportation Improvement Program or TIP, which is compiled and approved by the Metropolitan Transportation Commission. A major milestone occurs when a highway, transit or other transportation project is added to the TIP. A project may not receive federal funds or receive other critical federal project approvals unless it is included in the TIP. This guide focuses on the TIP – what it is and how the public can use it to keep informed about projects in their communities.

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- 2** What is the Metropolitan Transportation Commission?
- 3** What is the Transportation Improvement Program or TIP?
- 5** A summary of the 2017 TIP
- 8** How does the TIP relate to the long-range regional transportation plan?
- 9** How does the TIP relate to the Clean Air Act?
 - 9** How is the TIP funded?
 - 10** Who develops the TIP?
 - 11** How does a project get in the TIP?
- 14** What happens after a project is included in the TIP?
- 15** In what ways can the public participate?
- 16** Where to turn for more information
- 18** Transportation agencies in the San Francisco Bay Area



What is the Metropolitan Transportation Commission?

The Metropolitan Transportation Commission (MTC) was created by the California State Legislature in 1970 and is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. MTC functions as both the region's metropolitan planning organization (MPO) – a federal designation – and, for state purposes, as the regional transportation planning agency. As such, it is responsible for regularly updating the Regional Transportation Plan (RTP), a comprehensive blueprint for the development of mass



transit, highway, local streets and roads, rail, bicycle and pedestrian facilities. The RTP includes a Sustainable Communities Strategy (SCS) that integrates planning for transportation, land use and housing. The Commission screens requests from local agencies for regional, state and federal grants for transportation projects to determine their compatibility with the RTP, and coordinates the participation of governments and the general public in the planning process. MTC also functions as the Bay Area Toll Authority and the Service Authority for Freeways and Expressways.

The San Francisco Bay Area is served by seven primary public transit systems as well as over 20 other local transit operators, which together carry over 500 million passengers per year. There are nearly 20,000 miles of local streets and roads, 1,400 miles of highway, six public ports and three major commercial airports. The region includes nine counties and 101 municipalities; more than 7 million people reside within its 7,000 square miles.

The Commission is governed by a 21-member policy board. Sixteen commissioners are appointed directly by local elected officials. In addition, two members represent regional agencies – the Association of Bay Area Governments and the Bay Conservation and Development Commission. Finally, three nonvoting members represent the U.S. Department of Transportation, the California State Transportation Agency and the U.S. Department of Housing and Urban Development.

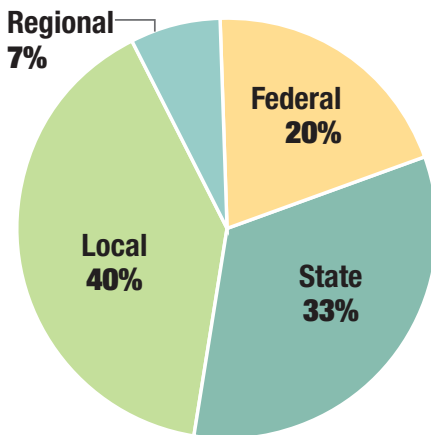


A summary of the 2017 TIP

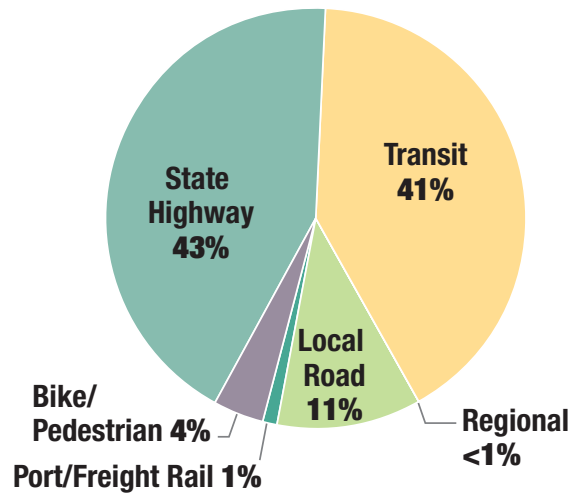
The Bay Area's 2017 TIP includes approximately 700 transportation projects, and a total of approximately \$6.3 billion in committed federal, state, regional and local funding over the four-year TIP period through fiscal year 2020.

See the next page for a map of projects with costs greater than \$200 million.

2017 TIP Funds by Source



2017 TIP Funds by Mode



2017 TIP Investment Analysis: Focus on low-income and minority communities

To address the equity implications of the proposed 2017 TIP investments, MTC has conducted an investment analysis with a focus on minority and low-income residents. The key question addressed is: "Are low-income and minority populations sharing equitably in the TIP's financial investments?" To answer this question, the investment analysis uses demographic criteria to calculate the shares of 2017 TIP investments that will flow to the identified communities, and compares those shares with the proportional size of this group's population and trip-making, relative to those of the general population.

Results of the Investment Analysis of the 2017 TIP can be viewed on MTC's web site at:

www.mtc.ca.gov/our-work/fund-invest/transportation-improvement-program

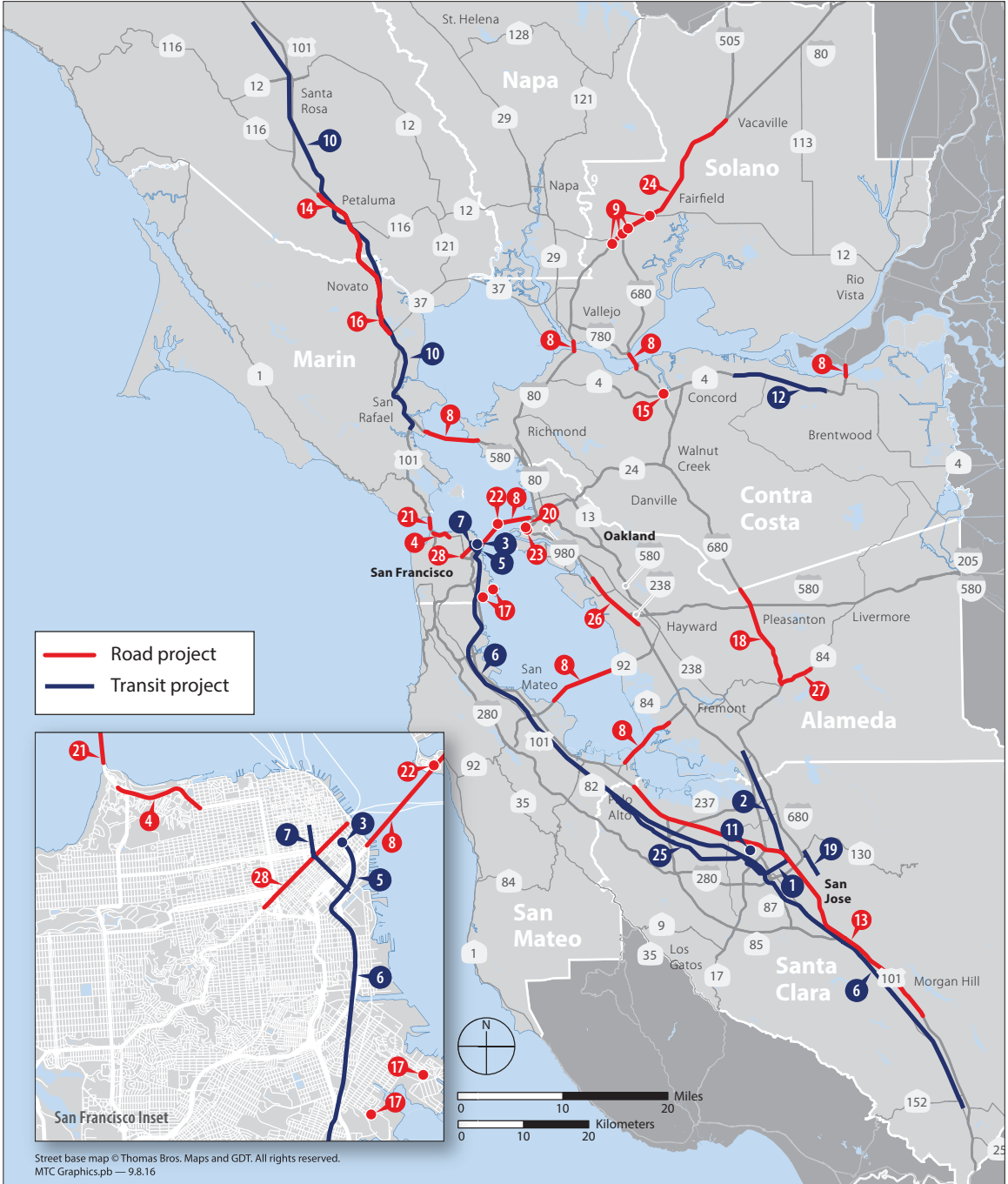


Projects in the 2017 TIP with Costs Greater than \$200 Million

RED Road Project
BLUE Transit Project

- | | | |
|--|--|--|
| <p>1 BART - Berryessa to San Jose Extension
Santa Clara County
\$3.96 billion</p> <p>2 BART - Warm Springs to Berryessa Extension
Santa Clara County
\$2.52 billion</p> <p>3 Transbay Terminal/Caltrain Downtown Extension, Phase 1
San Francisco County
\$2.26 billion</p> <p>4 US-101 Doyle Drive Replacement
San Francisco County
\$1.99 billion</p> <p>5 Transbay Terminal/Caltrain Downtown Extension, Phase 2
San Francisco County
\$1.93 billion</p> <p>6 Caltrain Electrification
Multiple Counties
\$1.61 billion</p> <p>7 SF Muni Third St LRT Phase 2 - Central Subway
San Francisco County
\$1.58 billion</p> <p>8 Toll Bridge Rehabilitation Program
Multiple Counties
\$892 million</p> <p>9 I-80/I-680/SR-12 Interchange Project
Solano County
\$718 million</p> <p>10 Sonoma Marin Area Rail Corridor
Sonoma/Marin Counties
\$579 million</p> <p>11 San Jose International Airport People Mover
Santa Clara County
\$508 million</p> <p>12 E-BART - East Contra Costa County Rail Extension
Contra Costa County
\$460 million</p> <p>13 US 101 Express Lanes in Santa Clara County
Santa Clara County
\$431 million</p> <p>14 US-101 Marin-Sonoma Narrows (Sonoma)
Sonoma County
\$374 million</p> | <p>15 I-680/SR-4 Interchange Reconstruction - Phases 1, 2, 4 & 5
Contra Costa County
\$369 million</p> <p>16 US-101 Marin-Sonoma Narrows (Marin)
Marin County
\$353 million</p> <p>17 Hunters Point Shipyard and Candlestick Point Local Roads
San Francisco County
\$338 million</p> <p>18 Widen I-680 Northbound and Southbound for Express Lanes
Alameda County
\$322 million</p> <p>19 Capitol Expressway LRT Extension, Phase 2
Santa Clara County
\$294 million</p> <p>20 Oakland Army Base Infrastructure Improvements
Alameda County
\$289 million</p> <p>21 Golden Gate Bridge Seismic Retrofit, Phases 1-3A
Marin/San Francisco Counties
\$273 million</p> <p>22 Yerba Buena Island (YBI) Ramp Improvements
San Francisco County
\$239 million</p> <p>23 7th St. Grade Separation and Port Arterial Improvements
Alameda County
\$237 million</p> <p>24 I-80 Express Lanes in Fairfield & Vacaville, Phases 1 & 2
Solano County
\$237 million</p> <p>25 El Camino Real Bus Rapid Transit
Santa Clara County
\$234 million</p> <p>26 I-880 Northbound HOV/Express Lane
Alameda County
\$221 million</p> <p>27 SR-4 East Widening from Pigeon Pass to I-680
Alameda County
\$220 million</p> | <p>28 SF- Better Market Street Transportation Elements
San Francisco County
\$206 million</p> <p>NOT MAPPED</p> <p>A BART Railcar Procurement Program
Multiple Counties
\$2.03 billion</p> <p>B Transbay Transit Center- TIFIA Loan D Service
San Francisco County
\$1.08 billion</p> <p>C BART Car Exchange (Preventive Maintenance)
Multiple Counties
\$674 million</p> <p>D VTA: Preventive Maintenance
Santa Clara County
\$596 million</p> <p>E Freeway Performance Initiative (FPI)
Multiple Counties
\$333 million</p> <p>F Southeast Waterfront Transportation Improvements
San Francisco County
\$253 million</p> <p>G Caltrain Positive Train Control System
Multiple Counties
\$231 million</p> <p>H BART Station Modernization Program
Contra Costa County
\$228 million</p> <p>I BART Train Control Renovation
Multiple Counties
\$220 million</p> <p>J SFMTA ADA Paratransit Operating Support
San Francisco County
\$217 million</p> <p>K VTA: Standard and Small Bus Replacement
Santa Clara County
\$211 million</p> |
|--|--|--|

Projects in the 2017 TIP with Costs Greater than \$200 Million



How does a project get in the TIP?

Often years of planning and public input precede a project's inclusion in the TIP. Although there are several ways in which a project can get in the TIP, the most typical course is described here. *The chart on the next page shows where the TIP lies on the path to completion of a project.*

First, a particular transportation need is identified. In many cases, planners and engineers generate lists of potential improvements based on their needs analyses and public inquiries. The local proposals are in turn reviewed by a city, county, transportation authority, transit operator, or state agency. If the public agency agrees that a particular idea has merit, it may decide to act as the project sponsor, work toward refining the initial idea, develop a clear project cost, scope and schedule, and subsequently seek funding for the project.

Once local agencies develop their list of projects and priorities, they are submitted to MTC for consideration to include in the regional transportation plan. Even if a project is fully funded with local funds, if it is a major project it must still align with the regional plan's goals in order to be included in the plan. Many project sponsors will request funding for their projects that is subject to MTC approval. MTC must balance competing needs and assure that the most critical investment priorities are being addressed within the limits of available funds and that there is consistency among projects and with the region's goals as embodied by the regional transportation plan.

When federal and state discretionary funding becomes available to the region, MTC, guided by the long-range plan in consultation with transportation stakeholders, develops a transportation program for those funds. This involves deciding on criteria for project selection and setting funding levels per project. Depending on the program, projects may be proposed by either MTC, the Bay Area Air Quality Management District, or a county congestion management agency, transit operator, city, county or special district.



Follow a Transportation Project From Idea to

New Project Ideas and Local Review

MTC's Long-Term Regional Transportation Plan

Idea

An idea for a project starts when a transportation need is identified and a new idea is put forward. The idea can surface in any number of ways – from you, a private business, a community group or a government agency.

Local Review

The project idea must be adopted by a formal sponsor – usually a public agency – that may refine the initial idea and develop details for the project. To move forward, the project must be approved by local authorities such as a city council, county board of supervisors or transit agency.

To be eligible for certain regional, state and federal funds, projects must be cleared through the county congestion management agency (CMA), and become part of the Regional Transportation Plan.

The Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS)

Every four years MTC updates the Regional Transportation Plan (RTP), looking forward two to three decades. The plan identifies policies, programs and transportation investments to support the long-term vision for the Bay Area.

The RTP also must identify anticipated funding sources. The RTP can include only those projects and programs that can be funded with revenues reasonably expected to be available during the plan's timeframe. Projects identified in the RTP are generally drawn from the planning efforts of MTC, Association of Bay Area Governments (ABAG), county congestion management agencies, transit agencies and local governments.

State legislation now requires that regional transportation plans incorporate a Sustainable Communities Strategy (SCS) – provisions for reducing greenhouse gas emissions from cars and light trucks by integrating transportation, housing and land-use planning.

How You Can Make a Difference

Get involved in your community!

- ▶ Follow the work of your city council, county board of supervisors or local transit agency.
- ▶ Take notice of plans or improvement programs developed by your city, county or transit agency.
- ▶ Comment on projects proposed by your county CMA or on transportation improvements submitted to MTC for regional, state or federal funding.
- ▶ See page 18 for a list of transportation agencies.

The Regional Transportation Plan is the earliest and best opportunity within the MTC process to comment on and influence projects. A project cannot move forward or receive any federal funds unless it is included in the RTP. MTC support of large projects occurs in the long-range plan and not as part of the TIP.

- ▶ Attend public meetings or open houses to learn about plans and offer your comments
- ▶ Participate in online surveys or forums

Implementation

MTC's Project Selection Process

Once long-term goals, policies and funding initiatives have been set in the RTP, MTC develops program criteria and funds specific projects.

Project Selection Process

Funding Levels Established for RTP Programs/Initiatives: Guided by the RTP and short-term revenue estimates, MTC decides how much funding to apply to programs over a two-to-four-year period at a time.

Project Selection Criteria Developed: For competitive programs under its control, MTC is guided by the RTP and develops and adopts minimum project requirements and criteria to evaluate and prioritize projects.

Project Selection: Depending on the program, projects may be selected using MTC's criteria or by the county congestion management agency, the California Transportation Commission or a transit agency board. Some funding programs are non-competitive, meaning projects are funded according to a pre-determined formula or voter-enacted initiative.

The Transportation Improvement Program (TIP)

The production of the Transportation Improvement Program or TIP is the culmination of MTC's transportation planning and project selection process. The TIP identifies specific near-term projects over a four-year period to move the region toward its transportation vision.

The TIP lists all surface transportation projects for which federal funds or actions by federal agencies are anticipated, along with some of the larger locally and state-funded projects. A project cannot receive federal funds or receive other critical federal project approvals unless it is in the TIP. MTC must update the TIP at least once every four years. It is revised several times a year to add, delete or modify projects.

Construction/Implementation

Environmental Review and Project Development Activities

The project sponsor conducts an environmental review, as required by either the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA). Final approval of the project design and right-of-way is required by the sponsoring agency and appropriate federal agency (Federal Highway Administration or Federal Transit Administration) if federal funds and/or actions are involved.

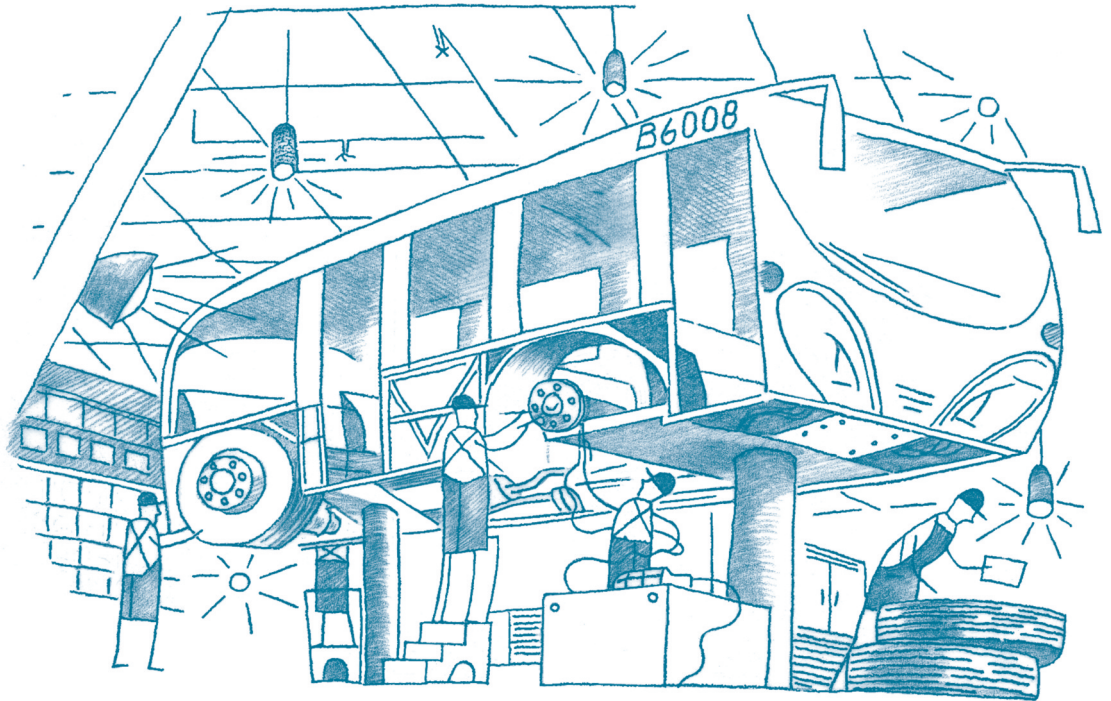
Funding is fully committed by grant approval once the project meets all requirements and moves forward to phases such as preliminary engineering, final design, right-of-way acquisition, or construction.

Get involved in planning for the whole Bay Area at MTC!

- ▶ Comment at MTC committee-level and Commission-level meetings, special public hearings and workshops.
- ▶ Follow the work of MTC's Policy Advisory Council which advises the Commission (www.mtc.ca.gov/whats-happening).
- ▶ Check MTC's website for committee agendas and to keep current on activities (www.mtc.ca.gov).
- ▶ Get your name added to MTC's database to receive e-mail updates (info@mtc.ca.gov).

Comment on a project's impacts

- ▶ Comment on the environmental impacts of the project before the environmental document and project receive final approval by the board of the sponsoring agency, or in advance of federal approval, if required.



What happens after a project is included in the TIP?

Once a project is in the TIP, a considerable amount of work still remains to bring it to completion. The designated project sponsor is responsible for ensuring the project moves forward. Projects typically proceed in phases (preliminary engineering, final design, right-of-way acquisition, and construction). Each phase is included in the TIP showing funding and the anticipated schedule. Ideally, a project will advance according to its listed schedule. However, tracking each project's progress is important so that delays can be identified and remedied as soon as possible, and so that funding can be reallocated as necessary.

Once federal funds have been made available for a project's final construction phase, they usually no longer appear in future TIP documents – even though the project may not yet be completed.



In what ways can the public participate?

Public participation occurs during all stages of a project's development. Communicating support or concern to municipal and county officials and transit agency managers is one of the most effective starting points. As local review begins, public input may be provided at formal meetings or informal sessions with local planning boards and staff. Members of the public may also be asked to participate in special task forces to review transportation improvement concepts at the corridor, county and regional level. The MTC's long-range regional transportation plan has an extensive public involvement program including but not limited to workshops, focus groups, surveys, public hearings and opportunities to comment at Commission meetings. Finally, once a project is in the TIP and it enters the preliminary engineering phase, the detailed environmental review process affords yet another opportunity for the public to offer input. An overview of opportunities to get involved during every stage of a project is provided on pages 12 and 13.

MTC's public involvement process aims to give the public ample opportunities for early and continuing participation in transportation project planning, and to provide full public access to key decisions. The public has the opportunity to comment before the TIP is officially adopted by the Commission. MTC conducts a public comment period and holds public meetings to allow the public an opportunity to ask questions about the process and projects. A copy of the TIP is made available at the Bay Area Metro Center; notices are mailed out to an extensive mailing list of interested individuals and agencies along with instructions on how to access and comment on the TIP on the MTC website; and the TIP documents can be viewed on the MTC website at www.mtc.ca.gov/our-work/fund-invest/transportation-improvement-program.

MTC extends an open and continuing invitation to the Bay Area public to assist in developing transportation solutions for the region. A comprehensive Public Participation Plan details the many avenues available to groups and individuals who would like to get involved in MTC's work. The plan can be found on MTC's website at www.mtc.ca.gov/about-mtc/public-participation.



Transportation agencies in the San Francisco Bay Area

Major Transit Operators

Altamont Commuter Express (ACE)

209.944.6220

Alameda-Contra Costa Transit District (AC Transit)

510.891.4777

Bay Area Rapid Transit District (BART)

510.464.6000

Bay Area Water Emergency Transit Authority

415.291.3377

Central Contra Costa Transit Authority (County Connection)

925.676.1976

Eastern Contra Costa Transit Authority (Tri Delta)

925.754.6622

Fairfield/Suisun Transit (FAST)

707.422.2877

Golden Gate Bridge, Highway and Transportation District

415.921.5858

Livermore Amador Valley Transit Authority (WHEELS)

925.455.7500

Marin County Transit District

415.226.0855

Napa Valley Transportation Authority (VINE)

707.259.8631

Peninsula Corridor Joint Powers Board (Caltrain)

650.508.6200

San Francisco Municipal Transportation Agency (SFMTA)

415.701.4500

San Mateo County Transit District (SamTrans)

650.508.6200

Santa Clara Valley Transportation Authority (VTA)

408.321.2300

Santa Rosa Department of Transit and Parking

707.543.3333

Solano County Transit (SolTrans)

707.648.4666

Sonoma County Transit

707.585.7516

Transbay Joint Powers Authority

415.597.4620

Western Contra Costa Transit Authority (WestCAT)

510.724.3331

Major Airports and Seaports

Port of Oakland

510.627.1100

Port of San Francisco

415.274-0400

Oakland International Airport

510.563.3300

San Jose International Airport

408.392.3600

San Francisco International Airport

650.821.8211

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APPENDIX A – 4

Air Quality Conformity Analysis MTC Resolution No. 4274



Date: September 28, 2016
W.I.: 1412
Referred by: PAC

ABSTRACT

Resolution No. 4274

This resolution approves the Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area (Plan) and the 2017 Transportation Improvement Program (TIP).

Further information is contained in the Programming & Allocations Committee summary sheets dated September 14, 2016.

Date: September 28, 2016
W.I.: 1412
Referred by: PAC

RE: Approval of the Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area and the 2017 Transportation Improvement Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4274

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

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

WHEREAS, the current Regional Transportation Plan (RTP) is Plan Bay Area, adopted by the Commission on July 18, 2013 (MTC Resolution No. 4111); and

WHEREAS, MTC has prepared the 2017 Transportation Improvement Program (TIP) (MTC Resolution 4275), to be approved the same day as this Resolution; and

WHEREAS, the RTP and the TIP must conform to the State Implementation Plan (SIP), the federal air quality plan for the Bay Area; and

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency (U.S. EPA) as nonattainment for the fine particulate matter (PM_{2.5}) standard in December 2009, and so MTC must demonstrate conformance to this standard through an interim emission test until a PM_{2.5} SIP is approved by U.S. EPA:

WHEREAS, MTC has conducted a transportation air quality conformity analysis for the 2017 TIP and RTP in accordance with U.S. EPA conformity regulations and the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757); and

WHEREAS, the Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area and the 2017 Transportation Improvement Program updates the Transportation Air Quality Conformity Analysis of the Amendment to Plan Bay Area and Amendment to 2015 Transportation Improvement Program to reflect updated project delivery information for those projects whose completion years have shifted since the original adoption of Plan Bay Area and the 2015 TIP; and

WHEREAS, said conformity redetermination analysis is referenced in Attachment A of this resolution, and is incorporated herein as though set forth at length; and

WHEREAS, the conformity analysis has been circulated for the required 30-day public comment review period per MTC Resolution No. 4274; now, therefore be it

RESOLVED, that MTC makes the following conformity findings for the Amended Plan Bay Area and 2017 Transportation Improvement Program:

- (A) Conforms to the applicable provisions of the State Implementation Plan and the applicable transportation conformity budgets in the State Implementation Plan approved for the national 8-hour ozone standard and carbon monoxide standard, and to the interim emissions test for the national fine particulate matter standard; and
- (B) Provides for the timely implementation of transportation control measures (TCMs) pursuant to the applicable State Implementation Plan;

RESOLVED, that MTC adopts the Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area and the 2017 Transportation Improvement Program, as set forth in Attachment A; and be it further

RESOLVED, that Executive Director shall forward a copy of this Resolution to the U.S. Department of Transportation for its approval of MTC's conformity findings, along with a copy of the 2017 Transportation Improvement Program and to such other agencies as appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, 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 28, 2016.

Date: September 28, 2016
W.I.: 1412
Referred by: PAC

Attachment A
Resolution No. 4274
Page 1 of 1

Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area (Plan) and the 2017 Transportation Improvement Program (TIP)

A copy of the Conformity Redetermination is on file at the MTC-ABAG Library located in the Bay Area Metro Center, 375 Beale Street, Suite 800, San Francisco, California 94105.

**Final Transportation-Air Quality Conformity Analysis for the Amended
Plan Bay Area and the 2017 Transportation Improvement Program**

Final: September 28, 2016



**METROPOLITAN
TRANSPORTATION
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I. INTRODUCTION

The Metropolitan Transportation Commission (MTC) prepares a transportation air quality conformity analysis when MTC amends or updates its long-range regional transportation plan (RTP), or updates its Transportation Improvement Program (TIP) or adds or deletes regionally significant, non-exempt projects into TIP.

The purpose of this conformity analysis is to reconfirm the Amended Plan Bay Area and to conform the 2017 TIP in accordance with the latest U.S. Environmental Protection Agency (EPA) transportation conformity regulations and the Bay Area Conformity State Implementation Plan (Conformity SIP), which is also known as the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757). This conformity analysis addresses the 2008 national ambient air quality standard (NAAQS) for 8-hour ozone, the 8-hour national carbon monoxide standard, and the 2006 national 24-hour fine particulate matter (PM_{2.5}) standard.

This report explains the basis for the conformity analysis and provides the results used by MTC to make a positive conformity finding for the Amended Plan Bay Area and 2017 TIP.

Purpose of Conformity Analysis

The Federal Clean Air Act, as amended in 1990 (CAAA) outlines requirements for ensuring that federal transportation plans, programs and projects are consistent with (“conform to”) the purpose of the SIP. Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards. A conformity finding demonstrates that the total emissions projected for a RTP or TIP are within the emissions limits (“budgets”) established by the SIP, and that transportation control measures (TCMs) are implemented in a timely fashion.

Conformity requirements apply in all nonattainment and maintenance areas for transportation-related criteria pollutants and related precursor emissions. For the Bay Area, the criteria pollutants to be addressed are ground-level ozone, carbon monoxide, and PM_{2.5}; and the precursor pollutants to be addressed include volatile organic compounds (VOC) and oxides of nitrogen (NO_x) for ozone and NO_x for PM_{2.5}. EPA’s most recent revisions to its transportation conformity regulations to implement the 1990 Federal Clean Air Act section 176 were published in the Federal Register on March 14, 2012¹.

Metropolitan Planning Organizations such as MTC are required to follow these regulations, and any other procedures and criteria contained in the EPA-approved Conformity SIP (Transportation Air Quality Conformity Protocol) for the Bay Area. In the Bay Area,

¹ The current version of the regulations is available on EPA’s Transportation Conformity website at <http://www.epa.gov/otaq/stateresources/transconf/regs/420b12013.pdf>.

procedures were first adopted in September 1994 to comply with the 1990 CAAA. Four subsequent amendments to the transportation conformity procedures in August 1995, November 1995, August 1997, and July 2006 have been adopted by the three co-lead agencies (MTC, Association of Bay Area Governments (ABAG), and Bay Area Air Quality Management District (BAAQMD)). MTC Resolution 3757 represents the latest San Francisco Bay Area Transportation Air Quality Conformity Protocol adopted by the three agencies in July 2006. Acting on behalf of the three agencies, the BAAQMD submitted this latest Protocol to California Air Resources Board (CARB) as a revision to the Bay Area Conformity SIP. CARB approved this proposed revision to the Bay Area's Conformity SIP in December 2006, and transmitted it to EPA for final action. EPA approved the Bay Area Conformity SIP in December 2007 (40 CFR Part 52).

These regulations and resolutions state in part that, MTC cannot approve any transportation plan, program or project unless these activities conform to the purpose of the federal air quality plan. "Transportation plan" refers to the RTP. "Program" refers to the TIP, which is a financially realistic set of highway and transit projects to be funded over the next four years. A "transportation project" is any highway or transit improvement, which is included in the RTP and TIP and requires funding or approval from the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). Conformity regulations also affect regionally significant non-federally funded projects which must be included in a conforming transportation plan and program.

Status of Regional Transportation Plan

A Regional Transportation Plan, or RTP, is a long-range plan which includes both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. By federal law, the RTP covers a minimum planning horizon of 20 years and is updated every four years in areas which do not meet federal air quality standards. The RTP is financially constrained to the projected transportation revenues that will be reasonably available to the region over the planning period. Once adopted, the RTP guides the development of the TIP for the region.

The latest updated RTP is called Plan Bay Area. Plan Bay Area represents a strategic investment plan to improve asset condition and system performance for Bay Area travelers through 2040. It includes a set of highway, transit, local roadway, bicycle, and pedestrian projects identified through regional and local transportation planning processes. As required by federal and state planning regulations, the long-range plan is financially constrained, identifying investments that are funded within the \$289 billion 28-year revenue estimate.

The Commission originally adopted Plan Bay Area on July 18th, 2013 (MTC Resolution No. 4111). Subsequently, the FHWA and FTA approved MTC's Final Amendment to Plan Bay Area (to include the Richmond-San Rafael Bridge Access Improvement Project), Resolution No. 4198 in October 2015.

Status of Transportation Improvement Program

The federally required Transportation Improvement Program, or TIP, is a comprehensive listing of Bay Area surface transportation projects that receive federal funds or are subject to a federally required action, or are considered regionally significant for air quality conformity purposes. MTC and the other Metropolitan Planning Organizations (MPOs) in California have historically followed a Caltrans directed update schedule (that is consistent statewide) to update the TIP every two years. The TIP must cover at least a four-year period and contain a priority list of projects grouped by year. The TIP is also financially constrained – meaning that the amount of funding programmed does not exceed the amount of funding reasonably expected to be available. Adoption of the TIP must be accompanied by an air quality conformity analysis and finding, and all projects included in the TIP must be derived from and/or be consistent with the RTP. Whenever a new RTP is adopted, a new air quality conformity analysis must be prepared for the TIP, to ensure consistency between the current Plan (RTP) and Program (TIP).

The 2017 TIP contains 700 projects totaling about \$6.6 billion over the four-year period from fiscal year 2016-17 to 2019-20. This conformity analysis serves to conform the 2017 TIP and the Amended Plan Bay Area.

Refer to **Appendix A1** for detailed project listing of projects/programs in the 2017 TIP. Note that specific funding sources are identified in the TIP itself. **Appendix A2** lists the projects in the Final 2017 Transportation Improvement Program with updated conformity analysis years.

Refer to **Appendices A1 and B** for detailed project listing of projects/programs included in the proposed 2017 TIP and Amended Plan Bay Area. See MTC's Plan Bay Area for full details about the plan².

II. BAY AREA AIR POLLUTANT DESIGNATIONS

National 1-Hour Ozone Standard

On November 6, 1991, the EPA designated the Bay Area as a moderate ozone non-attainment area. Based on “clean” air monitoring data from 1990 to 1993, the co-lead agencies—BAAQMD, MTC, and ABAG—determined that no ozone violations had occurred and requested CARB to forward a redesignation request and an ozone maintenance plan to EPA.

On May 25, 1995, the Bay Area was classified as an ozone maintenance area, having attained the 1-hour national ozone standard for five years (1990-1994). However, on July 10, 1998 the EPA published a Notice of Final Rulemaking redesignating the Bay Area back to an

² See MTC's *Final Plan Bay Area* at: <http://onebayarea.org/>

ozone non-attainment (unclassified) area. This action was due to violations of the 1-hour standard that occurred during the summers of 1995 and 1996, and became final on August 10, 1998.

On November 1, 2001, CARB approved the San Francisco Bay Area 2001 Ozone Attainment Plan for the 1-Hour National Ozone Standard (2001 Plan) as a revision to the SIP. The BAAQMD and its co-lead agencies, MTC) and ABAG adopted the 2001 Plan on October 26, 2001.

BAAQMD prepared the 2001 Plan because the Bay Area failed to attain the federal ozone standard by its 2000 deadline. As a result, EPA disapproved the Bay Area's 1999 Plan and required a new plan with an updated volatile organic compounds (VOC) and nitrogen oxides (NOx) emissions inventory, new transportation conformity budgets, and that shows attainment of the federal ozone standard by 2006.

The 2001 Plan contains a control strategy with seven new stationary source measures, five transportation control measures (TCMs), and eleven further-study measures. In the 2001 Plan, the District also commits to strengthen the Smog Check program by requesting the State Bureau of Automotive Repair to implement two VOC-reducing program elements. The new measures and on-going programs will provide 271 tons per day of combined VOC and NOx emission reductions between 2000 and 2006. The 2001 Plan also includes a new attainment assessment based on currently available data for the Bay Area. The Bay Area co-lead agencies have committed to reassess the attainment assessment in 2003 using data from the Central California Ozone Study and to submit a revised SIP to EPA in 2004 with any needed modifications to the control strategy.

On November 30, 2001, ARB submitted the 2001 Plan to EPA for approval as a revision to the California SIP. To support the on-road motor vehicle emission inventory and transportation conformity budgets in the Plan, CARB also transmitted the San Francisco Bay Area-EMFAC2000 model to EPA for approval for the Bay Area.

On October 31, 2003, EPA proposed a finding of attainment of the national 1-hour ozone standard for the Bay Area. The proposed finding was based on air quality monitoring data from the 2001, 2002, and 2003 ozone seasons. In April 2004, EPA made a final finding that the Bay Area had attained the national 1-hour ozone standard. Because of this finding, some of the elements of the 2001 Ozone Attainment Plan, submitted to EPA to demonstrate attainment of the 1-hour standard, were suspended. The finding of attainment did not mean the Bay Area had been reclassified as an attainment area for the 1-hour standard. To be reclassified, the region would have had to submit a formal redesignation request to EPA, along with a maintenance plan showing how the region would continue to attain the standard for ten years. However, this redesignation request was no longer necessary upon the establishment of the new national 8-hour ozone standard.

National 8-Hour Ozone Standard

In July 1997, EPA revised the ozone standard, setting it to 80 parts per billion (ppb) in concentration-based specifically on the 3-year average of the annual 4th highest daily maximum 8-hour ozone concentrations. In April 2004, EPA issued final designations for attainment and non-attainment areas. In June 2004, EPA formally designated the Bay Area as a non-attainment area for national 8-hour ozone, and classified the region as “marginal” based on five classes of non-attainment areas for ozone, ranging from marginal to extreme.

On April 15, 2004, EPA issued the first phase of the final implementation rule designating and classifying areas not meeting the federal 8-hour ozone standard. This phase of the implementation rule explained how EPA was classifying areas not meeting the national air quality standard for 8-hour ozone. It also established a process for transitioning from implementing the 1-hour standard for ozone to implementing the more protective 8-hour ozone standard. The rule also established attainment dates for the 8-hour standard and the timing of emissions reductions needed for attainment. The 8-hour designations and classifications took effect on June 15, 2004; and one year following this effective date, EPA revoked the 1-hour standard.

On July 1, 2004, EPA published a final rule amending the transportation conformity rule to address the new national 8-hour ozone standard. The amended rule stated that Plans and TIPs in nonattainment areas must be found to conform against the new standard by one year after the effective date of designation which was June 15, 2005 for 8-hour ozone areas.

In March 2008, EPA lowered the national 8-hour ozone standard from 80 ppb to 75 ppb. On March 12, 2009, CARB submitted its recommendations for area designations for the revised national 8-hour ozone standard. These recommendations were based on ozone air quality data collected during 2006 through 2008. The CARB recommended that the Bay Area be designated as nonattainment for the national 8-hour ozone standard. EPA had one year to review the recommendations and were to notify states by November 12, 2009 if they planned to modify the state-recommended areas. EPA issued final designations by March 12, 2010 based on more up to date monitoring data.

EPA’s final rule designating nonattainment areas for the 2008 ozone NAAQS was published in the Federal Register on May 21, 2012 and was effective July 20, 2012. This rule established initial air quality designations and classifications for the 2008 ozone NAAQS for most areas in the United States, including areas of Indian country.

Concurrent with this designation rule, EPA released an additional final rule that established the approach for classifying nonattainment areas, set attainment deadlines, granted reclassification for selected nonattainment areas in California, and revoked the 1997 ozone standard for transportation conformity purposes. The grace period for showing conformity to the 2008 O₃ standard was started by the May 21, 2012 (77 FR 30088) publication of designations for this standard. The grace period for completing these conformity analysis ended on July 20, 2013.

On February 13, 2015, EPA issued a final rule that addresses a range of implementation requirements for the 2008 National Ambient Air Quality Standards (NAAQS) for ground-level ozone. The EPA set the final primary and secondary standards at 75 ppb on March 12, 2008.

This final action specifically:

- Establishes due dates for air agencies to submit state implementation plans (SIPs) demonstrating how areas designated as nonattainment for the 2008 ozone NAAQS will meet the standards by the appropriate attainment date;
- Clarifies attainment dates for each nonattainment area according to its classification (established based on air quality thresholds);
- Provides guidance on nearly all aspects of the attainment planning requirements for designated nonattainment areas;
- Revokes the 1997 ozone NAAQS; and
- Establishes anti-backsliding requirements for areas remaining nonattainment for the 1997 ozone NAAQS.

This final rule addresses a range of nonattainment area state implementation plan (SIP) requirements for the 2008 ozone NAAQS, including requirements pertaining to attainment demonstrations, reasonable further progress (RFP), reasonably available control technology (RACT), reasonably available control measures (RACM), major new source review (NSR), emission inventories, and the timing of SIP submissions and of compliance with emission control measures in the SIP.

On Oct. 1, 2015, EPA strengthened the National Ambient Air Quality Standards (NAAQS) for ground-level ozone to 70 ppb, based on extensive scientific evidence about ozone's effects on public health and welfare. The updated standards will improve public health protection, particularly for at-risk groups including children, older adults, people of all ages who have lung diseases such as asthma, and people who are active outdoors, especially outdoor workers. They also will improve the health of trees, plants and ecosystems.

States are to make recommendations to EPA by October 1, 2016, regarding whether their areas meet or do not meet the new NAAQS. EPA intends to issue final designations by October 1, 2017. Depending on the extent of the ozone problem, nonattainment areas would have from 2020 to 2037 to meet the health standard. Areas with longer to attain must meet increasing levels of stringency set forth in the Clean Air Act.

In addition, because marginal 8-hour ozone areas are not required to submit an attainment demonstration SIPs (containing motor vehicle emission budgets required to demonstrate conformity), the conformity finding in this report is based on the approved 1-hour ozone motor vehicle emission budgets contained in the Bay Area's 2001 Plan².

² See EPA's *Transportation Conformity Guidance for 2008 Ozone Nonattainment Areas* at: <http://www.epa.gov/otaq/stateresources/transconf/regs/420b12045.pdf>

National PM_{2.5} Standard

In 1987, The EPA established a standard for particle pollution equal to or smaller than 10 micrometers in diameter. A decade later, the 1997 revision to the standard set the stage for change, when a separate standard was set for fine particulate matter, which are 2.5 micrometers in diameter and smaller. Citing the link between serious health problems and premature death in people with heart or lung disease, the 1997 revision ultimately distinguished and set forth regulation on particle pollutants known as particulate matter 2.5 (PM_{2.5}) and particulate matter 10 (PM₁₀).

In 2006, the EPA revised the air quality standards for particle pollution. Regulations for PM_{2.5} were tightened for the 24-hour fine particle standard, which lowered the level from 65 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) to 35 $\mu\text{g}/\text{m}^3$. The annual fine particle standard at 15 $\mu\text{g}/\text{m}^3$ remained the same. In that same year, the EPA published a final ruling which established transportation conformity criteria and procedures to determine transportation projects that required analysis for local air quality impacts for PM_{2.5} in non-attainment and maintenance areas. From the 2006 revision, EPA had to complete designations of nonattainment areas by December 2009 for national standard for PM_{2.5}. The newly established criteria and procedures require those areas designated as nonattainment areas must undergo a regional conformity analysis for PM_{2.5}. Furthermore, the procedures also mandate areas designated as nonattainment must complete an additional project-level PM_{2.5} hot-spot analysis of localized impacts for transportation projects of air quality concern.

On December 14, 2009, EPA designated the Bay Area as nonattainment for the national 24-hour PM_{2.5} standard based upon violations of the standard over the three-year period from 2007 through 2009. Pursuant to the Clean Air Act, the Bay Area and MTC were subject to the requirement (beginning on December 14, 2010) to demonstrate that the RTP and TIP conformed to the SIP. In addition, beginning on December 14, 2010, certain roadway and transit projects that involve significant levels of diesel vehicle traffic needed to prepare PM_{2.5} hot-spot analyses.

National 8-Hour Carbon Monoxide Standard

In April 1998, the Bay Area was redesignated to a “maintenance area” for the national 8-hour carbon monoxide (CO) standard, having demonstrated attainment of the standards. As a maintenance area, the region must assure continued attainment of the CO standard.

Approved Motor Vehicle Emissions Budgets and Conformity Tests

The Bay Area has conformity requirements for national ozone, CO, and PM_{2.5} standards. Under the ozone and CO standard, the Bay Area has to meet a motor vehicle emission “budget” test. Because the Bay Area does not have motor vehicle emission budgets for PM_{2.5} that have been determined to be adequate by EPA, it has to meet a motor vehicle emission interim test for the PM_{2.5} standard. To make a positive conformity finding for ozone and CO, MTC must demonstrate that the calculated motor vehicle emissions in the region are lower than the approved budgets. To make a positive “interim” conformity finding for PM_{2.5}, MTC must meet “build not greater than no build” or “build not greater than baseline year” tests based on PM_{2.5} exhaust, tire wear, and brake wear, and NO_x as a PM_{2.5} precursor, emissions.

Motor vehicle emissions budgets for Volatile Organic Compounds (VOC) and Nitrogen Oxides (NO_x), which are ozone precursors, were developed for the 2006 attainment year as part of the 2001 1-hour Ozone Attainment Plan. The VOC and NO_x budgets were found to be adequate by EPA on February 14, 2002 (67 FR 8017) and were subsequently approved by EPA on April 22, 2004 (69 FR 21717). Note that under EPA’s conformity rule for the national 8-hour ozone standard, the existing 1-hour motor vehicle emission budgets are to be used for conformity analyses until they are replaced.

For CO, the applicable motor vehicle emissions budget was developed for the 2004 Revisions to the California State Implementation Plan for Carbon Monoxide (herein referred to as the 2004 Carbon Monoxide Maintenance Plan).

The motor vehicle emission budgets are listed below:

VOC:	164 tons per day (2006 and beyond)
NO _x :	270.3 tons per day (2006 and beyond)
CO:	1,850 tons per day (2003 and 2018 and beyond)

For PM_{2.5}, initially the Bay Area was required to prepare a SIP by December 2012 to show how the region would attain the standard by December 2014. In addition, although the Bay Area was designated as non-attainment for the national 24-hour PM_{2.5} standard based on monitoring data for the 2006-2008 period, the region exceeded the standard by only a slight margin. Since then, Bay Area PM_{2.5} levels have continued to decline. Air quality data from the regional monitoring network shows that the Bay Area met the national 24-hour PM_{2.5} standard during the three-year period from 2008 through 2010, as well as the three-year period from 2009 through 2011.

Under US EPA guidelines, a region with monitoring data showing that it currently attains an air quality standard can submit a “redesignation request” and a “maintenance plan” in lieu of a SIP attainment plan. However, the BAAQMD believes that it would be premature to submit a PM_{2.5} redesignation request for the Bay Area at this time. Instead, the BAAQMD has pursued another option provided by US EPA guidelines for areas with monitoring data showing that they currently meet the PM_{2.5} standard. In December 2011, the Air Resources

Board submitted a “clean data finding” request on behalf of the Bay Area. On January 9, 2013, EPA took final action and determined that the Bay Area attained the 2006 24-hour PM_{2.5} standard. EPA’s determination was based on complete, quality-assured, and certified ambient air monitoring data showing that the area monitored attainment based on the 2009-2011 monitoring period³. Based on EPA’s determination, the requirements for the Bay Area to submit an attainment demonstration, together with reasonably available control measures (RACM), a reasonable further progress (RFP) plan, and contingency measures for failure to meet RFP and attainment deadlines are suspended for so long as the region continues to attain the 2006 24-hour PM_{2.5} standard.

Since an approved motor vehicle emissions budget for PM_{2.5} is not available for use in this conformity analysis, MTC must complete one of the two interim emissions tests:

- the build-no-greater-than-no-build test (“build/no-build test”) found at 40 CFR 93.119(e)(1), or
- the no-greater-than-baseline year emissions test (“baseline year test”), described at 40 CFR 93.119(e)(2).

Per the interagency consultation via the Air Quality Conformity Task Force meeting dated May 28, 2015, MTC elected to use the “baseline year test”. In this test, conformity is demonstrated if in each analysis year, the transportation emissions reflected the RTP or TIP (the “build” scenario) is less than or equal to emissions from the transportation system in the “baseline year” on-road source emission inventory. The “baseline year” for the 2006 24-hour PM_{2.5} standard is the year 2008⁴.

Under a determination of conformity, the following criteria are applied:

1. The latest planning assumptions and emission models are used.
2. The transportation plan and program pass an emissions budget test using a budget that has been found adequate by EPA or an interim emissions test when budgets have not been established.
3. The transportation plan and program provide for the timely implementation of transportation control measures (TCMs).
4. Interagency and public consultation is part of the process.

III. CONFORMITY ANALYSIS & RESULTS

Approach to Conformity Analysis

MTC has used the latest planning assumptions for the purpose of preparing this conformity analysis. Regional on-road motor vehicle emissions for future years are estimated using MTC’s travel demand forecast model *Travel Model One (version 0.5)*, released in January 2015, calibrated to year 2000 conditions and validated against year 2000, year 2005, and year

³ See <http://www3.epa.gov/otaq/stateresources/transconf/baseline.htm>

2010 conditions . In conjunction with *Travel Model One*, MTC will also use the CARB’s model for determining motor vehicle emissions (EMFAC2014).

The EMFAC2014 model is used to show how California motor vehicle emissions have changed over time and are projected to change in the future. This information helps CARB evaluate prospective control programs and determine the most effective, science-based proposals for protecting the environment. EMFAC2014 includes the latest data on California’s car and truck fleets and travel activity. The model also reflects the emissions benefits of CARB’s recent rulemakings, including on-road diesel fleet rules, Advanced Clean Car Standards, and the Smartway/Phase I Heavy Duty Vehicle Greenhouse Gas Regulation. The model also includes updates to truck emission factors based on the latest test data. More details about the updates in emissions calculation methodologies and data are available in the EMFAC2014 Technical Support Document.⁴

The MTC travel demand model requires various inputs – demographic assumptions, pricing assumptions, travel behavior assumptions and highway and transit network assumptions. This conformity analysis uses the latest socio-economic/land use forecast data from the Association of Bay Area Government’s (ABAG’s) *Jobs/Housing Connection*⁵ and the latest validated version of *Travel Model One*.

A separate process was employed to develop socio-economic/land use data for the PM_{2.5} “baseline year” of 2008. The standard Transportation Analysis Zone (TAZ)-level data set provided to MTC by ABAG includes forecasted data in 5-year increments. The calculation of data for the interim year 2008 in Plan Bay Area requires a multi-stop process. First, regional control totals for each attribute for the year 2008 is calculated using a straight line extrapolation between the two adjacent 5-year increments. Next, each TAZ’s share of the regional total is calculated by extrapolation of the two adjacent 5-year increments. Finally, individual TAZ totals are calculated by multiplying the interim year TAZ share of the regional total by the regional control total.

In addition, pricing assumptions applied in the travel demand model include projected parking prices, gasoline and non-gasoline auto operating costs, fuel economy, bridge tolls, transit fares, and express lanes. Travel behavior assumptions include trip peaking factors, vehicle occupancy factors, and estimates of interregional commuters. Highway and transit networks were updated for each analysis year to reflect investments in the proposed amendments to the 2017 TIP (see **Appendix A1**) and the Amended Plan Bay Area (see **Appendix B**).

Regional VMT and engine starts (which are needed for emission calculations) are forecasted using a combination of output from MTC’s travel demand forecasting model and base year (2010) EMFAC2014 default VMT information provided by the CARB. For conformity purposes, MTC continues to employ the agreed to protocol for estimating VMT with updated 2010 base year data.

⁴ <http://www.arb.ca.gov/msei/categories.htm>

⁵ <http://onebayarea.org/related-materials/Document-Archive.html>

Refer to **Appendix C** for detailed travel modeling assumptions⁶ used in this conformity analysis.

Analysis Years

The analysis years for the budget and baseline year tests are to be a year within five years from the date the analysis is done, the last year of the RTP and intermediate years as necessary so that analysis years are not more than 10 years apart. For this conformity analysis, the analysis years are 2020, 2030 and 2040 for the 2008 ozone and 2006 PM_{2.5} standards. For CO, the analysis years are 2018, 2020, 2030 and 2040. Travel forecast data for year 2018 were interpolated between 2015 and 2020 data. MTC has prepared separate travel forecasts for the Bay Area for each of these years. These travel forecasts are then applied to calculate motor vehicle emissions.

Consultation Process

MTC has consulted on the preparation of this conformity analysis and other conformity related issues with the Bay Area's Air Quality Conformity Task Force. The Conformity Task Force is composed of representatives of EPA, CARB, FHWA, FTA, Caltrans, MTC, BAAQMD, ABAG, the nine county Congestion Management Agencies, and Bay Area transit operators. The Conformity Task Force reviews the assumptions going into the analysis, consults on TCM implementation issues, and reviews the results of the conformity analysis. The task force meetings are open to the public. Topics covered in past meetings of the Air Quality Conformity Task Force include the following:

January 2016 through March 2016

- PM_{2.5} Project-Level Conformity Interagency Consultations
- Discussions on Projects with Regional Air Quality Conformity Concerns

April 2016

- PM_{2.5} Project-Level Conformity Interagency Consultations
- Discussions on Projects with Regional Air Quality Conformity Concerns
- Approach to Conformity Analysis for the 2017 Transportation Improvement Program and Amended Plan Bay Area

May and June 2016

- PM_{2.5} Project-Level Conformity Interagency Consultations

⁶ Additional information is available here: <http://analytics.mtc.ca.gov/foswiki/Main/Development>.

This document is part of the new Plan Bay Area 2040 scenario planning/development effort and the technical methods and assumptions used in this effort are consistent with what is applied in this conformity analysis.

Comparison of Motor Vehicle Emissions to Budgets

As explained earlier, motor vehicle emissions budgets are established in the SIP for VOCs, NO_x and carbon monoxide (CO). To make a positive conformity finding, the regional motor vehicle emissions must be equal to or less than these budgets. The results of the vehicle activity forecasts and motor vehicle emission calculations are shown below for each separate analysis year.

Ozone Motor Vehicle Emission Budgets

For VOC and NO_x, the motor vehicle emission budget also reflects anticipated emission reductions from five Transportation Control Measures (TCMs) incorporated in the 2001 Ozone Attainment Plan (Table 1).

**TABLE 1
VOC AND NO_x EMISSIONS BUDGETS FROM 2001 OZONE ATTAINMENT PLAN (TONS/DAY)**

VOC	
2006 On Road Motor Vehicle Emissions	168.5
2006 Mobile Source Control Measure Benefits	(4.0)
2006 TCM Benefits	<u>(0.5)</u>
2006 Emissions Budget	164.0
NO_x	
2006 On Road Motor Vehicle Emissions	271.0
2006 TCM Benefits	<u>(0.7)</u>
2006 Emissions Budget	270.3

The motor vehicle activity forecasts for the 2017 TIP and Amended Plan Bay Area for the planned transportation system scenarios across the various analysis years for conformity to the 2008 ozone standard are shown in Table 2. Travel demand forecast model data (from MTC's Travel Model One) was inputted into CARB's EMFAC2014 emissions model, thereby generating regional vehicle activity and emissions estimates.

**TABLE 2
VEHICLE ACTIVITY FORECASTS**

	2020	2030	2040
VEHICLES IN USE	4,667,677	5,398,799	6,091,077
Daily VMT (1000s)	166,488	179,142	191,489
Daily Engine Starts	29,111,633	33,456,974	37,650,747

Carbon Monoxide Maintenance Plan Budget

The budget for carbon monoxide is derived from the 2004 Carbon Monoxide Maintenance Plan. The emission budget for the Bay Area is 1,850 tons per day. This budget applies to all subsequent analysis years as required by federal conformity regulation, including: any interim year conformity analyses, the 2018 horizon year, and years beyond 2018.

Comparison of Estimated Regional Motor Vehicle Emissions to the Ozone Precursor and CO Budgets

The motor vehicle activity forecasts for the 2017 TIP and Amended Plan Bay Area for the various horizon years are converted to motor vehicle emission estimates by MTC using EMFAC2014.

Table 3A and 3B compares the results of the various analyses with the applicable budgets. The analyses indicate that the motor vehicle emissions are substantially below the budget, due in large part to the effects of cleaner vehicles in the California fleet and the enhanced Smog Check program now in effect in the Bay Area and reflected in the EMFAC model. With respect to the new Maintenance Plan motor vehicle emission budget for CO, Table 3B shows that calculated motor vehicle emissions will be well below the new budget of 1,850 tons per day in 2018 as well.

The estimated effectiveness of the various Transportation Control Measures, given their current implementation status is shown in Table 4. TCMs A through E are fully implemented. They have achieved the required cumulative total emission reductions of 0.5 tons per day of VOC and 0.7 tons per day of NO_x by 2006.

**TABLE 3A
EMISSIONS BUDGET COMPARISONS FOR OZONE PRECUSORS
(TONS/DAY)***

Year	VOC Budget**	On-Road Motor Vehicles VOC	TCMs***	Net Emissions
2020	164.0	35.69	(0.3)	35.39
2030	164.0	23.53	(0.3)	23.23
2040	164.0	18.05	(0.3)	17.75

Year	NO_x Budget	On-Road Motor Vehicles NO_x	TCMs***	Net Emissions
2020	270.3	64.80	(0.5)	64.30
2030	270.3	32.23	(0.5)	31.73
2040	270.3	28.34	(0.5)	27.84

* Emissions for summertime conditions

**2001 Ozone Attainment Plan

***The transit services for TCM A Regional Express Bus Program were modeled. The emission benefits from TCM A are therefore included in the On-Road Motor Vehicles VOC and NO_x emission inventories for 2006 and beyond.

FIGURE 1

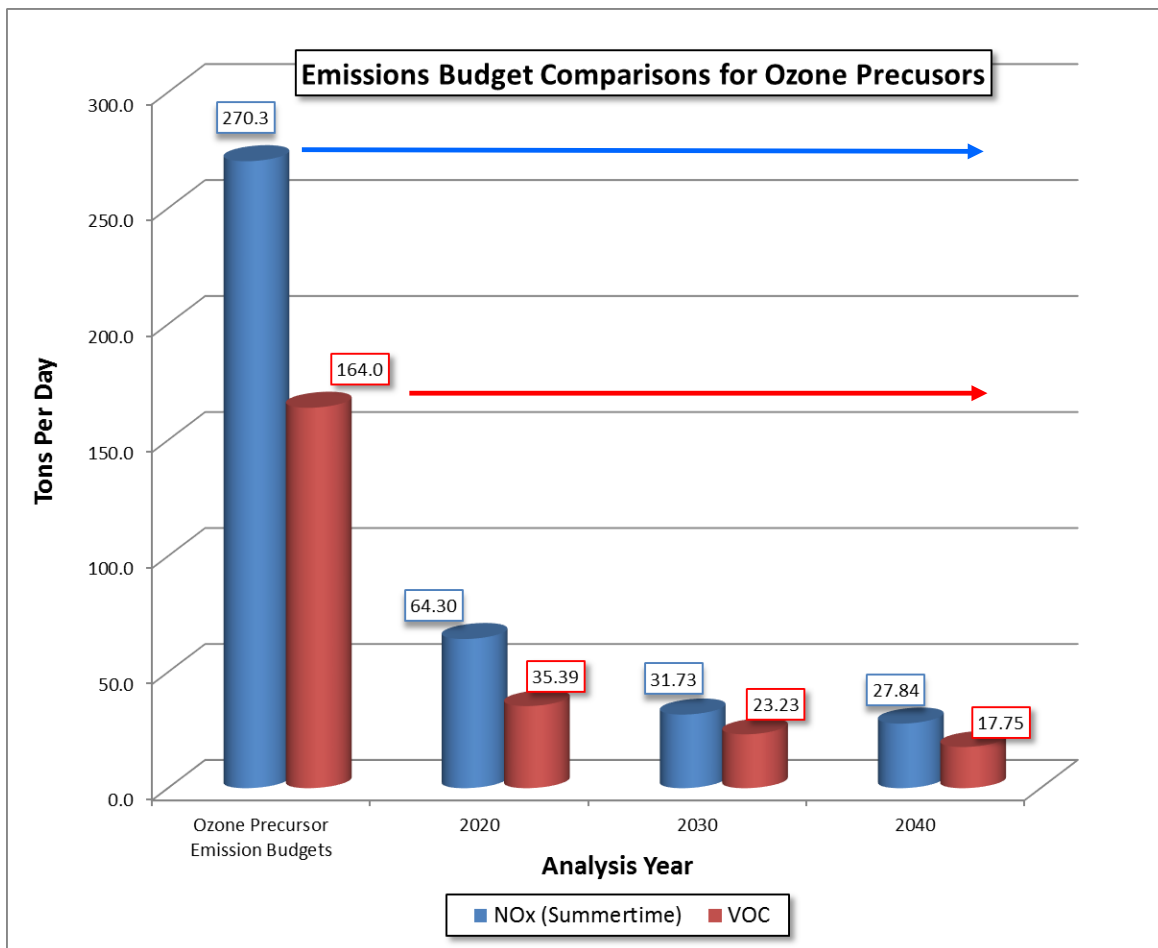


TABLE 3B
EMISSIONS BUDGET COMPARISONS FOR CARBON MONOXIDE
(TONS/DAY)*

Year	2004 CO Budget**	Estimated CO
2018	1,850	313.12 ***
2020	1,850	249.39
2030	1,850	144.22
2040	1,850	115.36

*Emissions for wintertime conditions

**2004 Revision to the California State Implementation Plan for Carbon Monoxide, Updated Maintenance Plan for 10 Federal Planning Areas

***Estimated CO emissions for 2018 are extrapolated from the 2015 and 2020 analysis year data.

FIGURE 2

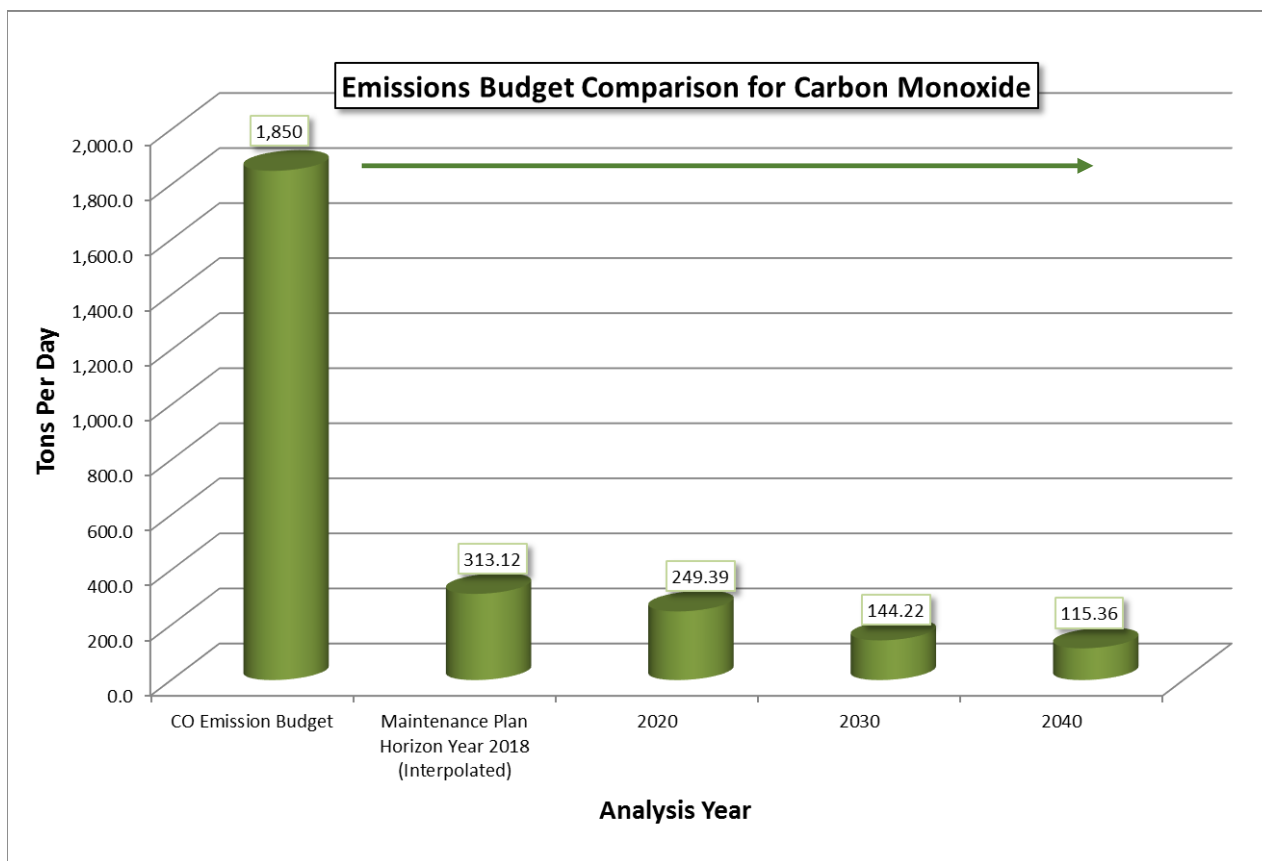


TABLE 4
EMISSIONS REDUCTIONS FOR TRANSPORTATION CONTROL MEASURES (TCMS) A – E IN STATE IMPLEMENTATION PLAN THROUGH DECEMBER 2006 (TONS PER DAY)

TCM	VOC Emission Reductions through December 2006	NOx Emission Reductions through December 2006
TCM A Regional Express Bus Program	0.20	0.20
TCM B Bicycle/Pedestrian Program	0.04	0.03
TCM C Transportation for Livable Communities	0.08	0.12
TCM D Expansion of Freeway Service Patrol	0.10	0.25
TCM E Transit Access to Airports	0.09	0.13
Total Reductions	0.5	0.7

Baseline Year Emissions Test for PM_{2.5}

For the Baseline Year test, emissions for both directly emitted PM_{2.5} and NO_x (as the precursor to PM_{2.5} emissions) were compared to the analysis years of 2015, 2020, 2030 and 2040. The analysis used inputs for the winter season, during which the Bay Area experiences its highest levels of PM_{2.5} concentrations.

The motor vehicle activity forecasts the 2017 TIP and Amended Plan Bay Area for the planned transportation system scenarios across the various analysis years and the PM_{2.5} baseline year (2008) are shown in Table 5. Travel demand forecast model data (from MTC's Travel Model One) was inputted into CARB's EMFAC2014 emissions model, thereby generating regional vehicle activity and emissions estimates.

Table 6 presents the results of the Baseline Year test for the PM_{2.5} emissions and the NO_x precursor for the 2006 24-hour PM_{2.5} standard. Regional conformity analyses must be completed for directly emitted PM_{2.5} (40 CFR 93.102(b)(1)). Directly emitted PM_{2.5} includes exhaust, brake and tire wear emissions.

**TABLE 5
VEHICLE ACTIVITY FORECASTS FOR THE PM_{2.5} BASELINE YEAR TEST**

	2008 Baseline Year	2020	2030	2040
Vehicles In Use	4,631,001	4,667,677	5,398,799	6,091,077
Daily VMT (1000s)	154,100	166,488	179,142	191,489
Engine Starts	29,299,933	29,111,633	33,456,974	37,650,747

**TABLE 6
EMISSIONS COMPARISON FOR THE PM_{2.5} BASELINE YEAR TEST ***

	2008 Baseline Year	2020	2030	2040
PM_{2.5}	8.26	4.50	4.36	4.50
NO_x	194.58	59.76	26.58	22.58

*Emissions for wintertime only

FIGURE 3

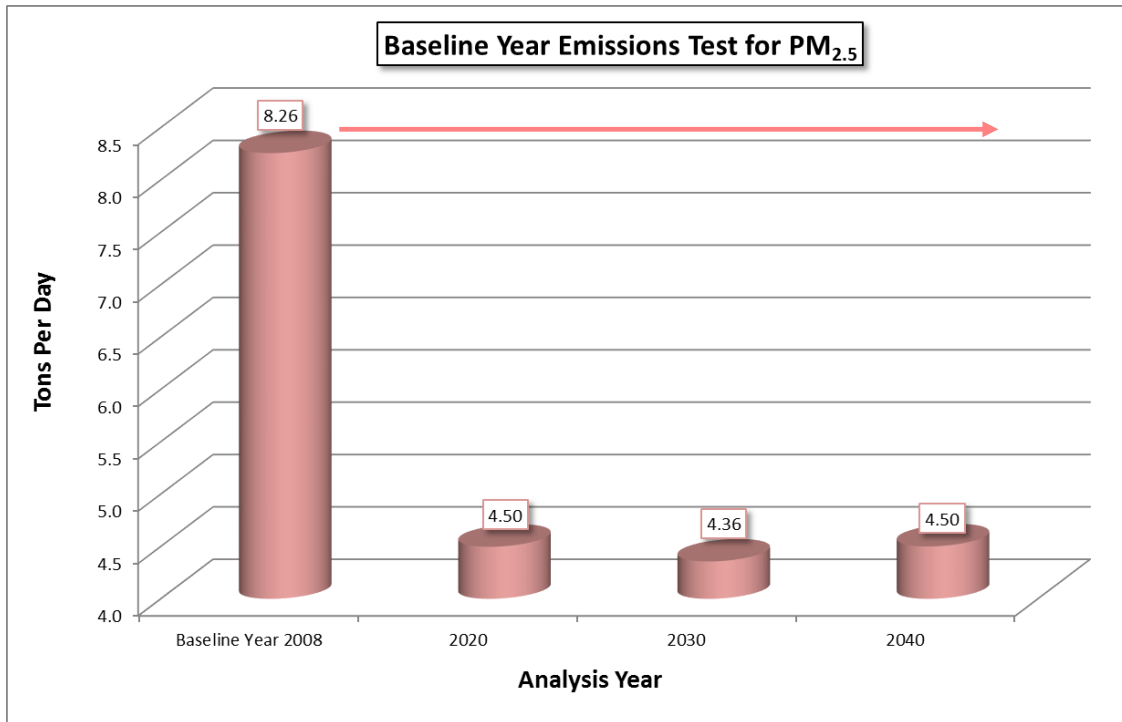
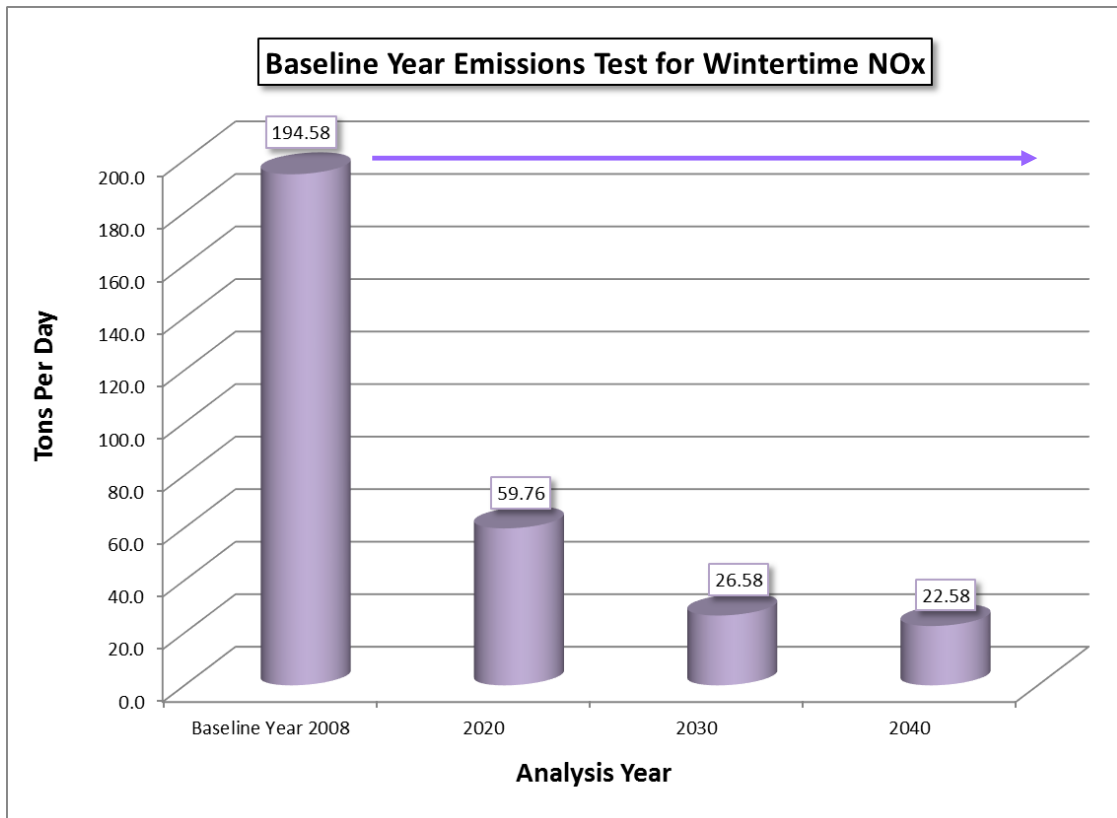


FIGURE 4



IV. TRANSPORTATION CONTROL MEASURES

History of Transportation Control Measures

Transportation control measures (TCMs) are strategies to reduce vehicle emissions. They include such strategies as improved transit service and transit coordination, ridesharing services and new carpool lanes, signal timing, freeway incident management, increased gas taxes and bridge tolls to encourage use of alternative modes, etc. The original set of TCMs plus the five most recent TCMs (A-E) have been fully implemented. The TCMs were added over successive revisions to the SIP (see Table 7). For more information on TCMs 1-28, which are completed, see the *Transportation Air Quality Conformity Analysis for the 2001 Regional Transportation Plan and FY 2001 Transportation Improvement Program Amendment 01-32 (February 2002)*. This report can be found in the MTC/ABAG Library.

- Twelve (12) ozone measures were originally listed in the 1982 Bay Area Air Quality Plan.
- In response to a 1990 lawsuit in the federal District Court, sixteen (16) additional TCMs were subsequently adopted by MTC in February 1990 as contingency measures to bring the region back on the “Reasonable Further Progress” (RFP) line. The Federal District order issued on May 11, 1992, found that these contingency TCMs were sufficient to bring the region back on the RFP track anticipated in the SIP. These measures became part of the SIP when EPA approved the 1994 Ozone Maintenance Plan.
- Two (2) transportation control measures from the 1982 Bay Area Air Quality Plan apply to Carbon Monoxide control strategies, for which the region is in attainment with the federal standard, and primarily targeted downtown San Jose (which had the most significant CO problem at that time.) MTC also adopted a set of TCM enhancements in November 1991 to eliminate a shortfall in regional carbon monoxide emissions identified in the District Court’s April 19, 1991 order. Carbon monoxide standards have been achieved primarily through the use of oxygenated/reformulated fuels in cars and with improvements in the Smog Check program.
- As part of EPA’s partial approval/partial disapproval of the 1999 Ozone Attainment Plan, four (4) TCMs were deleted from the ozone plan (but two of these remain in the Carbon Monoxide Maintenance Plan).
- Five (5) new Transportation Control Measures were adopted as part of the new 2001 1-Hour Ozone Attainment Plan and were fully funded in the 2001 TIP and 2001 Regional Transportation Plan.

With respect to TCM 2 from the 1982 SIP, there was a protracted debate, leading to a citizens lawsuit in federal court, about the obligations associated with this TCM. On

April 6, 2004 MTC prevailed in the U.S. Court of Appeals for the Ninth Circuit which concluded that TCM 2 does not impose any additional enforceable obligation on MTC to increase ridership on public transit ridership by 15% over 1982-83 levels by November 2006 (Bayview Hunters Point Community Advocates v. Metropolitan Transportation Com'n, (2004 WL 728247, 4 Cal. Daily Op. Serv. 2919, 2004 Daily Journal D.A.R. 4209, 9th Cir.(Cal.), Apr 06, 2004)). Thus TCM 2 has been resolved, and there are no further implementation issues to address in this TCM.

**TABLE 7
Transportation Control Measures (TCMs) in the State Implementation Plan**

<i>TCM</i>	<i>Description</i>
<i>Original TCMs from 1982 Bay Area Air Quality Plan</i>	
TCM 1	Reaffirm Commitment to 28 percent Transit Ridership Increase Between 1978 and 1983
TCM 2	Support Post-1983 Improvements in the Operators' Five-Year Plans and, After Consultation with the Operators, Adopt Ridership Increase Target for the Period 1983 through 1987
TCM 3	Seek to Expand and Improve Public Transit Beyond Committed Levels
TCM 4	High Occupancy Vehicle (HOV) Lanes and Ramp Metering
TCM 5	Support RIDES Efforts
TCM 6*	Continue Efforts to Obtain Funding to Support Long Range Transit Improvements
TCM 7	Preferential Parking
TCM 8	Shared Use Park and Ride Lots
TCM 9	Expand Commute Alternatives Program
TCM 10	Information Program for Local Governments
TCM 11**	Gasoline Conservation Awareness Program (GasCAP)
TCM 12**	Santa Clara County Commuter Transportation Program
<i>Contingency Plan TCMs Adopted by MTC in February 1990 (MTC Resolution 2131)</i>	
TCM 13	Increase Bridge Tolls to \$1.00 on All Bridges
TCM 14	Bay Bridge Surcharge of \$1.00
TCM 15	Increase State Gas Tax by 9 Cents
TCM 16*	Implement MTC Resolution 1876, Revised — New Rail Starts
TCM 17	Continue Post-Earthquake Transit Services
TCM 18	Sacramento-Bay Area Amtrak Service
TCM 19	Upgrade Caltrain Service
TCM 20	Regional HOV System Plan
TCM 21	Regional Transit Coordination
TCM 22	Expand Regional Transit Connection Ticket Distribution
TCM 23	Employer Audits
TCM 24	Expand Signal Timing Program to New Cities
TCM 25	Maintain Existing Signal Timing Programs
TCM 26	Incident Management on Bay Area Freeways
TCM 27	Update MTC Guidance on Development of Local TSM Programs
TCM 28	Local Transportation Systems Management (TSM) Initiatives
<i>New TCMs in 2001 Ozone Attainment Plan</i>	
TCM A	Regional Express Bus Program
TCM B	Bicycle/Pedestrian Program
TCM C	Transportation for Livable Communities
TCM D	Expansion of Freeway Service Patrol
TCM E	Transit Access to Airports

*Deleted by EPA action from ozone plan

**Deleted by EPA action from ozone plan, but retained in Carbon Monoxide Maintenance Plan.

Source: Bay Area Air Quality Management District, Metropolitan Transportation Commission, 2001.

Status of Transportation Control Measures

TCMs A-E were approved into the SIP as part of EPA's Finding of Attainment for the San Francisco Bay Area (April 2004). The conformity analysis must demonstrate that TCMs are being implemented on schedule (40 CFR 93.113). TCMs A-E have specific implementation steps which are used to determine progress in advancing these TCMs (see Table 8). TCMs A-E are now fully implemented.

**TABLE 8
IMPLEMENTATION STATUS OF FEDERAL TRANSPORTATION CONTROL MEASURES FOR OZONE (TCMS A – E)**

#	TCM	Description	Ozone Attainment Plan Implementation Schedule	Implementation Status
A	Regional Express Bus Program	Program includes purchase of approximately 90 low emission buses to operate new or enhanced express bus services. Buses will meet all applicable CARB standards, and will include particulate traps or filters. MTC will approve \$40 million in funding to various transit operators for bus acquisition. Program assumes transit operators can sustain service for a five year period. Actual emission reductions will be determined based on routes selected by MTC.	FY 2003. Complete once \$40 million in funding pursuant to Government Code Section 14556.40 is approved by the California Transportation Commission and obligated by bus operators	\$40 million for this program was allocated by the CTC in August 2001. The participating transit operators have ordered and received a total of 94 buses. All buses are currently in operations. TCM A is fully implemented.
B	Bicycle / Pedestrian Program	Fund high priority projects in countywide plans consistent with TDA funding availability. MTC would fund only projects that are exempt from CEQA, have no significant environmental impacts, or adequately mitigate any adverse environmental impacts. Actual emission reductions will be determined based on the projects funded.	FY 2004 – 2006. Complete once \$15 million in TDA Article 3 is allocated by MTC.	MTC allocated over \$20 million in TDA Article 3 funds during FY2004, FY2005, and FY2006. TCM B is fully implemented.
C	Transportation for Livable Communities (TLC)	Program provides planning grants, technical assistance, and capital grants to help cities and nonprofit agencies link transportation projects with community plans. MTC would fund only projects that are exempt from CEQA, have no significant environmental impacts, or adequately mitigate any adverse environmental impacts. Actual emission reductions will be based on the projects funded.	FY 2004 – 2006. Complete once \$27 million in TLC grant funding is approved by MTC	In December 2003, the Commission reaffirmed its commitment of \$27 million annually over 25 years for the TLC program as part of Phase 1 of the Transportation 2030 Plan. MTC and the county Congestion Management Agencies (CMAs) have approved over \$27 million in TLC grant funding by FY 2006. In November 2004, MTC approved \$500,000 for regional TLC Community Design Planning Program, and in December 2004, MTC approved \$18.4 million in TLC funding for the regional TLC Capital program. As of December 2006, CMAs in Alameda, Marin and Sonoma counties approved an additional \$12.4

				million in their county-level TLC Capital programs for a regional total of \$31.2 million.
				TCM C is fully implemented.
D	Additional Freeway Service Patrol	Operation of 55 lane miles of new roving tow truck patrols beyond routes which existed in 2000. TCM commitment would be satisfied by any combination for routes adding 55 miles. Tow trucks used in service are new vehicles meeting all applicable CARB standards.	FY 2001. Complete by maintaining increase in FSP mileage through December 2006	FSP continues to maintain the operation of the 55 lane miles of new roving tow truck coverage. This level of service was maintained through 2006. FSP continues to expand its service areas. TCM D is fully implemented.
E	Transit Access to Airports	Take credit for emission reductions from air passengers who use BART to SFO, as these reductions are not included in the Baseline.	BART – SFO service to start in FY 2003. Complete by maintaining service through December 2006	Service began June 2003. Service adjustments have been made since start of revenue service. The BART to SFO service has been maintained through 2006 and is continued. TCM E is fully implemented.

V. RESPONSE TO PUBLIC COMMENTS

**Programming and Allocations
Committee**

September 14, 2016

**Item 4a – Adoption of the 2017 TIP and Transportation-
Air Quality Conformity Analysis for the Amended Plan
Bay Area and the 2017 TIP**

Appendix 1 – Comments Received

From: Andrea Mirenda [REDACTED]
Sent: Wednesday, July 27, 2016 4:18 PM
To: MTC Info <info@mtc.ca.gov>
Subject: El Camino bus lane is a bad idea

Please review the impact of all residents of the area. El Camino is so crowded today and removing a lane for a bus lane is a bad idea.

Regards, Andrea
Mirenda

[REDACTED]

Mountain View CA

-----Original Message-----

From: Cathy Jennings [REDACTED]

Sent: Friday, July 29, 2016 6:25 PM

To: MTC Info <info@mtc.ca.gov>

Subject: Express/HOV lanes on Peninsula hwy101

I am very much in favor of continuing HOV lanes north of Whipple Ave. These days it should be 24 hours and not just 7-9AM and 4-7PM. Anybody who must move along as a single occupant should have the option of paying for the privilege. Anybody driving alone who can't afford to pay will benefit from others paying to get out of the free lanes. The idea is to make it more attractive for people to carpool and if the HOV/Express lanes are moving while the others aren't, hopefully those that cannot afford the fees will find someone to carpool with instead.

As a professional who drives these roads routinely (with an assistant) I am in favor of anything that decreases traffic!

Cathy Jennings, DVM
[REDACTED]

Review and comment on the Draft 2017 TIP & Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area and Draft 2017 TIP

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San Francisco, CA 94105
TE: 415.778.6700 | EMAIL: info@mtc.ca.gov

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Mr. Charlie Cameron
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THANK YOU
FOR BOOP
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94543

DEPT MTC PUBLIC INFO OFFICE:
(REF: PLS FIND MY COMMENTS FOR THIS AREA)
DRAFT 2017 TIP & ANALYSIS FOR PLAN BAY
STEM I TRUSTING YOU WILL GET THE NEW
UNION CITY INTERMODAL BART STATION EAST
PLAZA DONE CORRECTLY, CORRECT IN PHASE II
W/ NEW TRANSIT BUS RTS (REAL TIME DEPT
ARRIVAL FOR TRANSFER INTO TOWN CENTER PARK,
(BUS & BART) & SW THE NEW CAPITAL
STATION AT UCITY, CA, & PERHAPS WE
CAN CORRECTLY CORRECT ALL OR MOST OF THE
SHORT COMINGS DEFICIENCY, & DEFAULTS AS
WE NOW HAVE IN PHASE I ON THE WEST SIDE
OF THE NOW UNION CITY BART STA (NOT
STILL GOING ON AT THE STATION & NOT THE
NOW NO SIT DOWN POPS IN THE PUBLIC AREA

STAIR

SO PAX CAN/COULD REST/SOBE BACK, KNEES
BREATHE AS TWO OF THE LEGS STAYING
SIT DOWN PODS ON 4" DIA DIAMETER HAUB BEEN
NOW REMOVED (TO PUT IN A NEW FLOOR) - STUPID
& NEXT BART UNIT - SINCE MAY 2016
IN THE PUBLIC AREA

(A) TRUSTING THE ABOVE COMMENTS ISSUES CAN
& W/BE ADDRESSED IN ATTACHMENT (B)
pg 48 & REG. TLC PROGRAM IN RES. 3925
APPENDIX A - 14 STD. 6/17/2016.

(2) MAY 6 PLS ASK WASTA ID THE UNION CITY
INTERMODAL PROJ. ON THE 2013 TIP? I WAS IN
FAVOR THEN AS THE DESIGN WAS TO BE A PROPOSED
TO BE A FINGER/ISLAND TYPE W/ SAW TOOTH
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FEHR & PEERS, NELSON NYGAARD &
WINDIE & ASSO. A TRANSIT WAS HAPPY
W/ THE FINGER ISLAND DESIGN (ISLAND DOG EAT
BART WAS NOT CONSIDERED ON THE PHASE I
WEST SIDE W/ A LOT OF TEMP CONC. CHG. W/ A
"L" SHAPE (DOG LEG TO THE RIGHT) TEMP. DESIGN
NOW PERMANENT "L" SHAPE DESIGN (DOG LEG
TO THE RIGHT) & LONG WALKS TO BUSES &
CABS, & NOT REALLY ANY SIT DOWN AREAS TO
HANDLE THE W/LOAD, FURTHER DISABLE
YOUNG & KIDS W/ RBS.

(2A) TRUST THATS OUTSIDE THE BART BUILDING
& STRONG ARM TALLIES, TO THE FORCE & 375
& W/ 2/22 (2) ONE BAY AREA GRAM
PROGRAM I HAVE NOW LED TO THIS W/ BSS,
& WHITE/PINK ELEPHANT.

2 AMERSON
7/22/2016
Ely
pg 247

COMBINATION:

ITEM 3 APPENDIX A-67 on page
ALA, TIP 130025

THE CORRECT SPELLING FOR THIS WORD
IS CAPITAL AVE. IN FACT, CA NOT
AS PRINTED UP AS CAPITAL AVE.

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PROJ. PHASE I & III AS 9/18/2015

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ON THIS) & ALSO ITEM 1-8 & 1
ATTACHMENTS, & IN MIC PUBLIC
INVOLVEMENT PROCESS?

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INFO VOL # 1 SECT 4 FOR BANI S-4 - Pg 5

ALA TIP ALA. 150038 NEW
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BANISY - 5 LA D D EAS TO OPPORTUNITY
W/ CARRIES IN TRANSIT ALA 150030

& ALL OTHER PROJ, IN ALA, OF THAT
DID SPOT CHECK,

-----Original Message-----

From: Robert Moss [REDACTED]
Sent: Thursday, July 28, 2016 10:13 AM
To: MTC Info <info@mtc.ca.gov>
Subject: Bus Lanes on El Camino

The proposal for bus-only lanes on El Camino is a TRULY AWFUL idea!! MTC routes and service levels are inadequate and don't even serve areas like Stanford Research Park, Cal-train station at California Ave. and local residential neighborhoods. Traffic on El Camino is jammed now, especially during rush hours but even in mid-day. Removing a driving lane will make traffic far worse and encourage many drivers to cut down nearby narrow residential streets. Bus occupancy won't improve if a traffic lane is changed to a bus lane, it will just divert more car traffic from EL Camino.

Please drop this idea now. If MTC wants to improve transit service, start running small buses down residential streets and to Caltrain stations and Stanford Industrial Park and Stanford University. When Palo Alto ran it's own bus service, before 1973, local areas were served by bus lines, but within a few months after MTC took over the service those local bus lines were dropped and bus service began to deteriorate. Since then it has not improved. A bus-only lane on El Camino won't make the service more desirable or significantly increase ridership, it will only make traffic for everyone else more unbearable.

Please drop this proposal.

Regards, Bob Moss

From: Rand Strauss [REDACTED]
Sent: Thursday, July 28, 2016 9:25 PM
To: MTC Info <info@mtc.ca.gov>
Subject: a better design for VTA

Most of the VTA plans seem very bad.

Let's do it right, rather than slowing down all our streets for a half-baked solution. I know it's more expensive, but we're one of the richest towns in the country.

In **Mountain View**, the worst would be to have a bus-only lane on El Camino.

- This only modestly help busses
- it slows down the rest of the traffic
- It worsens the traffic-light situation if the lane is in the center since all riders must then cross the street
- Thus it worsens the problem with cross streets.

A much better plan is to lower, or embed, Central Expressway and the railroad tracks and make bridges for the cross streets. Faster busses can run on Central.

The lights on El Camino could be shortened by running one lane of cross streets under it. The light can then be used just for cars making left-hand turns.

If there are just two lanes on the side street,
well before the intersection, the left lane is for through traffic and the right lane is for left and right turns.
The left lane then sinks down to go under the intersection. When it's low enough, it's covered again by the street and the right lane then splits for left and right turns.

The light allows left turns, and people turning right must yield.
Either the light can pause a bit longer - all red - to let people turn right, or they can simply turn when traffic pauses.

A lot of the lights are slow on El Camino because of pedestrian traffic.
This can be avoided by adding stairs and a pedestrian walkway under the street, or by adding an overhead walkway.

Let's do it right, rather than slowing down all our streets for a half-baked solution. I know it's more expensive, but we're one of the richest towns in the country.

-Rand Strauss

From: Alex Hakso [REDACTED]
Sent: Friday, July 29, 2016 2:34 PM
To: MTC Info <info@mtc.ca.gov>
Subject: In Support of Toll Lanes on the 101

I read the WSDOT toll lanes white paper, which can be found here:

https://www.wsdot.wa.gov/NR/rdonlyres/EF771287-A27A-48CB-914F-0C1E0441D78D/0/i405_ML_White_Paper_Final_Update_Apr07.pdf

These lanes strike me as an imminently reasonable solution to a real problem.

In particular, I hope we can implement dynamic pricing to achieve maximum utilization of the lanes.

*Final Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area and the 2017
Transportation Improvement Program*

From: ANNENICHOLS09 [REDACTED]
Sent: Wednesday, July 27, 2016 9:10 PM
To: MTC Info <info@mtc.ca.gov>
Subject: NO DESIGNATED BUS LANES

PLEASE DO NOT PROCEED WITH DESIGNATION OF BUS LANES. ANNE NICHOLS

*Final Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area and the 2017
Transportation Improvement Program*

From: Jean [REDACTED]
Sent: Sunday, July 03, 2016 1:23 PM
To: MTC Info <info@mtc.ca.gov>
Subject: Comments on Draft 2017

Dear MTC,

RE: Comments for Draft 2017 Transportation Improvement Program (TIP) and Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area and the Draft 2017 TIP

Please focus funding on Protected/Separated Bikeways, with "Protected-Only Phase Signals" at crosswalks, and Bicycle Signal Faces, that form basic transportation spines of comfortable and safe connected NETWORKS that are inviting to the 60% of our population to leave cars at home and walk and bike for transportation.

The SF Bay Area needs prioritization of such protected networks. Cities make a mistake in building bicycle infrastructure such as Class 2 lanes for the 2-14% of the population who are comfortable sharing roads with motor vehicles. We can do better in prioritizing funds to create connections safe for the ages '8-80,' in lieu of piecemeal bits of paint.

Crosswalks should provide truly "protected" signal phases for pedestrians and red turn arrows instead of asking pedestrians and cars to share the light, with pedestrians losing.

Our air quality and climate deserve radical re-prioritization now to reduce CO2. Thank you.

Best wishes,
Jean Severinghaus
Caltrans District 4 Bicycle Advisory Committee, Marin Member At Large

[REDACTED]

From: Karim Hyder [REDACTED]
Sent: Thursday, July 28, 2016 10:06 AM
To: MTC Info <info@mtc.ca.gov>
Subject: Agree with Linda Curtis - no dedicated bus lanes!

Hello,

I don't have much time to write in length because I work 60+ hours a week with few breaks in order to afford to live in MV. I wholeheartedly agree with Linda Curtis, who is opposed to dedicated bus lanes.

Thank you,
Karim

[REDACTED]

--

Karim Hyder
Director of Operations

[REDACTED]

[REDACTED]

This email message is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply email and destroy all copies of the original message.

From: Holly Westphal [REDACTED]
Sent: Wednesday, July 27, 2016 10:49 AM
To: MTC Info <info@mtc.ca.gov>
Subject: STOP PLAN FOR DESIGNATED BUS LANES

To Whom It May Concern,

I am strongly against the plan to establish a designated bus lane on the El Camino Real.

The creation of a designated bus lane would add to traffic and create more delays for drivers without significantly speeding up bus travel. A designated bus lane would increase gridlock and frustration with no serious long term solutions for transportation. Just because the VTA wants people to take the bus, doesn't mean they will. This isn't the Field of Dreams notion that if you build it, they will come. The reality is that bus travel is inefficient and impractical in the South Bay. One bus lane, on one road will not fix that.

Moreover, population growth in this area is based predominately on higher income earning households where the workers drive cars, not ride the bus. This is in part due to the efficiency of driving, but also due to the fact that unless you both live and work on the same bus line, driving is the only practical method of transportation.

Realistically, the only long term solution for encouraging people to stop driving would be to provide a faster method of transportation (i.e. underground subway with both east/west and north/south routes). This would be costly and a nightmare to build, but long term it is the only solution for limiting traffic and reducing the pollution caused by driving.

The designated bus lane plan is impractical and would be an economic waste of transportation funds.

Sincerely, Holly

Westphal
Mountain View Resident

-----Original Message-----

From: Mark Fassett [REDACTED]
Sent: Friday, July 29, 2016 11:35 AM
To: MTC Info <info@mtc.ca.gov>
Subject: 101 toll lanes

I am writing to express my extreme opposition to the addition of "toll lanes" to highway 101 on the peninsula.

I am a big supporter of HOV lanes, even though I don't use them in my daily commute. They do provide appropriate incentive to get individuals out of their cars and provide a less obstructed route for mass transit. Both of these things are VERY important.

But creating "toll lanes" is creating yet another place where we are creating more differences between rich and poor America. Rather than trying to solve the problem, we are putting a band-aid on the problem. The rich will be able to afford to avoid traffic and not regular Americans who have to sit in this traffic routinely. Frankly it's completely un-American, and I FIRMLY object to more of these toll lanes.

Please stop. Please focus on building much better public transportation for the region. Please focus on getting public transportation out of shared roadways and into their own dedicated routes like light rail etc. Your job is to plan, finance, and coordinate transportation for the bay area. Your job is to build LONG TERM solutions for our traffic, not simplistic and prejudicial band-aids that make things even worse for working class northern Californians.

Thank you.

Mark Fassett, Redwood City, CA

Re MTC Draft TIP + Air Quality Conformity for Plan Bay Area + Draft 2017 TIP

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we need to replace "clean diesel" with clean technology because "clean diesel" is as dirty as regular diesel, because the tiny "clean" diesel particles are so small they get stuck in small arteries and or can travel to the brain!

bring back the original # 5 l which almost entirely paid for itself + was greatly popular with students + residents especially those who needed to have stops near their residences + destinations

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From: Jim Burtt [REDACTED]
Sent: Saturday, July 30, 2016 1:39 PM
To: MTC Info <info@mtc.ca.gov>
Subject: Paying for HOV Lanes on Highway 101 with Toll Lanes a Bad Idea

Dear MTC:

The proposal to add HOV lanes to highway 101 on the Peninsula is a great idea, one that has been sorely needed for years. I carpooled in HOV lanes to get from Redwood City to north San Jose for twelve years. However, I strongly object to the funding mechanism which involves toll lanes. It will only exacerbate the growing divide between the rich and poor in America. The rich will be able to afford to avoid traffic, while everybody else grinds it out in the other lanes. It will be highly symbolic and highly visible. It is a bad idea. Talk about road rage.

For this and many other transportation challenges we face in the Bay Area, why doesn't the MTC have the courage to take a stand and propose steady sources of funding such as [increasing the gasoline tax](#) or [reforming Prop 13](#)? We desperately need to: (1) add a second BART tunnel across the Bay,

(2) fund CalTrain so that it can increase the frequency of trains, (3) finish [connecting BART to Diridon Station](#) in San Jose, and (4) help [SMART](#) complete both phases of rail transit in Sonoma and Marin counties. We are already behind the curve. Anyone at the MTC who proclaims the vision and has the courage to make bold proposals to direct tax increases to specific projects like these will become a famous leader. The MTC has been quiet for far too long. Let's get moving!

Please let me know how I can help. Best

regards,

Jim Burtt, Redwood City

From: [REDACTED] [REDACTED]
Sent: Thursday, July 28, 2016 8:58 AM
To: MTC Info <info@mtc.ca.gov>
Subject: As an engineer ...

Hello,

As a human being and learned Systems Design Engineer for many years I do not see the point of VTA's insisted dedicated bus lanes along El Camino Real. They would cause increased safety hazards, especially to our local neighborhoods and to those individuals who suffer from disabilities, as they would need to cross half of a busy intersection to get onto the median just to load onto the buses. I have seen many others try to cross this busy street, as it is today, to get to the median. To expect blind and mobility challenged people, who actually now do ride the buses, to load from the median, is demanding of them a very dangerous undertaking. And slow lanes shouldn't be bus dedicated, as they are enjoyed by many drivers who prefer not to ever change lanes and who will be stranded far from bus routes if they can no longer timidly drive along El Camino Real.

Joe Biden pledged, among other important issues, to give us *safe streets*. This dedicated bus lane project from VTA will cause many drivers, angry and frustrated by sitting in the standstill of El Camino Real, to drive through the adjacent residential streets. This will put our children, ourselves, our pets, and property at risk at a never yet experienced level. This could be construed as an act of endangerment towards the citizens of the United States of America. It is an illegal lapse of morality to endanger our populous.

Drivers able to continue on El Camino Real will find very few left turn lanes as the VTA busses are using them as loading zones. It was studied and reported by VTA itself that a dedicated bus lane would shave approximately a maximum of 10 minutes off the trip from San Jose to Mountain View. That is clearly not worth it. And as an aside, the trees that VTA will have to remove along the roadway and in the median will no longer provide cleaner air and a safety factor as they help the vision of drivers by screening the direct sunlight.

My next pet peeve is the unfulfilled need to help the communities along the Cal Train soon-to-be electrified rail, and the coming High Speed Train and the to-be-extended Light Rail. The neighborhoods would greatly benefit from the below grade level of these rails, from San Jose through to San Francisco. This would keep the noise levels to a minimum, bicyclists and others can have a path above the tracks and perhaps also at a lower than grade level to provide a bicycle throughway all along this path. At grade level, all cross streets can be kept level as they continue without changing their elevation as they now are. Some more cross streets can be easily added. Central Expressway/Alma will be as an underpass for these cross streets. This would increase the traffic flow and provide a separated pathway for pedestrians and bicyclists. Above the lower train path could be housing, shops, industrial, and storage buildings to further provide services to the population and offset the cost to lower the tracks and parallel roadway. This is newly created and badly needed space above the lowered railways and parallel roadway, that then becomes like a freeway. Great flow. Gridlock conquered.

Basically we need MTC to curb VTA and to listen to local governments and populous, as our country was built to do. We know what can work, we don't need an dictatorship authority to take our money and build what they want.

Thank you,
Larry V.

From: [REDACTED] [REDACTED]
Sent: Wednesday, July 27, 2016 11:01 PM
To: MTC Info <info@mtc.ca.gov>
Subject: Better ideas than yours

MTC:

I have an important idea that would solve most of the traffic gridlock on the lower peninsula. I call it the "Transportation Corridor." It calls for embedding Central Expressway/Alma (from where it merges with El Camino Real in Palo Alto through Santa Clara) and all rails running beside it from San Francisco through Santa Clara.

To clarify my use of the word "embedded," as I described the "Transportation Corridor" that I envision, embedded refers to creating a separate grade for the length of a thoroughfare, such as Central Expwy (and tracks). Central Expressway is already sunken in Sunnyvale, with the exception of Mary Ave. As the expwy is lower than the cross streets, they ALL flow unimpeded. That is my goal for the big picture. In Mtn. View, Castro St. need not close, nor do we invest in a ped/bike UNDERpass. We go for an overpass to serve in the meantime and to stay in place when the expwy & tracks are redone on a lower grade. Also Rengstorff does not need the underpass (or was it an overpass?) that as already been approved, unfortunately. We'll work to reverse that before it happens in exchange for the superior and preferable big picture plan of the transportation corridor. It will also solve the problems of Rengstorff: The newly improved and remodeled Mi Pueblo Market on Rengstorff will be gone and people's homes along Rengstorff are slated for seizure through eminent domain. Everybody hates that, but no one sees an alternative, as we need to separate the grade crossings. So we should embed the expwy and ALL the tracks before light rail gets extended up that way and beyond, before the high speed rail is added (if it must be), and before Cal Train is redone as its tracks get electrified. It's now or never! It's a long term project that other cities are on board with. Palo Alto, Menlo Park, and Atherton agree! What a perfect, really important fix to **safety, noise, and gridlock concerns.**

This is what the people want, NOT to be forced onto buses by the intentionally created traffic gridlock, buses that don't do what people need, are cold in winter & hot in summer, are filthy (and so are the exposed bus stops), allow passengers to become victims of crime (I've experienced this first hand), have inferior suspension that re-injures previous injuries, are an enormous inconvenience, and are certainly not worth any designated bus lanes anywhere!

We do not believe VTA does what the people believe is in their best interests to serve their needs (and they know their own needs best). VTA has said (quoted in local newspapers) that they are the "authority" and will do as *they deem best*, even if every city affected decides against their plan, as with dedicated buses lanes on el Camino Real. We the people detest the plan of dedicated bus lanes on el Camino Real (or bikes along such a perilous and extremely important arterial for vehicular traffic) or anywhere! But does that count with VTA and the MTC? They have become dictators and have demolished our democracy. How dare you!!!!!!

Response demanded!

And all the construction of high density/high rise along arterials to insure that people live, as well as work, along a bus route is absurd! Each housing development removes the services and businesses that employed these people! The new housing has only a coffee shop in them for the convenience of their own residents. And all the convenient stuff that was there previously is lost to everyone who now have to travel far to obtain services and to frequent businesses. You can't take a bus to wash your car, but now you have to drive to the next city to do so, when it was hither fore at the end of your block! Some progress! NOT.

And how much does the new housing cost compared to the *older buildings that were knocked down* for the shamelessly expensive new stuff? All of it built just so folk can "live" along the stinky, noisy bus route. Those that can afford it, won't ever just ride the buses! The new building is great at only promoting **gentrification** and the **displacement** of those who first lived there. You want to displace the three support personnel for each tech worker, just to create ridership for buses in order to make VTA an even more rich department than they *already are as the most highly financed department in all of Santa Clara County!* That means at the expense of Valley Medical Hospital, Social Services, Children's Protective Services, the Sheriff's Dept., and all the others! How ludicrous!

Get real! ABAG's model of high density/high rise building along arterials is unsafe in the inevitable event of a truly major seismic event. Chile had a 9.9 with a 8.5 further north a year later. It's coming our way and all the multistory building can only hold to a certain maximum level on the Richter scale. But the Richter scale has NO maximum magnitude. Anything above a 7 something on the Richter scale, or a P wave instead of a S wave, or any wave coming at a diagonal to what what planned for in the building specs, *will drop* all of that concrete, etc., right in the way of everyone's escape out and access in for emergency responders! Selfish suicide for all of us *just to make the buses supposedly work* at the expense of everyone and for the profit of VTA is shameful.

Response demanded!

Signed:

Linda Curtis, a striving citizen who has lost a job due to the unreliability of bus service in Santa Clara County, and a financially ruined owner of 96 photovoltaic panels used to power my home and to fuel my clean electric car that I get no encouragement for, much less any kind of financial break for buying, maintaining and cleaning my solar panels and fueling my car with them!

From: [REDACTED] [REDACTED]
Sent: Thursday, July 28, 2016 10:51 AM
To: MTC Info <info@mtc.ca.gov>
Subject: Improving transportation on the lower peninsula

Many want to create grade separation for all trains, expressways (Alma included), and even EL Camino Real. I like all these ideas except for ECR. I'm thinking sinking ECR would kill all that I love along it, businesses and trees (down the median, too). Definitely don't want any designated bus lanes along ECR. As for separated grade crossings along it, how about adding just a few ped/bike elevated crossings over ECR as Las Vegas did over their strip? The costly elevators can be avoided with spiral ramps, not too steep, or straight ones when planned in conjunction with new builds like 801 ECR. But too late now for that one. Yet coming construction projects could have the ped/bike overpasses as part of their plan as their required added public benefit. They would really help mid-block on especially long blocks. Better than adding traffic signals really just to help peds cross as was done by the State at Clark & ECR in Mountain View. What a hinderance to traffic flow. Still cross traffic is not grade separated on ECR, but I don't mind. I prefer many options to turn off ECR to being stuck on it below grade. Do that only for trains and expressways. It's really needed there.

And I hate the idea of raising tracks: Their noise would travel further unimpeded (especially when light rail and high speed rail are added). Also, figures I read show that the Shoreline overpass would not clear raised train tracks. **Lowering all tracks and expressways** (Alma included) is my preference by far, as it is with the three cities (Atherton, Menlo Park, and Palo Alto) that are currently suing to allow this to happen. This is really the only way to do grade separation properly.

I just hope Rengstorff and Castro Street in Mountain View, and many other streets elsewhere, aren't messed up with rushed, inferior "solutions" for crossing or no longer crossing Central Expressway before we can orchestrate the *big picture, real* solution of grade separation done well. Save lives, save us from noise, and save us from gridlocked traffic by grade separation done right.

I would vote for lots of money for that, but none for designated bus lanes.

LC



SIERRA CLUB

July 26, 2016

Chair David Cortese and Commissioners Metropolitan
Transportation Commission (MTC) Bay Area Metro Center
San Francisco 94105 Via

info@mtc.ca.gov

Re: Comments on Draft 2017 Transportation Improvement Program (TIP)

Dear Chair Cortese and Commissioners:

The Sierra Club has reviewed the \$6.6 billion [draft 2017 Transportation Improvement Program](#) that will run through fiscal year 2020. As MTC notes on its web pages, the TIP is the Bay Area's comprehensive spending plan that lists the projects and programs for which Federal agency action is anticipated, plus all major regional projects that are not dependent on federal funds.

The Sierra Club submits the following comments for your consideration.

AN ALTERNATIVE PLANNING STRATEGY MAY BE REQUIRED FOR THE 2017 REGIONAL TRANSPORTATION PLAN (RTP)

The Technical Summary of Predicted Traveler Responses to Planning Scenarios of the next RTP (PBA 2040), contained within the [Draft Transportation–Air Quality Conformity Analysis for the Amended Plan Bay Area and the 2017 Transportation Improvement Program](#), indicates that the draft 2017 TIP will *not* result in the GHG reduction per capita target for the year 2035 as required by the Air Resources Board under [The California Sustainable Communities and Climate Protection Act of 2008](#) (SB 375).

Table 6 of the Technical Summary (Attachment A) contains an important set of data including GHG projections as of 2035. The base year in Table 6 is 2005, and the figure given for that year for GHGs is 18.5 pounds per capita per typical weekday. For Plan Bay Area 2040, the MTC– sponsored scenario with the greatest reduction is “Big Cities.” The figure for 2035 is 17.7 pounds of GHGs per typical weekday per capita. This works out to a reduction per capita of about 4.4%, well below the required 15%. An additional scenario that conforms with ARB's requirement for the SCS needs to be developed and analyzed. If MTC decides to proceed with a scenario that does not meet the 2035 target, it must then prepare an “[Alternative Planning Strategy](#),” to show how it could meet the target.

3921 East Bayshore Road, Suite 204 Palo Alto, CA 94303 Tel. (650) 390–8411 www.lomapieta.sierraclub.org t

FUNDS SHOULD NOT GO TO HIGHWAY AND ROAD CAPACITY EXPANSION

MTC should not use the 2017 TIP to fund state highway and road capacity expansion projects. A review of the state highway capacity expansion projects in the draft 2017 TIP that are sponsored by the Congestion Management Agencies of the largest counties— Alameda, Contra Costa and Santa Clara—show total future funds required will be about

\$1.9 billion. Directing funds to these projects will only make the Vehicles Miles Traveled (“VMT”) problem of the Bay Area worse. Funding for state highway and roadway capacity expansion projects in all counties should instead go to supporting the Sustainable Communities Strategy.

THE DRAFT 2017 TIP SHOULD BE SUPPORTIVE OF THE SCS

As then-Attorney General Brown noted more than seven years ago, funds should go to pedestrian, bicycle, and transit projects and not to highway and roadway capacity expansion. In 2008, the Attorney General commented on the Notice of Preparation for the Draft Environmental Impact Report for MTC’s Transportation 2035 Plan. The letter discussed “smart” land–use strategies that can reduce VMT. The letter also noted that greenhouse gas emissions (GHGs) from the transportation sector are a significant problem in the Bay Area, and that “if we fail to make better transportation and land–use decisions

—at all levels of government and at every opportunity—in a very short time, our climate goals may be out of reach.” (A copy of the 2008 letter is attached—Attachment B—and its recommendations on how MTC can help to reduce GHGs with the draft 2017 TIP are incorporated into our comments by reference.)

The Attorney General cited the Air Resources Board in the letter—

“[the] key to addressing the VMT challenge is providing people with more choices through diversified land use patterns, greater access to alternative forms of transportation including transit, biking and walking, and creating cities and towns where people can live, work and play without having to drive great distances.” In addition, the way a transportation plan allocates funds among potential transportation projects can make a significant difference in the amount of transportation–generated GHG emissions in the future.

MTC’s own description of SB 375 as given in the [Notice of Preparation](#) of the Draft Environmental Impact Report for Plan Bay Area 2040—the Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) provides a similar perspective: “SB 375 is intended to more effectively reduce emissions by integrating land use and transportation planning to reduce overall passenger vehicle miles traveled.”

CALTRANS’ NEW PERSPECTIVE ON HIGHWAY AND ROAD CAPACITY EXPANSION

There are a number of road and state highway capacity expansion projects in the TIP. However, few listings show Caltrans as the sponsor, perhaps because Caltrans has a new

perspective on road and highway expansions—they are costly and accomplish little over the long run:

It's pretty settled science that capacity expansion induces demand. We know that while it relieves traffic in the short term, there's pent-up demand that suggests it just fills up again in short order. There's ample evidence that if you lower costs, demand increases. ([Steven Cliff, Assistant Director of Sustainability](#) at Caltrans, November 2015)

MTC MUST CHANGE ITS LONG-STANDING PRACTICE OF FRONT-LOADING ROAD PROJECTS

The draft 2017 TIP is an opportunity for MTC to change its long-standing practice of front-loading highway and roadway capacity expansion projects. Following the guidance in the Attorney General's letter, the draft 2017 TIP should maximize the use of its funds for pedestrian, bicycle, and transit projects and other actions to reduce VMT and therefore GHGs, and which will bring the region into compliance with the 2035 GHG target set by the ARB.

THE TIP SHOULD ALSO BE EQUITABLE

In the [TIP Overview](#) there is a section entitled "TIP Investment Analysis" that indicates low income and minority transit riders are at a disadvantage in terms of equitable funding. The TIP and its underlying projects should be changed to eliminate this inequitable result.

MTC SHOULD BEGIN MITIGATING AGAINST CLIMATE CHANGE DANGERS

As noted above, the current draft 2017 TIP fails to reduce GHGs as required. Additionally, it fails to recognize that the Bay Area needs to take action to protect transportation and transit infrastructure against the effects of climate change.

In 2009, MTC, along with Caltrans and other agencies, sponsored "[Impacts of Sea-Level Rise on the California Coast](#)." There is a section within the 2009 report that provides information, by county, of highways and roads vulnerable to sea level rise. In 2014 the Little Hoover Commission published "[Governing California Through Climate Change](#)." This thoughtful report states that planning agencies (such as MTC) will encounter "entirely new and perplexing questions."

[California Transportation Plan 2040](#) also addresses threats to transportation infrastructure from climate change:

California's infrastructure is already stressed and will face additional burdens from climate risks. The frequency of extreme weather events—such as heat waves, sustained droughts, and torrential rains are expected to increase over the next century, potentially causing flooding, landslides, wild fires, pavement damage, bridge damage, transit vehicle stress, and rail buckling. Even if global GHG emissions were to cease today, some of these effects would still be unavoidable. California must aggressively address threats to its transportation infrastructure to decrease these risks and significant damages.

The draft 2017 TIP should identify projects and funding that will mitigate climate change impacts on Bay Area transportation infrastructure.

*Final Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area and the 2017
Transportation Improvement Program*

4

If you have any questions or desire further information regarding these comments, please do not hesitate to contact Matt Williams, Chair of the San Francisco Bay Chapter Committee on Transportation and Compact Growth, at mwillia@mac.com

Sincerely,



Michael J. Ferreira
Loma Prieta Chapter Chair



Victoria Brandon Redwood
Chapter Chair



Rebecca Evans
San Francisco Bay Chapter Chair

cc: Legislative Delegation, San Francisco Bay Area Chair, Air
Resources Board
Association of Bay Area Governments
Loma Prieta, Redwood and San Francisco Bay Chapters

ATTACHMENT A

Table 6: Year 2035 On-Road Mobile Source Emission
Estimates for the MTC Air Basin.

Contained within the Draft Transportation-Air Quality
Conformity Analysis for the Amended Plan Bay Area and
the 2017 Transportation Improvement Program, June 24,
2016.

Attachment A

Table 6: Year 2035 On-Road Mobile Source Emission Estimates for the MTC Air Basin

Tons per typical weekday for all vehicles (unless otherwise noted)

Scenario	Carbon Dioxide (CO ₂) [†]	CO ₂ [†] Pounds per Capita	Carbon Dioxide (CO ₂) [‡]	Small Particulate Matter (PM _{2.5})	Particulate Matter (PM ₁₀) [*]	Winter Nitrous Oxides (NO _x)	Reactive Organic Gases	Carbon Monoxide (CO)
Year 2005	64,640	18.5	64,640	8.54	14.09	221.4	112.0	995.8
Year 2035, No Project	84,780	18.8	65,060	4.60	11.12	24.54	20.91	132.3
Year 2035, Main Streets	83,490	18.5	64,330	4.58	11.09	24.41	20.79	130.4
Year 2035, Connected Neighborhoods	81,100	17.9	62,490	4.47	10.81	23.80	20.26	127.4
Year 2035, Big Cities	79,810	17.7	61,330	4.40	10.64	23.32	20.00	125.4

† – Passenger vehicle emissions for the nine-county Bay Area, excluding – per SB 375 – expected reductions from fuel and vehicle regulations. Excludes expected reductions from MTC’s Climate Initiatives program.

‡ – Passenger vehicle emissions for the nine-county Bay Area, including reductions expected from existing vehicle and fuel regulations. Excludes expected reductions from MTC’s Climate Initiatives program.

* – Does not include road dust.

ATTACHMENT B

Letter from the Office of Edmund G. Brown Jr, Attorney
General, to Metropolitan Transportation Commission,
October 1, 2008.

RE: Comments on the Notice of Preparation for Draft
Environmental Impact Report For the Transportation
2035 Plan.

Attachment B

EDMUND G. BROWN JR.
Attorney General

State of California
DEPARTMENT OF JUSTICE



1515 CLAY STREET, 20TH FLOOR
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OAKLAND, CA 94612-0550
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October 1, 2008

By Facsimile and U.S. Mail (510)
817-5848

Ms. Ashley Nguyen EIR
Project Manager
Metropolitan Transportation Commission 101 Eighth
Street
Oakland, CA 94607

RE: Comments on the Notice of Preparation for Draft Environmental Impact Report For the Transportation 2035 Plan

Dear Ms. Nguyen:

The Attorney General submits these comments to the Metropolitan Transportation Commission ("MTC") on the Notice of Preparation for the Draft Environmental Impact Report ("DEIR") for the proposed Transportation 2035 Plan ("Proposed Transportation Plan").

Although the deadline for comments on the Notice of Preparation has passed, we request that MTC consider these comments in preparing the DEIR.

We commend MTC for committing to evaluate the climate change impacts of the investments identified in the Proposed Transportation Plan. We also commend MTC for working to provide funding for "smart growth" development strategies that will reduce vehicle emissions associated with new development, for working to expand the bicycle network, and for including other elements of a Climate Change Program in the Proposed Transportation Plan. As climate change is one of the most critical environmental challenges to face our communities today, we urge MTC to embrace the opportunity it has in the Proposed Transportation Plan and the accompanying DEIR to show further leadership by identifying a comprehensive transportation strategy that will reduce emissions of the greenhouse gasses ("GHG") that cause global warming.

Global Warming in California

The Intergovernmental Panel on Climate Change of the United Nations has found

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October 1, 2008
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overwhelming evidence that global warming is occurring and is caused by human activity.¹ The California Climate Change Center reports that temperatures in the State are expected to rise 4.7 to 10.5°F by the end of the century.² Such increases would have serious consequences, including substantial loss of snowpack, an increase of as much as 55% in the risk of large wildfires, reductions in the quality and quantity of agricultural products, exacerbation of California's air quality problems, and adverse impacts on human health from increased heat stress, including heat-related deaths, as well as increases in asthma, respiratory, and other health problems.³

California recognizes that global warming is an urgent problem. As reflected in the California Global Warming Solutions Act of 2006 ("AB 32") and Executive Order S-3-05, we must substantially reduce our total GHG emissions by mid-century in order to stabilize atmospheric concentrations of GHGs at a level that will avoid dangerous climate change. This makes it imperative to address GHG emissions from the transportation sector, which account for 38% of the GHG emissions in the State.⁴ In the Bay Area, emissions from the transportation sector are even greater, accounting for 50% of the total.⁵ If we fail to make better transportation and land-use decisions – at all levels of government and at every opportunity – in a very short time, our climate goals may be out of reach. According to Rajendra Pachauri, Chairman of the United Nations Intergovernmental Panel on Climate Change ("IPCC"), "If there's no action before 2012, that's too late. What we do in the next two to three years will determine our future. This is the defining moment."⁶

¹United Nations Intergovernmental Panel on Climate Change, *Fourth Assessment Report: Climate Change 2007* (February 2007) *Working Group I Report, The Physical Science Basis, Summary For Policymakers* ("IPCC 4th").

²California Climate Change Center, *Our Changing Climate: Assessing the Risks to California* (July 2006) page 2, available at <<http://www.energy.ca.gov/2006publications/CEC-500-2006-077/CEC-500-2006-077.PDF>> (as of September 29, 2008). The report was prepared by the Climate Change Center at the direction of CalEPA pursuant to its authority under Governor's Executive Order No. S-3-05 (June 1, 2005) ("Exec. Order S-3-05").

³*Id.* at pp. 2, 10; Exec. Order S-3-05.

⁴California Air Resources Board, *Climate Change Draft Scoping Plan* (June 27, 2008) page 7 ("Draft Scoping Plan").

⁵Bay Area Air Quality Management District, *Source Inventory of Bay Area Greenhouse Gas Emissions* (November 2006) page 7.

⁶Rosenthal, *U.N. Chief Seeks More Leadership on Climate Change*, N.Y. Times (November 18, 2007).

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California Environmental Quality Act

As the Legislature has recognized, global warming is an “effect on the environment” under the California Environmental Quality Act (“CEQA”), and an individual project’s incremental contribution to global warming can be cumulatively considerable.⁷ The projects authorized in the Proposed Transportation Plan will result in significant increases in the GHG emissions that contribute to global warming.

CEQA was enacted to ensure that public agencies do not approve projects unless they include feasible alternatives or mitigation measures that substantially reduce the significant environmental effects of the project.⁸ CEQA requires that “[e]ach public agency shall mitigate or avoid the significant effects on the environment of projects that it carries out or approves whenever it is feasible to do so.”⁹ This requirement is recognized as “[t]he core of a DEIR...”¹⁰ Therefore, a DEIR must identify mitigation measures and examine alternatives that would reduce the emissions of greenhouse gases that contribute to global warming.¹¹ These requirements of CEQA are consistent with federal law, which requires the Proposed Transportation Plan to consider projects and strategies that will “protect and enhance the environment” and “promote energy conservation” and to discuss “potential environmental mitigation activities.”¹²

An EIR like the DEIR for the Proposed Transportation Plan must provide an accurate depiction of existing environmental conditions.¹³ “Before the impacts of a project can be assessed and mitigation measures considered, an EIR must describe the existing environment. It is only against this baseline that any significant environmental effects can be determined.”¹⁴

⁷See Cal. Pub. Res. Code, § 21083.05, subd. (a); see also Sen. Rules Comm., Off. Of Sen. Floor Analyses, analysis of Sen. Bill No. 97 (2007-2008 Reg. Sess.), Aug. 22, 2007.

⁸Pub. Resources Code, § 21002.

⁹Pub. Resources Code, §§ 21002.1, subd. (b), and 21081; see also *Mountain Lion Foundation v. Fish and Game Commission* (1997) 16 Cal.4th 105, 134.

¹⁰*Citizens of Goleta Valley v. Board of Supervisors of Santa Barbara County* (1990) 52 Cal.3d 553, 564-65.

¹¹Pub. Resources Code, § 21002.1(a); Cal. Code Regs., tit. 14, § 15130, subd. (b)(5).¹²23 U.S.C. §§ 134(h) and 134(i)(2)(B)(i). (See text accompanying fn. 19, *infra*.)¹³Cal. Code Regs., tit. 14, § 15125, subd. (a).

¹⁴*County of Amador v. El Dorado County Water Agency* (1999) 76 Cal.App.4th 931, 952.

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The DEIR Should Consider Climate Change Impacts, As Well As Effective Methods of Mitigation and Alternatives to Reduce Such Impacts

The Proposed Transportation Plan will authorize expenditure of approximately \$223 billion for transportation projects, including road construction and improvements that will provide additional road capacity and accommodate more vehicles. These projects will contribute cumulatively to the Bay Area's existing GHG load. In addition, implementing the Proposed Transportation Plan will result in increased GHG emissions during construction of the authorized projects, resulting in a significant cumulative impact on climate change. The DEIR should evaluate all the anticipated climate change impacts of GHG emissions from these actions, including emissions of black carbon from diesel-powered vehicles, as black carbon also contributes significantly to global warming.¹⁵

"Smart" land-use strategies can result in a reduction in vehicle miles traveled ("VMT") over the long term, which in turn is critical to reducing GHG emissions from the transportation sector. Statewide, VMT increased approximately 35% from 1990 to 2007, and under a business-as-usual scenario, VMT is currently expected to increase another 20% by 2020.¹⁶ According to the California Energy Commission, if we do not slow this anticipated growth in VMT, the increase will completely nullify the other advances that the State is making to control transportation-related emissions, including lowering the carbon content of fuel.¹⁷

As the Air Resources Board notes, "[t]he key to addressing the VMT challenge is providing people with more choices through diversified land use patterns, greater access to alternative forms of transportation including transit, biking and walking, and creating cities and towns where people can live, work and play without having to drive great distances."¹⁸ In addition, the way a transportation plan allocates funds among potential transportation projects can make a significant difference in the amount of transportation-generated GHG emissions in the future. The DEIR should discuss whether the Proposed Transportation Plan *maximizes* the use of available funds for public transit, alternative fuel vehicles, carpool, vanpool, rideshare, pedestrian and bicycle projects (including "Safe Routes to School" programs), and other measures that reduce VMT and/or GHG emissions.

¹⁵Black carbon is a strong absorber of solar radiation, and black carbon particles mixed with dust and chemicals in the air may be the second biggest contributor to global warming. (See California Air Resources Board, Health Effects of Diesel Particulate Matter pages 4-5, available at <http://www.arb.ca.gov/research/diesel/dpm_draft_3-01-06.pdf> [as of September 29, 2008].)

¹⁶Draft Scoping Plan Appendices page C-22.

¹⁷California Energy Commission, The Role of Land Use in Meeting California's Energy and Climate Change Goals, Final Staff Report (August 2007) pages 10, 18.

¹⁸ Draft Scoping Plan Appendices page C-22.

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CEQA requires that an EIR evaluate the potential environmental impacts of an entire project, which in this context we believe represents the entire \$223 billion of authorized expenditures – not just the \$31.6 billion for projects MTC identifies as “discretionary,” but also the \$191 billion for projects identified as “committed,” projects included in the prior Transportation Plan but not yet constructed. The EIR for the prior Transportation Plan was prepared before AB 32, with its GHG-emission reduction goals, was enacted. The prior Transportation Plan and EIR also were adopted before the enactment of the federal act (effective August 2005) (SAFETEA-LU) that requires a Transportation Plan to address projects and strategies that will “protect and enhance the environment, promote energy conservation, improve the quality of life”¹⁹ Finally, the California Transportation Commission (“CTC”) recently adopted the Addendum to the 2007 Regional Transportation Plan Guidelines, “Addressing Climate Change and Greenhouse Gas Emissions During the RTP Process;” this guidance also did not exist when the EIR for the prior Transportation Plan was adopted.²⁰

Accordingly, CEQA requires evaluation in the DEIR of climate change impacts both of the “committed” projects and the “discretionary” projects, and ways to eliminate or reduce such impacts. It also requires consideration of an alternative that, where feasible, eliminates from the Proposed Transportation Plan so-called “committed” projects that would contribute to adverse cumulative impacts on climate.²¹

The Proposed Transportation Plan includes projects that MTC has selected for funding with \$31.6 billion in “discretionary” funds. To select these projects, MTC stated it used a performance rating system to evaluate the projects’ anticipated effectiveness at meeting the region’s transportation goals. Among other things, the adopted goals include “climate protection,” and the “performance objectives” include reducing VMT and reducing emissions (including GHGs). We commend MTC for adopting these goals and objectives.

The Proposed Transportation Plan also includes an additional \$191 billion for projects that were authorized in the last Transportation Plan, which MTC refers to as “committed” projects. MTC indicates that the “committed” projects include about \$29 billion for transit and road expansion and \$162 billion to maintain the existing transportation system. We understand that the \$29 billion of “committed” projects for transit and roadway expansion have been proposed for inclusion in the new Transportation Plan without renewed evaluation of the relative need for, benefits of, or impacts of these projects vis-à-vis others, and regardless of how well they meet MTC’s identified goals and performance objectives. We urge MTC to rectify this omission with respect to the “committed” transit and roadway expansion projects (which reflect only 15% of the “committed” funding). MTC’s own research shows that achieving reductions in

¹⁹23 U.S.C. § 134(h)(1)(E).

²⁰It was adopted by the California Transportation Commission on May 29, 2008.

²¹If there is a contractual obligation or other overriding reason to complete a particular low-performing “committed” expansion project, the DEIR should discuss this.

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GHG emissions consistent with the goals of AB 32 will be extremely difficult:²² this highlights the need for careful and complete evaluation of impacts on VMT and GHG emissions of *all* expenditures for road and transit expansion in the Proposed Transportation Plan.

MTC staff's analysis indicates that many of the "committed" expansion projects support only one, in some cases *none*, of the identified performance goals. If low-performing "committed" projects were eliminated where feasible to do so, funding would be available to cover transit shortfalls, particularly for BART, Muni, and AC Transit, which together carry 80% of the transit riders in the Bay Area.²³ If these shortfalls are not addressed, or if they are addressed through fare increases, as recently proposed,²⁴ ridership may fall, with a concomitant increase in GHG emissions. The DEIR should address the implications of the potential transit shortfalls on GHG emissions and whether those impacts could be reduced by using funds currently proposed to be allocated to low-performing "committed" projects. This would be consistent with the direction in the CTC's guidelines for addressing climate change in RTPs to "[c]onsider shifting transportation investments towards improving and expanding urban and suburban core transit, programs for walkability, bicycling and other alternative modes, transit

²²See Therese W. McMillan, Deputy Executive Director, Policy, Metropolitan Transportation Commission, presentation to California Transportation Futures Symposium (September 3, 2008), Transportation 2035: S.F. Bay Area - Targeting Health Through Environment, available at <http://www.dot.ca.gov/hq/tpp/offices/osp/presentations/McMillan.T.ppt> (as of September 30, 2008).

²³There is currently a projected \$19 billion shortfall in transit capital and operating needs for transit in the Bay Area over the life of the Proposed Transportation Plan, and a projected \$4.2 billion shortfall in BART core capacity improvements. (See Commission Meeting presentation (July 23, 2008), Transportation 2035: Financially Constrained Investment Plan, page 22, available at http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1116/T2035_Recommendations_sh_ort_v.3.ppt [as of October 1, 2008].) These figures were generated before recent increases in public transit ridership due to high gasoline prices. The American Public Transportation Association reports more than a 5% increase in BART ridership in 2008. (See <http://www.apta.com/research/stats/ridership/index.cfm> [as of September 29, 2008].) Thus, the funding needs for existing transit service may well exceed these estimates.

²⁴See, e.g., *Consider congestion pricing for BART*, San Francisco Chronicle (September 15, 2008), available at <http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2008/09/15/EDIJ12T13A.DTL&hw=BART+fare&sn=001&sc=1000> (as of September 30, 2008); Gordon, *BART considers higher fares*, San Francisco Chronicle (September 12, 2008), available at <http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2008/09/12/MNS412SGBC.DTL&hw=BART+fare&sn=002&sc=491> (as of September 30, 2008), which noted that BART trains are currently near capacity in peak hours.

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access, housing near transit, and local blueprint plans that coincide with the regional blueprint.”²⁵ The DEIR should also address, at a minimum, the following issues:

1. ***The impact of high-occupancy toll (“HOT”) lanes on carpooling, transit ridership, VMT, and GHG emissions.*** A principal benefit of the HOT lane network is savings in travel time for people driving alone (both in the HOT lane and in other lanes). Some commentators have expressed concerns about the effect of HOT lanes on “induced travel,” noting that “at the same time that some drivers are encouraged to stay away from congestion or higher peak-period tolls, others are drawn to use the HOT lanes because they are relatively less congested than other options.”²⁶ At least one expert panel has expressed concerns that a proposed increase in freeway lane miles for a “managed lane” network similar to the HOT lane network proposed here would “perpetuate auto-oriented development and reduce transit’s competitiveness.”²⁷

In recognition of these concerns, the DEIR should evaluate, for each corridor, the effect of (1) creation of a new lane to be used as a HOT lane, or (2) conversion of an existing HOV lane to a HOT lane, whichever is applicable, including any increase in the carpool requirement from 2 to 3 occupants,²⁸ on the following: (a) carpooling rates, (b) VMT, (c) induced travel (commuters, carpoolers, telecommuters, etc., who are thereby induced to start driving alone), and (d) long- term housing distribution patterns (i.e., “induced growth” of housing in areas

²⁵ California Transportation Commission, Addendum to the 2007 Regional Transportation Plan Guidelines: Addressing Climate Change and Greenhouse Gas Emissions During the RTP Process (May 29, 2008) page 2 (emphasis added).

²⁶ Dahl, *The Price of Life in the Fast Lane* (2003) 111 *Envtl. Health Persp.*, Number 16, available at <<http://www.ehponline.org/members/2003/111-16/spheres.html>> (as of September 30, 2008), citing the director of the Bridge Tolls Advocacy Project in New York.

²⁷ See Independent Transit Planning Review Services December 2006 Final Report, prepared for the San Diego Association of Governments (December 2006) pages ES-5 and 3-32, available at <http://www.sandag.cog.ca.us/uploads/publicationid/publicationid_1274_6239.pdf> (as of September 30, 2008). The panel also observed, “Smart Growth efforts will likely be weakened by managed lanes’ alleviation of congestion and its encouragement of auto-oriented growth away from transit corridors.” (See *id.* at pp. 6-16.)

²⁸ The Bay Area High-Occupancy/Toll (HOT) Network Study Final Report notes that implementing HOT lanes will likely require increasing carpool occupancy requirements. MTC, Bay Area High-Occupancy/Toll (HOT) Network Study Final Report (September 2007) page 7.

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where HOT lanes can be used to commute to employment centers).²⁹ The DEIR should provide both short-term and long-term evaluation of the environmental impacts/benefits of the HOT lane network. In particular, the EIR should evaluate the potential effects of induced travel where the freeway is expanded to create a HOT lane.³⁰

2. ***The effect on GHG emissions of different prioritizations of uses of HOT lane revenues.*** MTC recently adopted “HOT Network Implementation Principles” that indicate HOT lane revenues will be used “to finance and construct the HOT network” and “provide transit services and improvements in the corridors.” However, it is not clear when *any* excess revenues will be generated from the HOT lane network, and what the priority will be for investment of such revenues. We understand that, if completing the area-wide HOT lane network is the priority use for HOT lane revenues, the anticipated benefits of excess revenue from the HOT lane network would not accrue to public transit until the network is completed in 2025. The EIR should disclose the anticipated timing and amount of excess revenues (i.e., revenues not need to cover network expenses), and

²⁹The California Department of Transportation’s (“Caltrans”) own guidance for preparing an EIR recognizes the need to evaluate how a project will influence growth. (See Caltrans, EIR/EA Annotated Outline (April 2008) pages 37-39, available at http://www.dot.ca.gov/ser/downloads/templates/eir_ea_SER.doc [as of September 30, 2008]; Caltrans, Guidance for Preparers of Growth-related, Indirect Impact Analyses (May 2006), available at http://www.dot.ca.gov/ser/Growth-related_IndirectImpactAnalysis/gri_guidance.htm [as of September 30, 2008].)

³⁰The Superior Court for the County of Sacramento recently invalidated Caltrans’s EIR for an HOV lane project in Sacramento, in part because it did not adequately evaluate the impacts of induced travel. (See *Environmental Council of Sacramento v. Caltrans* (July 15, 2008, 07CS00967) <http://nastsacramento.blogspot.com> [as of September 29, 2008].) There are numerous reports and studies on the “induced travel” impacts of new freeway lanes and recommended methods of analysis. (See, e.g., U.S. Department of Transportation Federal Highway Administration, *Induced Travel: Frequently Asked Questions*, available at <http://www.fhwa.dot.gov/Planning/itfaq.htm> [as of September 30, 2008]; Cervero & Hanson, *Induced Travel Demand and Induced Road Investment* (2002) 36 J. Transp. Econ. & Pol’y, Part 3, pp. 469-490; Litman, *Generated Traffic and Induced Travel: Implications for Transport Planning* (September 17, 2007), available at <http://www.vtpi.org/gentraf.pdf> [as of September 30, 2008]; Litman, *Smart Transportation Investments: Reevaluating the Role of Highway Expansion for Improving Urban Transportation* (October 6, 2006), available at http://www.vtpi.org/cong_relief.pdf [as of September 30, 2008]; Cervero, *Road Expansion, Urban Growth, and Induced Travel: A Path Analysis* (Spring 2003) 69 APA Journal, No. 2, pp. 145-163; Noland, *Relationships between highway capacity and induced vehicle travel* (2001), 35 Transp. Res. Part A: Policy and Practice, Issue 1, pp. 47-72.)

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should compare the anticipated effect on GHG emissions of this planned prioritization of the use of these revenues to the anticipated effect on GHG emissions of an alternative that applies a significant percentage of HOT lane revenues to unfunded transit needs as the revenue is generated (rather than after the HOT network is completed). In particular, the EIR should evaluate the benefits of using HOT lane funds for transit improvements that would maintain and increase transit ridership in the completed HOT lane corridors.³¹

3. ***The projected effects of the different alternatives on VMT and GHG emissions.***

In addition, the DEIR should provide and evaluate at least one alternative designed to maximize the reduction of GHG emissions. As you are aware, there are many policies and/or projects that MTC could consider to help achieve this goal, some of which it is already considering and could fund at a significantly higher level. While this letter is not intended to provide a complete list, some of the possibilities include the following: focus on eliminating transit shortfalls; increase service capacity to meet increased demand for public transit in core urban areas; increase funding for transportation infrastructure to serve infill and mixed use development located near employment centers and provide incentives for such development; increased incentives for use of public transit, ridesharing and carpools; and expanded public transit frequency of operation.

4. ***Green Construction Policy.*** To further reduce the impact of the projects in the Proposed Transportation Plan on air quality and climate change, the EIR should evaluate the effect of including a mandatory “green construction” policy. Such a policy could require, for example,

- use of an emissions calculator in the planning of every construction project, one that uses the proposed equipment fleet and hours of use to project nitrogen oxides, particulate matter, and carbon dioxide emissions, then quantifies the reductions achievable through the use of cleaner/newer

³¹ The way the revenue is used could impact the effectiveness of HOT lanes. (See Dahl, R., *The Price of Life in the Fast Lane* (December 2003), 111 Environmental Health Perspectives, Number 16, available at <<http://www.ehponline.org/members/2003/111-16/spheres.html>> [as of September 29, 2008], citing the transportation director of Environmental Defense, who stated that “[t]he key element for truly effective congestion pricing [] is dedication of HOT lane fees to public transit and public health purposes in the same transit corridor.”) Along similar lines, the California Air Resources Board’s Draft Scoping Plan identifies congestion pricing as a GHG- reduction measure under consideration, emphasizing that the GHG emission reductions would come from “relief of severely congested traffic, some reduction in vehicle travel, and from the investment of funds in transit infrastructure that would provide additional transportation options during congested hours.” (Draft Scoping Plan p. 38 [emphasis added].)

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equipment;³²

- that all off-road construction vehicles be alternative fuel vehicles, or diesel-powered vehicles with Tier 3 or better engines or retrofitted/repowered to meet equivalent emissions standards as Tier 3 engines;³³
- use of the minimum feasible amount of GHG-emitting construction materials (cement, asphalt, etc.);³⁴
- use of cement blended with the maximum feasible amount of flyash or other materials that reduce GHG emissions from cement production;
- use of lighter-colored pavement with increased reflectivity, which reduces the “heat island” effect;
- recycling of construction debris to maximum extent feasible;
- planting of shade trees in or near construction projects where feasible.

Finally, the DEIR also should consider feasible measures to mitigate and/or reduce emissions of criteria pollutants (including black carbon and other particulate matter) from diesel buses, such as requiring retrofitting of diesel buses with particulate traps, replacing diesel buses

³²The calculator used in the Sacramento Metropolitan Air Quality Management District’s program is available at <http://www.airquality.org/ceqa/index.shtml#construction> (as of September 29, 2008).

³³Similarly, the South Coast Air Quality Management District has called for the State, in selecting projects that will be funded from Proposition 1B, to impose a condition that requires “use of lowest emitting construction equipment and fuels available.” (South Coast Air Quality Management District Res. No. 07-07 (April 6, 2007), “Resolution Expressing Conditions for Funding Projects with Proposition 1B Funds in the South Coast District.”)

³⁴A new production method known as “warm-mix” asphalt technology that significantly reduces GHG emissions during application may prove to be a feasible alternative road paving material. (See Moore, *Warm-Mix Asphalt (WMA) Potentially Can Provide Important Benefits for Paving Contractors, Reduce Fuel Costs and Diminish Green-House Gases*, Construction Equipment (March 1, 2007), available at <http://www.constructionequipment.com/article/CA6421459.html> [as of September 29, 2008]. Warm-mix asphalt was used successfully in Yellowstone National Park in August 2007, and, this fall, Logan International Airport in Boston will become the first in the U.S. to pave a runway with the new asphalt mix. (See “Green” Asphalt Saves Energy and Reduces Greenhouse Gas Emissions (August 6, 2008), available at http://fypower.org/news/email_story.html?post_id=3165 [as of September 29, 2008]).

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with the lowest-emitting available alternative fuel buses, requiring that all new buses have the lowest level of emissions feasible, and planting particulate-absorbing trees near freeways and busy streets. Emissions of these pollutants is a critical health issue for the region, which does not meet attainment standards for ozone and particulate matter.³⁵

Global warming presents California with one of its greatest challenges to date. MTC has the opportunity to take steps to address the problem of climate change constructively, while educating the public and decision-makers. We urge MTC to meet the challenge with the Proposed Transportation Plan and DEIR. Please do not hesitate to contact us if the Attorney General's Office can be of any assistance.

Sincerely,

/S/

LAURA J. ZUCKERMAN SANDRA
GOLDBERG
Deputy Attorneys General

For EDMUND G. BROWN JR.
Attorney General

³⁵See generally, e.g., California Air Resources Board, Health Effects of Diesel Exhaust, available at http://www.oehha.org/public_info/facts/dieselfacts.html (as of September 29, 2008); California Air Resources Board, Draft Diesel Particulate Matter Health Risk Assessment for the West Oakland Community (March 19, 2008), available at <http://www.arb.ca.gov/ch/communities/ra/westoakland/westoakland.htm> (as of September 29, 2008); and the Bay Area Air Quality Management District's air quality summaries, available at http://www.baaqmd.gov/pio/aq_summaries/index.htm (as of September 29, 2008).

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Attachment E

Page 1

METROPOLITAN TRANSPORTATION COMMISSION

DRAFT 2017 TRANSPORTATION IMPROVEMENT PROGRAM
(TIP) and DRAFT AIR QUALITY CONFORMITY ANALYSIS
FOR PLAN BAY AREA and the DRAFT 2017 TIP

***CERTIFIED
TRANSCRIPT***

**PROGRAM AND ALLOCATIONS COMMITTEE MEETING PUBLIC
HEARING**

REPORTER'S TRANSCRIPT OF PROCEEDINGS

WEDNESDAY, JULY 13, 2016

BAY AREA METRO CENTER

375 Beale Street

San Francisco, California 94105

Reported By: AMBER EMERICK

Certified Shorthand Reporter No. 13546

State of California

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Reporter's Transcript of Proceedings

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emerickfinch@emerickfinch.com

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1 ATTENDEE
S

2 MTC COMMISSIONERS:

3 Scott Wiener

4 Tom Bates

5 David Campos

6 Federal Glover

7 Mark Luce

8 Bijan Sartipi

9 Adrienne Tissier

10 Amy Rein Worth

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17 BE IT REMEMBERED that, pursuant to Notice of the

18 Meeting, and on July 13, 2016, 10:10 a.m. at the Bay Area

19 Metro Center, 375 Beale Street, San Francisco, California

20 94105, before me, AMBER EMERICK, CSR No. 13546, State of

21 California, there commenced a Public Hearing under the

22 provisions of the California Environmental Act.

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MEETING AGENDA

PAGE

Introduction by 22

Presentation by 23

24

25

Chair Wiener. 4

Adam Crenshaw. 5

(No public speakers.)

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10:10 a.m.

1 Wednesday, July 13, 2016

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P R O C E E D I N G S

4

5 CHAIR WIENER: Colleagues, I would like to begin

6 this public hearing, Item 3A on the Draft 2017

7 Transportation Improvement Program, or TIP, and the

8 companion Draft Transportation-Air Quality Conformity

9 Analysis for Plan Bay Area and for the Draft 2017 TIP.

10 The purpose of this hearing is to receive public

11 comments on the Draft 2017 TIP and Draft

12 Transportation-Air Quality Conformity Analysis, which will

13 release for public review on June 24th. Written comments

14 will be accepted through 5:00 p.m. on July 28th, 2016.

15 After the comment period has closed, staff will

16 review the comments and respond as appropriate. No action

17 will be taken during this hearing today. Formal adoption

18 of the 2017 TIP and Conformity Analysis is scheduled to be

19 requested of the Commission at its September 28th, 2016,

20 meeting.

21 If you wish to make a comment, please feel out a

- 22 blue card, available on the table at the side of the room,
23 and give it to Kimberly Ward, the Programming and
24 Allocations Committee Clerk. We ask that each speaker be
25 brief and concise and keep their comments to no more than

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1 twominutes.

2 I will now ask MTC staff to present an overview

3 of the Draft TIP and Draft Air Quality Conformity

4 Analysis. And following that presentation, we will take

5 public comments.

6 MR. CRENSHAW: Good morning, Commissioners. I'm

7 Adam Crenshaw, with the Programming and Allocations

8 section.

9 The Transportation Improvement Program or TIP is

10 the region's four-year spending plan for surface

11 transportation projects that are expected to receive

12 federal funding, require a federal action, or are

13 considered regionally significant for air quality

14 conformity purposes.

15 It includes transportation improvements for

16 transit facilities, local roadways, state highways, and

17 bicycle and pedestrian facilities. It also contains a

18 limited number of regionally-significant port and freight

19 rail projects.

20 MTC has developed a Draft 2017 TIP in cooperation

21 with regional partner agencies and other interested

22 parties and in consultation with federal agencies.

- 23 The Draft TIP covers a four-year period from federal
24 fiscal year 16-17, through 2019/20; contains approximately
25 700 projects, totaling about \$6.6 billion in committed

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1 federal, state, regional, and local funding.

2 All projects in the TIP are consistent with Plan

3 Bay Area, as required by federal regulations. The TIP is

4 also required to be financially constrained, meaning that

5 the amount of funding program does not exceed the amount

6 of funding reasonably expected to be available.

7 In developing the Draft 2017 TIP, staff conducted

8 an analysis to confirm that the TIP meets these

9 requirements, and this analysis is included as an appendix

10 to the TIP document.

11 MTC has also conducted a Transportation-Air

12 Quality Conformity Analysis on the 2017 TIP and Plan Bay

13 Area to determine that the region is in compliance with

14 federal air quality regulations. The Conformity Analysis

15 was conducted in accordance with EPA's Transportation

16 Conformity Regulations and MTC's Bay Area Air Quality

17 Conformity Procedures, as adopted in MTC Resolution 3757.

18 It includes updated project delivery information

19 for those projects whose completion years have shifted

20 since the last conformity analysis was conducted on the

21 2015 TIP and the Plan. It does not include any new

22 projects that were not evaluate as part of previous

23 conformityanalysis.

24 Based on the draft analysis, staff finds that the

25 Commission canmake apositive conformitydetermination

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1 for the TIP and the Plan for all applicable criteria

2 pollutants and their precursors; meaning that the

3 forecasted emissions are below the required levels.

We

4 also report that all transportation control measures have

5 been fully implemented.

6 As part of the development of the 2017 TIP, staff

7 has also updated the guide to the TIP to reflect the

8 latest available information.

This guide focuses on how

9 the TIP fits into the transportation project development

10 process, and how the public and interested stakeholders

11 can get involved in that process.

12 To further assist in the public assessment of the

13 draft 2017 TIP, and specifically to address the equity

14 implications of proposed TIP investments, MTC has

15 conducted an investment analysis with a focus on

16 low-income and minority populations, seniors, and persons

17 with disabilities.

18 The results of the population use-based portion

19 of this analysis indicate that overall, an equitable

20 portion of investments are directed to transportation

21 projects that support low-income and minority populations.

22 One exception worth noting is that the share of

- 23 transit investment by trips for passengers living in
- 24 low-income households fall short of the share of transit
- 25 trips made by passengers living in low-income households.

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1 Another exception highlighted in the Darensburg
2 impact analysis is that minority populations receive less
3 per rider benefit from state and federal funds than
4 non-minority populations, but that this does not
5 demonstrate a disparate impact in the distribution of
6 these funds.

7 Staff believes that these discrepancies are
8 likely due to an absence of approximately \$2 billion in
9 transit formula funding from the Draft 2017 TIP. The
10 programming of -- the programming of these funds are
11 anticipated to occur in the near future.

12 Staff is looking into the impact of the -- these
13 and other funds will have on this analysis, and recommends
14 conducting another investment analysis when the TIP is
15 reconciled to the updated Plan next year.

16 The preliminary Investment Analysis was released
17 with the Draft 2017 TIP for review and comment and was
18 presented to the Policy Advisory Council on July 6th.

19 Investment Analysis are included in your packets.

20 In accordance with MTC's public participation
21 plan, the Draft 2017 TIP and Draft Air Quality Conformity
22 Analysis were posted on MTC's website. are available at
23 the MTC offices, and will be sent to public libraries

25 throughout the Bay Area upon request.

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1 Additionally, interested parties were contacted
2 about the release of these documents by mail and e-mail.
3 And this public hearing was noticed in various Bay Area
4 newspapers. This outreach process also serves to satisfy
5 the public involvement requirements for the Federal
6 Transit Administration's annual program of projects for
7 applicable fund sources.
8 Written comments on the Draft TIP and Air Quality
9 Conformity Analysis will be accepted through 5:00 p.m. on
10 Thursday, July 28th, 2016.

11 I would also like to note that we have a court
12 reporter here to transcribe these proceedings and any
13 comments made today.

14 Thank you very much. And this concludes my presentation.

15 CHAIR WIENER: Thank you very much.

16 If there are no questions or comments,
17 Colleagues, we'll now move to the public comment portion
18 of this hearing.

19 I do not have any public comment cards.

20 Is there any public comment on this item, Item

21 3A?

22 Okay. Seeing none, we will close public comment.

23 And, Colleagues, unless there are any comments or

24 questions, I will close this public hearing.

Thank you.

25 (Whereupon, the meeting adjourned at 10:17 a.m.)

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CERTIFICATE OF REPORTER

I, AMBER EMERICK, hereby certify that the foregoing proceeding was taken in shorthand by me, a Certified Shorthand Reporter of the State of California, and was thereafter transcribed into typewriting, and that the foregoing transcript constitutes a full, true, and correct report of said proceedings which took place;

That I am a disinterested person to the said action.

2 S

this

*Final Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area and the 2017
Transportation Improvement Program*

IN WITNESS
WHEREOF, I
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AMBER EMERICK CSR No. 13546

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V. Response to Public Comments

The Draft 2017 TIP and Transportation Air Quality Conformity Analysis were released for public review and comment from June 24, 2016 through July 28, 2016 and a public hearing was held on July 13, 2016 to receive public comment. The following is a list of the public comments submitted to MTC along with staff's responses to these comments. No comments were made during the public hearing. The correspondence and public hearing transcript for the Draft 2017 TIP and Transportation Air Quality Conformity Analysis are available at <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program-tip/draft-2017-tip>.

No.	Name	Agency/Organization	Dated	Response
1	Andrea Miranda	Public	Email 7/27/2016	Response #1
2	Cathy Jennings	Public	Email 7/29/2016	Response #1
3	Charlie Cameron	Public	Letter 7/22/2016	Response #1
4	Bob Moss	Public	Email 7/28/2016	Response #1 and #2
5	Rand Strauss	Public	Email 7/28/2016	Response #1 and #2
6	Alex Hakso	Public	Email 7/29/2016	Response #3
7	Anne Nichols	Public	Email 7/27/2016	Response #3
8	Jean Severinghaus	Public	Email 7/3/2016	Response #3
9	Karim Hyder	Public	Email 7/28/2016	Response #3
10	Holly Westphal	Public	Email 7/27/2016	Response #1 and #3
11	Mark Fassett	Public	Email 7/29/2016	Response #1 and #3
12	Mewi	Public	Letter 7/28/2016	Response #1, #2, and #3
13	Jim Burt	Public	Email 7/30/2016	Response #1, #2, and #4

14	Larry V.	Public	Email 7/28/2016	Response #1, #2, and #5
15	Linda Curtis	Public	Email 7/27/2016 and 7/28/2016	Response #1, #2, #3, and #5
16	Michael Ferreira, Victoria Brandon, Rebecca Evans	Three Sierra Club Chapters	Email 7/26/2016	Response #6

Category 1: Responses to Comments Related to Specific Projects

The Regional Transportation Plan (Plan) establishes long-range investment priorities and strategies to operate, maintain, and improve the surface transportation network in the San Francisco Bay Area. The Plan currently in effect for the Bay Area is called Plan Bay Area and was adopted in 2013. The Transportation Improvement Program (TIP) helps carry out the Plan’s strategies in the short term by committing certain funding resources to implement specific programs and project improvements that help support implementation of the Plan. MTC staff forwarded project specific comments to the sponsoring agencies for clarification of next steps and opportunities for input for service planning or project development for specific programs and projects. Interested parties are encouraged to contact project sponsors directly for specific project concerns or to stay informed throughout project development.

Comment and Response #1

Several commenters opposed local projects in the TIP such as implementing bus rapid transit (BRT) on El Camino Real in Santa Clara County or installing express lanes on US 101 in San Mateo County. Some commenters also opposed specific elements of project designs. Other commenters expressed support for local projects in the TIP such as the construction of high-occupancy vehicle (HOV) lanes on US 101 in San Mateo County or the extension of Sonoma Marin Area Rail Transit service beyond the initial operating segment. MTC has notified the project sponsors of the comments submitted.

MTC includes local projects in the TIP after the project sponsor demonstrates project funding, scope and schedule consistent with Plan Bay Area. The decision to include a project in the TIP does not represent an allocation or obligation of

funds, or final project approval. Before securing funding and approval for project implementation, the project is subject to environmental review and final approvals from federal, state, regional or local agencies depending on fund sources, and project-specific required actions. The environmental process will include additional opportunities to comment on the scope, design elements and impacts of a project.

MTC's Guide to the San Francisco Bay Area's Transportation Improvement Program outlines the various opportunities available to the public and interested stakeholders to get involved in the transportation planning and project development process (see TIP Appendix A-3). The guide is also available at MTC's offices at 375 Beale St., San Francisco and online at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

Comment and Response #2

Some commenters suggested that MTC include specific new projects in the TIP, namely the addition of a second BART tube across the Bay and lowering the Central Expressway in Santa Clara County so that it is separated from cross-traffic.

Large capital projects such as these must be included in an adopted regional long range plan before they can be included in the TIP. Neither of these projects is included in the currently adopted Plan. However, MTC is currently working with a number of partners in the region to evaluate short, medium and long term needs for transit capacity serving the Transbay corridor. A second Transbay tube is being considered as part of this study. Projects selected for further development will then need to be included in the Plan before advancing beyond planning and environmental analysis in the TIP.

Other suggested projects were increased Caltrain service frequencies, a transit pass for residents of the City of Berkeley and changes to local bus routes and service. These projects could potentially be implemented without being included in the TIP if they were not federally funded and did not require a federal action.

MTC's Guide to the San Francisco Bay Area's Transportation Improvement Program outlines the various opportunities available to the public and interested stakeholders to get involved in the transportation planning and project development process (see TIP Appendix A-3). The guide is also available at MTC's

offices at 375 Beale St., San Francisco and online at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

Category 2: Responses to Comments Related to General Categories of Projects

Staff also received comments regarding general categories of projects. These comments did not identify specific projects, so the comments were not forwarded to sponsoring agencies.

Comment and Response #3

Some commenters opposed general categories of projects such as BRT projects with dedicated lanes or the purchases of diesel buses and equipment. Other commenters expressed support for grade separated rail transit, expanded local bus service or bicycle and pedestrian infrastructure.

MTC's Guide to the San Francisco Bay Area's Transportation Improvement Program outlines the various opportunities available to the public and interested stakeholders to get involved in the transportation planning and project development process (see TIP Appendix A-3). The guide is also available at MTC's offices at 375 Beale St., San Francisco and online at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

MTC also works with our partner agencies to develop programs that fund or incentivize specific categories of projects. Information about these programs and their development can be found online at: <http://mtc.ca.gov/our-work/fund-invest>.

Category 3: Responses to Comments Regarding Advocacy for Transportation Funding

Staff also received comments urging MTC to advocate for additional funding and policy changes.

Comment and Response #4

One commenter requested MTC to propose steady sources of funding, such as increasing the gas tax or reforming Proposition 13.

MTC continues to support numerous efforts to establish new sources of federal, state, regional and local funding for transportation. Each year MTC adopts a federal and state advocacy program to prioritize its efforts to ensure that the Bay Area benefits from new opportunities, defend against proposals that may reduce funding for Bay Area transportation, advance our goal of a safe, efficient and well-maintained regional transportation system. Information about MTC's

advocacy program can be found online at: <http://mtc.ca.gov/our-work/advocate-lead/state-and-federal-advocacy>.

MTC urges members of the public to track and support developments related to increased transportation funding at all levels of government.

Category 4: Responses to Comments Regarding Land-Use Decisions

Staff also received comments pertaining to land-use trends and policies.

Comment and Response #5

One commenter opposed the construction of high-density residential developments along arterials, while another commenter suggested developing real estate located above transportation facilities.

SB 375 requires MTC to develop a Sustainable Communities Strategy that demonstrates that land-use development patterns and the proposed transportation network can work together to meet greenhouse gas reduction targets. To help achieve these goals, some funding programs, such as the One Bay Area Grant (OBAG) County Discretionary Program, include policies that incentivize cities to build housing. While the TIP includes funding from these programs, the TIP itself is focused on near-term transportation investments and does not include land-use decisions. Local jurisdictions retain the authority to adopt local land-use policies and make specific land-use decisions through their individual processes.

Category 5: Responses to Comments Regarding the Relationship of the TIP to the Plan

Staff received comments from the Sierra Club on the connection between the TIP and the policies and priorities established in the Plan.

Comment and Response #6

Meeting Greenhouse Gas Emissions Targets

The Sierra Club noted that the Draft Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area and the 2017 Transportation Improvement Program "indicates that the draft 2017 TIP will not result in the greenhouse gas (GHG) reduction per capita target for the year 2035 [15%, relevant to the Plan] as required by the Air Resources Board under the California Sustainable Communities and Climate Protection Act of 2008 (SB 375)."

Transportation conformity is required under section 176(c) of the Clean Air Act (42 U.S.C. 7506(c)) to ensure that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the state air quality implementation plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards (NAAQS).

In addition, the Federal Environmental Protection Agency’s transportation conformity rule (40 CFR Parts 51 and 93) establishes the criteria and procedures for determining whether metropolitan transportation plans, TIPs, and federally supported highway and transit projects conform to the purpose of the SIP. Transportation conformity applies to designated nonattainment and/or maintenance areas for transportation-related criteria pollutants: ozone, PM2.5, PM10, carbon monoxide, and nitrogen dioxide. Specifically, regional transportation conformity for transportation plans and TIPs is demonstrated by performing a regional emissions analysis for the applicable NAAQS pollutants in nonattainment areas.

Currently, there are no federal requirements for consideration of GHG impacts in a regional conformity analysis for a TIP or transportation plan. Therefore, to reduce confusion, the air quality and climate implications text and Table 6 will not be included in Appendix E of the Final Conformity Analysis.

Additionally, the Plan focuses extensively on GHG emission reductions and demonstrates that the combination of land use and transportation investments result in the region meeting its goals of 7 and 15 percent reductions in GHG emissions by 2020 and 2035, respectively. Any estimation of GHG reductions is relevant to the Plan. In contrast, the TIP covers only a four year period and includes only a subset of transportation projects and programs from the Plan.

References:

http://www.dot.ca.gov/hq/env/air/main_sections/conformity.htm
<https://www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation#requirements>
http://www.fhwa.dot.gov/environment/air_quality/conformity/

Prioritizing Transportation System Investments

This commenter also requested that funding in the proposed TIP should not be directed to highway and roadway expansion projects and should instead be directed to pedestrian, bicycle and transit projects in order to be supportive of the Sustainable Communities Strategies (SCS).

As mentioned in response to the previous comment (#6), there are no federal requirements for consideration of GHG impacts in a regional conformity analysis for a TIP or transportation plan and the "Draft Environmental Impact Report for MTC's Transportation 2035 Plan" is a California Environmental Quality Act (CEQA) *state* requirement – unassociated with federal requirements for the Draft Conformity Analysis.

Additionally, the performance analysis of the Plan evaluates if the full complement of transportation projects and programs included in the Plan, taken together with land use changes, advance the region's goals and objectives identified in the Plan. As a subset of projects and programs from the Plan, the investments included in the proposed TIP are consistent with the top priority of the Plan to operate and maintain the region's existing transportation system. Nearly two-thirds of the \$6.3 billion in committed funds over the four-year period of the TIP, is directed to maintaining the existing transportation system. In addition, the majority of funding programmed on State Highway System projects (82%) and local road projects (54%) rehabilitates, maintains, and operates the existing system.

It should also be noted that two significant federal programs for transit, bicycle and pedestrian, and complete streets projects are not yet programmed in the TIP. Nearly \$2 billion in Federal Transit Administration (FTA) formula funds expected to be available during the TIP period have not been programmed and therefore are not reflected in the TIP. The program of projects for these funds is anticipated to be adopted and programmed into the TIP in 2017. In addition, most projects from the second cycle of the One Bay Area Grant (OBAG 2) have not yet been programmed into the TIP. The OBAG 2 program, with more than \$150 million in annual federal funds, supports a range of priority multi-modal projects throughout the region. These projects will be incorporated into the TIP as the program is adopted.

High Level of Near-Term Highway Investment

The Sierra Club also noted that the proposed TIP should not front-load highway and roadway projects in the TIP and should instead use its funds to reduce vehicle miles travelled (VMT) and therefore GHGs.

The TIP is required to be fiscally constrained by program and by year. However, the TIP does not reflect the universe of federal, state, and local revenues that will be available over the four year period. Some of these funds will be incorporated as their individual funding programs are developed and adopted, such as the Regional Transportation Improvement Program (RTIP) or regional allocations of FTA formula funds. Other funds are typically not reflected in the TIP at all, including the vast majority of local and state funds that will go to operate, maintain, and manage the region's existing transportation system.

It should be noted that although the TIP presents only a partial picture of the subset of transportation projects that will be implemented during the four year period, the full picture of the projects, programs and strategies that will be completed within the region is captured within the Plan. As mentioned above, although there are no federal requirements for consideration of GHG impacts and/or CEQA obligations in a regional conformity analysis for a TIP or transportation plan, the Plan does demonstrate that the combination of land use and transportation investments result in the region meeting its goals of 7 and 15 percent reductions in GHG emissions by 2020 and 2035, respectively. Any estimation of GHG reductions is relevant to the Plan itself. In contrast, the TIP covers only a four year period and includes only a subset of transportation projects and programs from the Plan.

Equitable Distribution of Funding

This commenter also noted that the proposed TIP and its underlying projects should be changed to eliminate the inequitable distribution of funds to low income and minority transit riders.

The investment analysis of the proposed TIP indicates that although the investments in the TIP are distributed equitably overall, a variance in the share of transit investments by trips for passengers living in low-income households and in the benefits of investments to minority transit riders. It is important to note, however, that the TIP does not reflect the full picture of transportation investments in the Bay Area over the long-term. As noted above, the TIP only includes four years of near-term fund programming. Also, since the TIP primarily documents projects that require federal actions or use federal funds, it tends to

include more large capital projects than rehabilitation programs. Additionally, funding shown in the TIP is included in the year that project phases begin or are obligated and does not reflect the actual flow of funding and expenditures within these phases. While rehabilitation programs will have their funding spread across many years, large capital projects tend to have their funding lumped into a single year even if the funds will actually be expended over a number of years, some of which may be outside the scope of the TIP. When compared to the investments described in the Plan, the 2017 TIP only reflects about 15% of average annual transportation spending in the Bay Area.

An example of the issues described above is the fact that the 2017 TIP Investment Analysis is heavily influenced by two projects, BART's Railcar Procurement Program and Caltrain's Electrification project, as these projects have large capital phases that are beginning in the near future. Together, these projects account for over one third of all transit funding in the 2017 TIP. As these systems are used by a lower proportion of low-income and minority riders than the regional average, the results of the analysis show lower investments benefiting low-income and minority riders. Prior iterations of the TIP Investment Analysis that showed a less variable distribution have been influenced by other large capital projects, such as SFMTA's Central Subway project and VTA's BART Warm Springs to Berryessa Extension project, that are still ongoing, but in the current TIP period require less funding action. Additionally, approximately \$2 billion in transit formula funding for FY2016-17 through FY2019-20 is yet to be programmed and is not included in the proposed 2017 TIP. While BART and Caltrain will still receive a large portion of these funds, the program will also distribute funds to a wider variety of transit operators.

MTC will revisit the investment analysis in the future (estimated for summer 2017, to coincide with adoption of Plan Bay Area 2040) and these transit funds are expected to be included. Additionally, MTC will continue to include updated demographic data sources in future iterations of the investment analysis. Since the draft analysis was released, BART's demographic data have been updated to account for weekend ridership.

Since the equity analysis of the Plan includes more projects and programs than just those that are federally focused and transportation funding is captured from more years, it is not disproportionately influenced by the types of projects described above.

It should also be noted that this analysis only assesses investments and does not directly assess the resulting benefit and burden of specific projects or programs, such as travel time savings or improved accessibility to jobs or other destinations.

Addressing the Effects of Climate Change on Transportation Infrastructure

The Sierra Club also noted that the TIP does not recognize the urgency of climate change and its effects on transportation and transit infrastructure. The commenter requested that the TIP identify projects and funding that will mitigate climate change impacts on Bay Area transportation infrastructure.

In recognition of the risks and challenges related to planning for long-term sustainability and resilience of our transportation assets in the face of climate change, MTC and other regional, state, and federal partners have been working together over the last four years to study how and where the Bay Area is vulnerable to current and future flooding in order to develop strategies to reduce these risks.

MTC was recently awarded a grant from Caltrans to plan for ensuring the Bay Area's transportation system becomes more resilient to increased flooding and sea level rise, while also improving the safety and sustainability of our communities, particularly vulnerable and disadvantaged communities. The \$1.2 million study, to be completed by MTC in cooperation with the Bay Conservation and Development Commission (BCDC), Caltrans District 4, and the Bay Area Regional Collaborative (BARC), will develop a regional vulnerability assessment focused on the Bay Area's transportation infrastructure, Priority Development Areas (PDAs) as identified in the Plan, and vulnerable and disadvantaged communities. The project will also develop a suite of adaptation strategies to improve the resilience of Bay Area transportation assets and communities for inclusion in Plan Bay Area as well as other appropriate local and regional planning and programming documents. The results of the study could address the commenter's request in a future TIP to identify projects that mitigate the risks and damages caused by climate change.

VI. CONFORMITY FINDINGS

Based on the analysis, the following conformity findings are made:

- This conformity assessment was conducted consistent with EPA's transportation conformity regulations and with the Bay Area Air Quality Conformity Protocol adopted by MTC as **Resolution No. 4274**.
- The Amended Plan Bay Area and the 2017 Transportation Improvement Program provide for implementation of TCMs pursuant to the following federal regulation:
 - (1) *An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are given maximum priority to approval or funding to TCMs over other projects within their control, including projects in locations outside the non-attainment or maintenance area.*
 - (2) *If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvements projects, e.g., the Congestion Mitigation and Air Quality Improvement Program.*
 - (3) *Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan. (40 CFR Part 93.113(c)).*
- For the two ground-level ozone precursors (VOC and NO_x), motor vehicle emissions in the Amended Plan Bay Area and 2017 Transportation Improvement Program are lower than the applicable motor vehicle emission budgets for the 2008 national 8-hour ozone standard.
- For carbon monoxide, motor vehicle emissions in the Amended Plan Bay Area and 2017 Transportation Improvement Program are lower than the transportation conformity budget in the SIP.

- For PM_{2.5} and NO_x, the Baseline Year test shows that the motor vehicle emissions are lower under the Build scenario for the various analysis years when compared to the baseline year emissions scenario.

Appendix A1

List of Projects in the Final 2017 Transportation Improvement Program

List of 2017 TIP Projects by Air Quality Status and County

County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
Alameda	ALA050002	21451	San Leandro	SR 185- E. 14th St/ Hesperian Blvd/150th Ave	San Leandro: 150th/E. 14th/Hesperian; construct NB left turn Ln from Hesperian to E.14th, EB left turn Ln from E.14th to 150th Av & SB Ln from Hesperian to 150th and other traffic circulation	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT	2030
Alameda	ALA050014	22776	ACTC	SR 84 Expressway Widening	In Livermore: Widen Route 84 from Jack London Blvd. to Pigeon Pass.	2017 TIP Update - Update the funding plan to add \$7.3M in FY17 ROW Sales Tax and \$2.7M in FY17 CON Sales Tax funds	NON-EXEMPT	2030
Alameda	ALA050019	22769	ACTC	I-880 North Safety Improvements	Oakland: I-880 between 23rd Ave to 29th Ave; Reconfigure Interchange, including new ramps.	2017 TIP Update - Update the funding plan to add \$5.0M in FY16 ROW Sales Tax funds and \$1.7M in FY17 CON Local funds	NON-EXEMPT	2020
Alameda	ALA070014	22100	San Leandro	I-880/SR 112 Overcrossing Replacement	San Leandro: at the I-880/SR 112 (Davis St.); Replace overcrossing and widening roadway including interchange landscaping and bridge architectural features.	2017 TIP Update - Update the funding plan to reprogram \$539K in Earmark from FY14 CON to FY17 PSE and add \$134K in FY17 PSE Local and \$2M in FY17 CON Local funds. FY17 funds are for landscaping	NON-EXEMPT	2020
Alameda	ALA070042	22670	ACTC	I-880 SB HOV Lanes - Marina Blvd to Hegenberger	I-880 Corridor: From Marina Blvd in San Leandro to Hegenberger in Oakland; Construct new SB HOV lanes and reconstruction of interchanges at Marina Blvd and Davis St. and soundwall construction.	2017 TIP Update	NON-EXEMPT	2020
Alameda	ALA090012	230066	San Leandro	I-880/Marina Blvd Interchange and Overcrossing Rep	San Leandro: I-880/ Marina Blvd. Replace overcrossing and widening roadway plus ramp interchange reconfiguration, intersection improvements including interchange landscaping and bridge architectural	2017 TIP Update - Update the funding plan to reprogram \$2M in CON Local funds from FY15 to FY17. FY17 funds are for landscaping activities only.	NON-EXEMPT	2020
Alameda	ALA090016	240562	Hayward	Rt 92/Clawiter/Whitesell Interchange Improvements	Hayward: Rt 92/Clawiter Rd. Upgrade existing Clawiter interchange. Add ramps and overcrossing for Whitesell St. extension. Signalize ramp intersections.	2017 TIP Update - Update the funding plan to reprogram \$1.9M in CON Local from FY16 to FY20 and \$42.3M in CON RTP-LRP from FY19 to FY21	NON-EXEMPT	2030
Alameda	ALA090018	240394	ACTC	Truck Parking Facilities in North County (Phase I)	Alameda County: Provide safe parking facilities in north part of Alameda County.	2017 TIP Update - Update the funding plan to reprogram \$1.0M in PE Local from FY13 to FY17 and \$500K in ROW Local and \$500K in CON Local from FY15 to FY17	NON-EXEMPT	2040
Alameda	ALA090019	230091	ACTC	Corridor Mobility Program & Adaptive Ramp Metering	Central Alameda County: I-880/ I-238/ I-580. Install monitoring and signalization I-880, I-238 and I-580.	2017 TIP Update - Update the funding plan to change the source for \$5M in CON funds from Local to RTP-LRP and reprogram \$146K in PE Local from FY15 to FY17, \$2M in CON Local from FY17 to	NON-EXEMPT	2030
Alameda	ALA090020	230054	Hayward	I-880 Auxiliary lanes at Industrial Parkway	Hayward: Construct auxiliary lanes on I-880. NB between Industrial Pkwy and Alameda Creek and SB between Industrial Pkwy and Whipple Rd	2017 TIP Update - Update funding plan to reprogram \$1.5M in PE Local from FY16 to FY19. Reprogram and change source of \$250K in ROW from FY16 Local to FY22 RTP-LRP, \$6.0M in CON RTP-LRP from	NON-EXEMPT	2030
Alameda	ALA090021	230052	Hayward	I-880 NB and SB Auxiliary lanes	Hayward: NB and SB I-880 between West A and Winton. NB I-880 between A St and Paseo Grande.	2017 TIP Update - Update funding plan to reprogram \$927K in PE Local from FY17 to FY19 and remove \$1.1M in FY17 PE Local. Reprogram and change funding source of \$2.3M in ROW from FY19 Local to	NON-EXEMPT	2030
Alameda	ALA090026	22760	Port of Oakland	Outer Harbor Intermodal Terminals (OHIT)	In Oakland: OHIT, a proposed intermodal rail complex, will be located on the former Oakland Army Base and adjacent land. This listing only includes segments implemented by the Port of Oakland. For City	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT	2030

* Projects with conformity analysis years of 2040 reference programmatic projects or projects with a completion date after 2030 in Plan Bay Area

List of 2017 TIP Projects by Air Quality Status and County

County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
Alameda	ALA090027	22082	Port of Oakland	7th St Grade Separation and Port Arterial Improvem	In Oakland: (1) 7th Street Grade Separation project; (2) Middle Harbor Road Improvements project; and (3) Intelligent Transportation Systems and Technology (ITST) Master Plan	2017 TIP Update - Update project name and description to change the scope. Update funding plan to change the source for \$33M from Local to Sales Tax and \$3.5M from Local to RTP-LRP, add \$16.5M in	NON-EXEMPT	2030
Alameda	ALA110001	240014	WETA	Central Bay Operations and Maintenance Facility	WETA: Construct a central bay operations and maintenance facility.	2017 TIP Update - Update the funding plan to add \$531K in FY11 PE, \$913K in FY13 CON, \$750K in FY14 CON, \$7.25M in FY15 CON, and \$16M in FY17 CON Prop 1B funds and reprogram \$3M in CON	NON-EXEMPT	2020
Alameda	ALA110002	240025	ACTC	I-880/Industrial Parkway West Interchange	At I-880/Industrial Parkway West , reconstruct interchange, add on/off-ramp lanes, widen ramp lanes, provide HOV bypass lanes and routine accommodation for bicyclists and pedestrians.	2017 TIP Update - Update the funding plan to reprogram funds between years, change the source for \$2M in Local to RTP-LRP and add \$12.6M in RTP-LRP funds	NON-EXEMPT	2030
Alameda	ALA110003	240374	BART	Hayward Shop and Yard Expansion	Expansion of the Hayward Shop and Yard to accommodate additional rail vehicles for storage, maintenance and repair.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT	2020
Alameda	ALA110046	240024	Oakland	Oakland Army Base Infrastructure Improvements	In Oakland: At former Oakland Army Base: Implementing Army Base Infrastructure Master Plan including TCIF funded OHIT improvements implemented by City of Oakland. For the related Port project, see	2017 TIP Update - Update the project description to reflect reduction in scope. Update funding plan to reprogram \$12.7M in CON from FY15 Private to FY16 Local and add \$5.3M. Add \$46.0M in CON Sales Tax in various	NON-EXEMPT	2020
Alameda	ALA110104	21013	MTC	Bay Bridge Park	Bay Bridge Park in Alameda County, in Oakland at the Oakland Touchdown of the new East Span of the Bay Bridge (Project previously titled "SFOBB Gateway Park")	2017 TIP Update	NON-EXEMPT	2040
Alameda	ALA130001	21484	Fremont	Widen Kato Rd from Warren Avenue to Milmont Drive	In Fremont: Widen Kato Road from Warren Avenue to Milmont Drive. Widen Kato Road to four lanes and install bike lanes on both sides of the roadway and modify traffic signal at Kato Rd/Milmont Ave.	2017 TIP Update - Update the funding plan to reprogram \$2M in CON Local from FY18 to FY20 and \$10.3M in CON RTP-LRP funds from FY19 to FY21	NON-EXEMPT	2030
Alameda	ALA130005	240038	Dublin	Dougherty Road widening	Dublin: Dougherty Road from Sierra Lane to North City Limit: Widen from 4 lanes to 6 lanes	2017 TIP Update - Update the funding plan to reprogram and change the funding source of \$920K in FY14 ROW Local and \$7.6M in FY15 CON Local to FY15 CON Sales Tax and add \$2.1M. Add \$1.1M in	NON-EXEMPT	2020
Alameda	ALA130006	240250	Dublin	Dublin Boulevard widening	In Dublin: Dublin Blvd between Sierra Court and Dublin Court: Widen from 4 lanes to 6 lanes.	2017 TIP Update - Update the funding plan to change the source for \$2.9M from Other Local to Sales Tax, add \$130K in CON Sales Tax and reprogram funds between years and phases	NON-EXEMPT	2020
Alameda	ALA130014	240381	Oakland	7th Street West Oakland Transit Village, Phase II	In Oakland: On 7th Street between Wood Street and Peralta Street. Project includes road diet, bicycle lanes, sidewalk enhancement, pedestrian amenities, traffic signal mods, street and pedestrian lights,	2017 TIP Update	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	ALA130015	240381	Oakland	Lake Merritt BART Bikeways	Oakland: Various Streets near the Lake Merritt BART Station: Implement road diets, install high quality bikeways and curb ramps, and resurface the street	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT - Not Regionally Significant Project	2040

* Projects with conformity analysis years of 2040 reference programmatic projects or projects with a completion date after 2030 in Plan Bay Area

List of 2017 TIP Projects by Air Quality Status and County

County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
Alameda	ALA130017	240381	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	Oakland: Peralta St from 3rd St to 36th St and MLK Jr. Blvd. from West Grand to 40th St: Phase 1 components include bike lanes and racks, street lights, landscaping, new sidewalks and pedestrian	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	ALA130024	240381	Oakland	Lakeside Complete Streets and Road Diet	Oakland: Along Harrison Street and Lakeside Drive between 19th Street and Grand Avenue: implement road diet and install bike and pedestrian facilities	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing. Update the description to reflect decrease in scope	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	ALA130025	240391	Fremont	Fremont City Center Multi-Modal Improvements	Fremont: Capital Ave from State St to Fremont Blvd: Construct roadway extension; Various locations around Fremont City Center and Fremont BART Station: Implement multi-modal improvements to	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	ALA130026	240391	Berkeley	Shattuck Complete Streets and De-couplet	Berkeley: Shattuck Ave, Shattuck Square and Berkeley Square from Allston Way to University Ave intersection: Reconfigure travel lanes and parking, repair pavement and make other improvements	2017 TIP Update	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	ALA130027	240386	Newark	Enterprise Drive Complete Streets and Road Diet	Newark: Enterprise Drive between Filbert Street and approximately 350 feet west of Wells Avenue adjacent to the Dumbarton Transit Oriented Development plan area: Implement Road Diet and rehabilitate	2017 TIP Update - Update mode and submode to include freight truck and pedestrian. Update project milestones revised for FY17	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	ALA130028	240381	Berkeley	Hearst Avenue Complete Streets	In Berkeley: Hearst St from Shattuck Ave to Gayley/La Loma: Implement access and safety improvements to Downtown Berkeley PDA for all modes, includes a road diet from Shattuck Ave to Euclid Ave	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	ALA130032	240182	BART	BART Metro Priority Track Elements	BART: In Lafayette, Dublin and Millbrae: Provide three critical track extensions in order to provide the BART system with additional operational flexibility and additional capacity, all within existing right-of-	2017 TIP Update	NON-EXEMPT	2040
Alameda	ALA130034	22042	ACTC	I-680 NB HOV/HOT Lane	Route I-680: from South of Auto Mall Parkway to State Route 84 in Alameda County, construct NB HOV/HOT Lane.	2017 TIP Update - Update scope to change southern limit from SCL County Line to Auto Mall Pkwy and update the funding plan to change the source for \$180M in RTP-LRP to Sales Tax and TCRP, remove	NON-EXEMPT	2030
Alameda	ALA150001	240062	ACTC	Route 84 widening, Pigeon Pass to I-680	In Alameda County: On SR-84 from Pigeon Pass to I-680 (PM 17.9/22.0): Widen roadway from 2 lanes to 4 lanes; On I-680 from SR 84 to north of Andrade Creek: Construct aux lane; On I-680: extend NB	2017 TIP Update - Update the funding plan to add \$4M in FY14 PE Sales Tax, \$2M in FY18 PE Sales Tax, \$2M in FY18 ROW Sales Tax, \$8.7M in PE RTP-LRP, \$17.5M in ROW RTP-LRP and \$106M in CON	NON-EXEMPT	2030
Alameda	ALA150003	21473	Dublin	Dublin Blvd. - North Canyons Pkwy Extension	Dublin: Between Dublin Boulevard and North Canyons Parkway: Build roadway extension	2017 TIP Update - Update the description to reflect that the project is a construction project, update the RTP reference reprogram PE to FY17 and add \$50K in FY17 PE Local and \$12M in FY21 CON RTP-	NON-EXEMPT	2040
Alameda	ALA150004	22455	AC Transit	AC Transit: East Bay Bus Rapid Transit	Alameda County: Along Broadway/ International/E 14th corridor from Oakland to San Leandro: Implement BRT including 34 stations, transit signal priority, level-boarding, shelters, off-board ticketing,	2017 TIP Update - Update the funding plan to add \$2M in FY17 CON Sales Tax	NON-EXEMPT	2020

* Projects with conformity analysis years of 2040 reference programmatic projects or projects with a completion date after 2030 in Plan Bay Area

List of 2017 TIP Projects by Air Quality Status and County

County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
Alameda	ALA150022	230550	Hayward	City of Hayward Car Sharing Services	Hayward: Various locations: Obtain car sharing services in downtown Hayward and possible additional locations through a competitive RFP process.	2017 TIP Update - Update the funding plan to reprogram funds from FY16 to FY17	NON-EXEMPT - Not Regionally Significant Project	2030
Alameda	ALA150042	240746	Oakland	Oakland: Telegraph Ave Bike/Ped Imps and Road Diet	HSIP7-04-014: In Oakland: Telegraph Ave from 29th to 45th St: Install crosswalk enhancements, painted bulb-outs, and painted median refuges; from 29th to 41st St: Implement road diet with buffered	2017 TIP Update	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	ALA150043	240746	Oakland	Oakland: Shattuck and Claremont Bike/Ped Imps	HSIP7-04-016 Oakland: On Claremont from Telegraph to Clifton: Implement road diet with bike lanes; Shattuck at 49th, 51st, 59th St, Alactraz: Construct crosswalk enhancements, RRFBs, bulb-out,	2017 TIP Update	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	ALA150047	240381	Oakland	Oakland: Telegraph Avenue Complete Streets	In Oakland, on Telegraph Avenue between 20th St and 41st St, implement complete street project inc. road diet, buffered bike lanes, ped crossing improvements, bulbouts, bus boarding islands, traffic	2017 TIP Update	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	ALA170001	230110	ACTC	State Route 262 (Mission Blvd) Improvements	In Fremont: Mission Blvd/I-680 IC: widen Mission Blvd to 3 lanes each direction through IC, rebuild the NB and SB I-680 on and off ramps	2017 TIP Update - Add a new non-exempt project to the TIP with \$3.5M in Sales Tax and \$16.6M in RTP-LRP funds	NON-EXEMPT	2030
Alameda	ALA170004	240037	ACTC	I-880/West Winton Avenue Interchange	In Hayward: At I-880/West Winton Avenue I/C: Reconstruct I/C including reconfiguration of eastbound to southbound on ramp and new connection to Southland Mall Drive	2017 TIP Update - Add a new non-exempt project to the TIP with \$3.5M in Sales Tax, \$1.5M in Other Local and \$16M in RTP-LRP	NON-EXEMPT	2030
Alameda	ALA170005	240052	ACTC	I-880/Whipple Road Interchange Improvements	In Union City/Hayward: at I-880/Whipple Rd Interchange: Implement full interchange improvements including northbound off-ramp, surface street improvements and realignment, and bike/ped	2017 TIP Update - Add a new non-exempt project into the TIP with \$3M in Sales Tax and \$57M in RTP-LRP funds	NON-EXEMPT	2030
Alameda	ALA170006	230668	BAIFA	ALA-880 Express Lanes	In Alameda/Santa Clara Counties: On I-880 from Hegenberger to Dixon Landing (Southbound) and Dixon Landing to Lewelling (Northbound); Convert HOV lanes to express lanes. Project also references	2017 TIP Update - Amend a new project into the TIP with \$57.0M in FY17 CON, \$1.5M in FY17 ROW, \$12.5M in FY15 PE, and \$6.9M in FY14 ENV Express Tolls	NON-EXEMPT	2030
Alameda	ALA170008	230684	ACTC	I-580/680 Interchange HOV/HOT Widening	Alameda County: On I-580 between Hacienda Dr. and San Ramon/Foothill Road and on I-680 between Stoneridge Dr. and Amado: Widen to add one HOV/HOT lane for WB 580 to SB 680 and NB 680 to EB	2017 TIP Update - Amend a new non-exempt project into the TIP with \$5.0M in FY21 ROW RTP-LRP, \$2M in FY18 PE Sales Tax, \$28.0M in FY21 PE RTP-LRP, \$150.0M in FY24 CON RTP-LRP, and \$1.0M in	NON-EXEMPT	2040
Alameda	ALA170009	240059	ACTC	Widen I-680 NB and SB for EL from SR-84 to Alcosta	Alameda County: Northbound and southbound I-680 from Route 84 to Alcosta Boulevard: Widen for express lanes	2017 TIP Update - Amend a new nonexempt project into the TIP with \$1.5M in FY18 PE Sales Tax and \$321M in RTP-LRP funds	NON-EXEMPT	2030
Alameda	ALA170010	230088	ACTC	I-880 NB HOV/HOT: North of Hacienda to Hegenberger	Alameda County: I-880 in the northbound direction from north of Hacienda Ave to Hegenberger Road: Widen to provide one HOV/express lane	2017 TIP Update - Amend a new nonexempt project into the TIP with \$1.5M in PE Sales Tax and \$220M in RTP-LRP	NON-EXEMPT	2030
Alameda	ALA978004	94506	ACTC	East-West Connector in Fremont & Union City	In Fremont & Union City: From I-880 to Route 238; Construct new 4-lane roadway and widen existing roadways. Project is phased	2017 TIP Update - Update the funding plan to add \$11M PE SalesTax and \$30.5M in ROW SalesTax, change the source for \$76M in Local funds to RTP-LRP, reprogram \$2M in Con SalesTax from FY10 to	NON-EXEMPT	2030

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Alameda	ALA978027	240745	Caltrans	I-880/SR 262 I/C and HOV lanes	I880 corridor: I-880 btw Santa Clara Co. line & Alvarado-Niles; Construct 2 HOV lanes, reconstruct I-880/Warren Ave/SR 262 I/C	2017 TIP Update. Retain this project in the TIP for informational purposes as it is ongoing.	NON-EXEMPT	2040
Alameda	ALA991081	230170	Oakland	42nd Ave. & High St. I-880 Access Improv.	Oakland: Widening and re-alignment of local streets in the vicinity of the I-880/42nd & High interchange. Includes modified traffic signals and intersection improvements.	2017 TIP Update - Update the funding plan to reprogram \$2M in CON Salestax from FY15 to FY17, change the source and program year for \$7.7M in CON funds from FY19 RTP-LRP to FY17 Sales Tax and	NON-EXEMPT	2020
Contra Costa	CC-010023	21205	CCTA	I-680/SR 4 I/C Reconstruction - Phases 1, 2, 4 & 5	At I-680/SR4: Reconstruct I-680/SR4 I/C, provide 2 lane direct connector from NB 680 to WB SR4 w/slip ramps at Pacheco Blvd, and 2 lane direct EB SR4 to SB I-680. Phases 1, 2, 4 & 5. Env Doc covers all	2017 TIP Update - Update the funding plan to reprogram \$4.5M in PSE Sales Tax from FY19 to FY21, \$500K in ROW Sales Tax from FY17 to FY20, and \$360M in RTP-LRP from FY19 to FY21	NON-EXEMPT	2030
Contra Costa	CC-030002	21210	Hercules	Hercules Intercity Rail Station	In Hercules: From I-80/SR-4 to the future train station: Extend John Muir Pkwy to provide direct access including Bayfront Bridge over Refugio Creek, Bay Trail West Gap Closure, Refugio Creek Restoration,	2017 TIP Update - Update the description to reflect increase in scope. Update the funding plan to add \$4.5M in FY16 CON Sales Tax and \$4.1M in FY15 CON Local	NON-EXEMPT	2030
Contra Costa	CC-030004	22614	Martinez	Martinez Intermodal Station Parking Expansion	Martinez: At the Martinez Intermodal Station: Expand parking from 175 spaces to 600 spaces. Project includes adding a pedestrian and a vehicular bridge to access the parking lot.	2017 TIP Update - Update the funding plan to reprogram \$7.5M in FY14 CON Local Sales Tax and \$1.6M in FY15 CON Local to FY17	NON-EXEMPT	2040
Contra Costa	CC-050025	21211	BART	E-BART - East Contra Costa Rail Extension	Pittsburg/Antioch: East Contra Costa County; Extend Rail Service from the Pittsburg/Bay Point Station into eastern Contra Costa County	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT	2030
Contra Costa	CC-050028	22353	CCTA	I-680 SB HOV Lane Completion	Contra Costa County: I-680 from North Main Street to Livorna in the southbound direction: Construct a HOV lane	2017 TIP Update - Update the funding plan to reprogram and change the fund source of \$16.1M in FY19 CON RTP-LRP to \$1.0M CON RM2 and to \$15.1M CON Express Tolls. Funds in FY 20. Remove \$2.9	NON-EXEMPT	2030
Contra Costa	CC-050030	98198	CC County	Vasco Road Safety Improvements	Contra Costa County: Vasco Road from Walnut Blvd to the Alameda/Contra Costa County line: widen road and place concrete median barrier for 2.5 miles. Phase 1 completed a 1 mile widening segment.	2017 TIP Update - Update the funding plan to reprogram FY18 ROW and FY19 CON to FY21	NON-EXEMPT	2030
Contra Costa	CC-050076	22355	Richmond	I-80/Central Avenue Interchange Modification	I-80/Central Ave; Ph1 Construct new signals and CMS's to redirect I-80 WB on-ramp traffic during weekend peak periods to I-580. Ph2 connect Pierce to San Mateo to relocate signal at Pierce/Central Ave	2017 TIP Update - Update the funding plan to reprogram funds between years and phases and add \$3.6M in FY21 CON RTP-LRP	NON-EXEMPT	2030
Contra Costa	CC-070008	22607	Antioch	Laurel Road Extension	Antioch: On Laurel Road between Hillcrest and SR4 Bypass; Construct new 4 lane divided extension.	2017 TIP Update - Update the funding plan to reprogram ROW from FY15 to FY17 and CON from FY19 to FY21	NON-EXEMPT	2040
Contra Costa	CC-070009	22607	Antioch	Slatten Ranch Road Extension	Antioch: On Slatten Ranch Road between Hillcrest Avenue to Wicklow Road; Construct new 4 lane road.	2017 TIP Update - Update the mode and submode to add bicycle. Update the project name and description to reflect change in scope. Update the funding plan to reprogram CON from FY15 to FY19	NON-EXEMPT	2040
Contra Costa	CC-070011	230250	Brentwood	SR4/Brentwood Boulevard Widening - North (Phase I)	Brentwood: Widen SR4/Brentwood Boulevard from 2 to 4 lanes; Phase I: From Havenwood Avenue to Homecoming Way, including widening of bridge over Marsh Creek. traffic signal modifications, and	2017 TIP Update - Update the description to change the project limits to Havenwood to Homecoming Way. Update the funding plan to reprogram local funds between years and phases including	NON-EXEMPT	2030

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Contra Costa	CC-070022	22351	CCTA	I-680 NB HOV Lane Extension	Walnut Creek/Pleasant Hill/Concord: On I-680 between Main St and SR242; Extend Northbound HOV lanes.	2017 TIP Update - Update funding plan to change the fund source of \$6.0M in XGEN and \$1.0M in FY19 ROW RTP-LRP to Sales Tax. Reprogram \$40.0M in CON RTP-LRP from FY19 to FY21, \$2.0M in ENV	NON-EXEMPT	2030
Contra Costa	CC-070026	98194	Concord	Commerce Avenue Extension	Concord: Commerce Avenue over Pine Creek to Waterworld Parkway; Extend roadway.	2017 TIP Update - Retain this project in the TIP for informational purposes	NON-EXEMPT	2030
Contra Costa	CC-070035	22360	CCTA	Reconstruct I-80/San Pablo Dam Rd Interchange	San Pablo: I-80/San Pablo Dam Rd I/C: Reconstruct I/C-relocating WB El Portal on-ramp to the full I/C northwards, providing access to McBryde through a new road from SPDR I/C, and replacing Riverside	2017 TIP Update - Update the funding plan to reprogram \$7.1M in CON Local from FY19 to FY20, \$9.2M in CON RIP from FY18 to FY20, \$57.7M in CON RTP-LRP, \$4.3M in ROW RTP-LRP, and \$1.9M in PSE	NON-EXEMPT	2030
Contra Costa	CC-070046	230218	El Cerrito	Del Norte Area TOD Complete Street Imps	El Cerrito del Norte BART Station Area: Complete Streets improvements to access, circulation and safety for bicyclists, pedestrians, local and regional bus, rapid bus, and automobile connections to BART	2017 TIP Update - Update description to include converting one-way sts to two-way and AQ description to non-exempt. Update funding plan to change the source for \$691K from Local to RTP-LRP, add	NON-EXEMPT	2030
Contra Costa	CC-070053	230206	CCTA	SR4: Balfour Road Interchange	Brentwood: Balfour Road/SR4; Construct new interchange.	2017 TIP Update - Update the expanded project description. Update the funding plan change the source for \$1.6M from ECCRFA to Other Local and \$28.8M from ECCRFA to Sales Tax and reprogram funds	NON-EXEMPT	2020
Contra Costa	CC-070062	22122	WETA	Richmond Ferry Service	WETA: Implement new ferry transit service between Richmond and San Francisco.	2017 TIP Update - Update the expanded description. Update the funding plan to reprogram \$2.0M in FY14 CON Prop 1B to various years and phases. Add \$6.5M in FY13 CON Prop 1B, \$508K in FY17 CON	NON-EXEMPT	2020
Contra Costa	CC-070063	22610	EB Reg Park Dis	Atlas Road - New Bridge and Roadway Extension	Richmond. Point Pinole Regional Shoreline; Extend Atlas road and construct new 2 lane road bridge with a separated ped/bike trail across UPRR tracks.	2017 TIP Update - Update the funding plan to add \$504K in FY17 CON Local funds, \$1.2M in FY15 PSE Local, \$479K in FY15 ENV Local, and \$6.3M in FY16 CON Local and reprogram funds between years	NON-EXEMPT	2040
Contra Costa	CC-070075	230291	CC County	Kirker Pass Road NB Truck Climbing Lanes	Unincorporated Contra Costa County: On Kirker Pass Road from Clearbrook Drive to approximately 1,000 feet beyond the crest of Kirker Pass Road; Construct northbound truck climbing lane and paved	2017 TIP Update - Update the funding plan to add \$4.2M in FY19 CON Local and \$203K in FY19 CON Local Sales Tax. Reprogram \$136K in ROW Local Sales Tax from FY16 to FY17 and \$777K in PE Local	NON-EXEMPT	2030
Contra Costa	CC-070078	22607	Brentwood	John Muir Parkway Extension: Ph. II	Contra Costa County: John Muir Parkway northerly from Briones Valley Rd to a logical termini on Concord Avenue: Extend roadway(1 lane + 1 bike lane per direction).	2017 TIP Update - Update the funding plan	NON-EXEMPT	2040
Contra Costa	CC-070081	22607	CC County	Byron Highway - Vasco Road Connection	Contra Costa County: between Byron Highway and Vasco Road: Construct an east-west connection road	2017 TIP Update	NON-EXEMPT	2040
Contra Costa	CC-090019	240629	San Ramon	Bollinger Canyon Road Widening (Alcosta to SRVB)	San Ramon: Bollinger Canyon Road between Alcosta Blvd and San Ramon Valley Blvd: Widen from six to eight lanes. Project is phased.	2017 TIP Update - Reprogram Other Local CON funds from FY14 to FY15 and FY17	NON-EXEMPT	2020
Contra Costa	CC-090023	230212	Concord	Concord Clayton Road/Treat Blvd Intersection Imps.	Concord: Clayton Rd and Treat Blvd: Constructing geometric improvements and upgrade traffic signal to improve operational efficiency and increase capacity	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT	2020
Contra Costa	CC-090026	98115	Concord	Ygnacio Valley/Kirker Pass Roads Widening	Concord: Ygnacio Valley / Kirker Pass Roads from Michigan Boulevard to Cowell Road: widen from 4 lanes to 6 lanes	2017 TIP Update - Update the funding plan to reprogram PE to FY17, ROW to FY19 and CON to FY21	NON-EXEMPT	2030

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Contra Costa	CC-130002	21211	BART	eBART Railroad Avenue Station	Pittsburg: on eBART corridor at Railroad Ave: Design and construction of station	2017 TIP Update - Reprogram \$9.9M in CON funds from FY19 to FY17, change the source for \$3.9M in CON from RTP-LRP to Other Local, \$2.4M in CON from RTP-LRP to Sales Tax and \$3.6M in CON from	NON-EXEMPT	2030
Contra Costa	CC-130005	240744	Pleasant Hill	Golf Club Rd Roundabout and Bike/Ped Improvements	Pleasant Hill: Golf Club Rd from CC Canal Regional Trail to east of Old Quarry Rd, Old Quarry Rd from Golf Club Rd to Chilpancingo Pkwy: Install bike/ped imprvmnts, construct roundabout, and rehab	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT - Not Regionally Significant Project	2040
Contra Costa	CC-130006	240744	Concord	Concord BART Station Bike/Ped Access Improvements	Concord: Near the Downtown Concord BART Station: Implement bike/ped access improvements including road diets, buffered bike lanes (0.7 mi), Class 2 bike lanes (0.6 mi), and Class 3 bike routes (0.1	2017 TIP Update - Update the funding plan to reprogram CON from FY16 to FY17	NON-EXEMPT - Not Regionally Significant Project	2040
Contra Costa	CC-130039	240744	Pittsburg	Pittsburg Multimodal Transit Station Access Imps.	In Pittsburg: At the Northeast corner of Railroad Ave and California Ave: Construct a Kiss-n-Ride lot, add a right-turn lane on California Ave and improve multi-modal access to eBART station.	2017 TIP Update	NON-EXEMPT - Not Regionally Significant Project	2040
Contra Costa	CC-130043	230685	BAIFA	CC I-680 Southern Segment Express Lanes	In Contra Costa County: On I-680 between Alcosta Boulevard and Livorna Road (northbound) and between Alcosta Boulevard and Rudgear Road (southbound); Convert existing HOV lanes to express lanes.	2017 TIP Update - Update the project name. Update the funding plan to reprogram \$317K in FY15 ROW Express Tolls and \$128K in FY14 PE Express Tolls to FY15 CON and add \$4.5M. Add \$3.4M in FY13	NON-EXEMPT	2020
Contra Costa	CC-130046	21205	CCTA	I-680 / SR 4 Interchange Reconstruction - Phase 3	In Pacheco: At the I 680/Route 4 interchange: Widen SR4 in the median to provide a third lane in each direction from Morello Avenue to Port Chicago (SR242). Work includes widening of bridges within	2017 TIP Update - Update the funding plan to change the source for \$31.5M from RIP to RTP-LRP, add \$3.2M in RTP-LRP and \$5.87M in Sales Tax and reprogram funds between years and phases	NON-EXEMPT	2030
Contra Costa	CC-130047	240746	Richmond	37th Street Bicycle & Pedestrian Improvements	Richmond: On 37th St from Cerritto Ave to Center Ave: Install bike lanes and pedestrian countdown heads and upgrade traffic signals; On 37th from Barrett to Chanslor: Implement road diet with one lane	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT - Not Regionally Significant Project	2040
Contra Costa	CC-150009	230550	CCTA	CCTA - Carshare 4 All	Contra Costa and Alameda Counties: Richmond, El Cerrito, and Oakland: The program will expand carshare access at transit locations. The expansion of round-trip carsharing services will reduce car	2017 TIP Update	NON-EXEMPT - Not Regionally Significant Project	2030
Contra Costa	CC-150013	94046	CCTA	SR 4 Integrated Corridor Management	Contra Costa County: Along SR 4 between I-80 in Hercules to the SR 4/SR 160 Interchange in the City of Antioch: Implement Integrated Corridor Management along corridor.	2017 TIP Update - Update the funding plan to add \$14.8M in FY21 CON RTP-LRP and \$200K in FY17 PSE Local Sales Tax funds and update scope and AQ description to reflect that project will be	NON-EXEMPT	2040
Contra Costa	CC-150017	21225	San Pablo	Rumrill Blvd Complete Streets Improvements	In San Pablo: Along Rumrill Boulevard between San Pablo Avenue to the North and Costa Avenue to the South; Complete Streets Improvements and road diet	2017 TIP Update	NON-EXEMPT - Not Regionally Significant Project	2040
Contra Costa	CC-170001	22613	Danville	San Ramon Valley Blvd Lane Addition and Overlay	In Danville: On San Ramon Blvd between Jewel Terrace and Podva Rd; Lane addition and rehabilitate roadway.	2017 TIP Update - Add a new non-exempt project into the TIP with \$791K in FY17 CON Sales Tax, \$10K in FY17 PE General Fund, \$67K in FY17 PSE Sales Tax, \$20K in FY17 PE Sales Tax, \$30K in FY17	NON-EXEMPT	2040

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Contra Costa	CC-170002	240588	BAIFA	CC-680 Northern Segment Express Lane - Southbound	In Contra Costa County: On I-680 Southbound from Benicia-Martinez Toll Plaza to El Cerro; convert HOV to express lanes and add/modify express lane elements. Project also references RTP ID 230685	2017 TIP Update - Amend a new non-exempt project into the TIP with \$1.0M in FY18 ROW Express Tolls, \$2M in FY18 CON Express Tolls, \$3.8M in FY13 ENV RM2, \$3.6M in FY16 PE Express Tolls and	NON-EXEMPT	2030
Contra Costa	CC-170003	240587	BAIFA	CC-680 Northern Segment Express Lane - Northbound	In Contra Costa County: On I-680 Northbound from Rudgear to Benicia-Martinez Bridge; convert HOV to express lanes, add express lane elements and provide operational improvements. Project also	2017 TIP Update - Amend a new project into the TIP with \$24.8M in FY21 CON RTP-LRP, \$900K in FY21 ROW RTP-LRP, \$2.0M in FY17 ENV Local, \$1.1M in FY21 ENV RTP-LRP, and \$3.1M in FY21 PE RTP-	NON-EXEMPT	2030
Marin	MRN050034	240691	TAM	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)	Marin and Sonoma Counties: From SR 37 in Novato to Old Redwood Highway in Petaluma; Convert expressway to freeway and widen to 6 lanes for HOV lanes.	2017 TIP Update - Update the funding plan to reprogram RTP-LRP from FY19 to FY21 and update the RTP ID to 240691	NON-EXEMPT	2040
Marin	MRN070006	240039	Novato	Novato Boulevard Widening, Diablo to Grant	Novato: Novato Blvd between Diablo and Grant Ave.: Improvements to roadway including including widening existing two/three lanes to four lanes and adding turn lanes, bike lanes, curbs, and sidewalks.	2017 TIP Update - Update the funding plan to reprogram \$2M in CON Sales Tax funds from FY16 to FY17 and change the source and program year for \$5.9M in CON funds from FY16 Sales Tax to FY21	NON-EXEMPT	2040
Marin	MRN110032	240714	San Anselmo	San Anselmo - Center Blvd Bridge Replace (27C0079)	San Anselmo: Center Blvd Bridge over San Anselmo Creek, at Sycamore Ave: Replace existing 2 lane bridge with 3 lane bridge	2017 TIP Update	NON-EXEMPT - Not Regionally Significant Project	2040
Marin	MRN110035	240748	Marin County	Mountain View Rd Bridge Replacement - 27C0154	Marin County: On Mountain View Rd. over San Geronimo Creek (Bridge No. 27C0154) near the intersection with Sir Francis Drake Blvd: Replace existing one-lane bridge with a new two-lane bridge	2017 TIP Update	NON-EXEMPT - Not Regionally Significant Project	2040
Marin	MRN130001	240034	GGBHTD	Larkspur Ferry Terminal Parking Garage	In Larkspur: At the Larkspur Ferry Terminal (LFT): construct a new three story parking structure	2017 TIP Update - Update the funding plan to reprogram \$500K in PE Local funds from FY15 to FY18 and \$3.5M in CON RTP-LRP from FY20 to FY21	NON-EXEMPT	2040
Marin	MRN150006	240735	GGBHTD	GGBHTD: Bldg Ridership to Meet Capacity Campaign	Golden Gate Bridge, Highway and Transportation District: Systemwide: Begin several marketing campaigns in the next year focusing on promoting Golden Gate Transit and Golden Gate Ferry use	2017 TIP Update - Update the funding plan to reprogram \$210K in CON CMAQ and \$27K in CON Local from FY16 to FY17	NON-EXEMPT - Not Regionally Significant Project	2040
Marin	MRN150009	240758	MTC	Richmond-San Rafael Bridge Access Improvements	In Contra Costa and Marin Counties: On I-580/Richmond-San Rafael Bridge: Convert existing shoulders to an automobile travel lane (EB) and a bike/ped path, construct bike/ped path in Contra Costa	2017 TIP Update - Update the funding plan to reprogram \$5M in CON RM1 funds from FY16 to FY17	NON-EXEMPT	2020
Marin	MRN150010	21017	MCTD	MCTD - Relocate Transit Maint. Facility - PE only	In Marin County: Relocate contractor maintenance facilities in a centralized location, including bus parking and three maintenance bays. This project listing includes only the PE phase of this project.	2017 TIP Update	NON-EXEMPT	2040
Multi-County	MTC050027	22511	WETA	Ferry Service - Berkeley/Albany	WETA: Berkeley/Albany: Provide ferry service from Berkeley/Albany to San Francisco.	2017 TIP Update - Update the funding plan to remove \$12.0M in FY15 CON RM2, \$2.5M in FY10 CON Prop 1B, \$20.0M in FY14 CON Prop 1B, \$20.5M in FY19 CON RTP-LRP. Reprogram \$5.0M in CON	NON-EXEMPT	2040

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Multi-County	MTC050029	230581	WETA	SF Ferry Terminal/Berthing Facilities	WETA: San Francisco: At the Ferry Terminal; Construct additional ferry docking/berthing facilities in the South Basin to improve ferry access and support WETA berthing/maintenance operational needs.	2017 TIP Update - Update the funding plan to reflect that only the South Basin Improvements will be implemented on this listing including adding \$4M in FY17 CON FTA Passenger Ferry Program (Other	NON-EXEMPT	2020
Multi-County	REG070003	22509	WETA	Treasure Island Ferry Service	Treasurer Island: Implement new ferry transit service between Treasure Island and San Francisco/East Bay locations.	2017 TIP Update - Retain this project in the TIP for informational purposes as additional federal funds are expected	NON-EXEMPT	2040
Multi-County	REG090003	230419	MTC	Freeway Performance Initiative (FPI)	Regionwide: Design, implement and maintain ramp metering, Traffic Operation Systems (TOS), and other Freeway Performance Initiative (FPI) projects on major congested freeways throughout the region.	2017 TIP Update - Update the funding plan to reprogram \$100K from FY16 PE to FY17 ROW to match obligation	NON-EXEMPT	2040
Multi-County	REG090037	94525	BART	BART: Railcar Procurement Program	BART: Procure 790 Railcars (includes the replacement of 669 Railcars)	2017 TIP Update - Update the funding plan to change the source for \$907K in CON from Other Local to RTP-LRP and \$80M in CON from CMAQ to RTP-LRP and reprogram all RTP-LRP to FY21	NON-EXEMPT	2040
Multi-County	REG130004	240741	BAIFA	Regional Express Lane Network	Region-wide: Program-level project costs to support the Regional Express Lane Network deployment including: Program costs (planning, coordination, & management); Centralized toll system costs;	2017 TIP Update - Update description and funding plan to remove \$156.8M in Express Tolls, \$34.0M in RTP-LRP, and \$6.3M in RM2 as scope and funding is being split out to ALA170006, CC-170002, CC-	NON-EXEMPT	2040
Multi-County	REG150001	22009	Caltrans	Oakland to San Jose Double Track (Segment 2A)	Between Oakland and San Jose: On UPRR Niles subdivision from MP 6 to MP 35, and the Coast subdivision MP 13 to MP 35, and on the Caltrain Right of Way MP 44 to MP 48: Construct a second mainline	2017 TIP Update. ITIP funds are proposed for deletion in the 2016 STIP - changed \$7 M to RTP-LRP funds.	NON-EXEMPT	2040
Multi-County	SON090002	240736	SMART	Sonoma Marin Area Rail Corridor	Between Sonoma and Marin Counties: Implement passenger rail service and non-motorized pathway on NWP rail line. Project also references RTP ID 22001	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT	2040
Multi-County	VAR170003	230656	BAIFA	ALA/CC-80 and Bay Bridge Approach Express Lanes	In Alameda/Contra Costa counties; On I-80 from the Carquinez Bridge to Powell and the Bay Bridge Approaches; Convert HOV lanes to express lanes. Project also references RTP IDs 230657 and 240741	2017 TIP Update - Amend a new project into the TIP with \$5.0M in FY13 ENV RM2, \$3.0M in FY21 ROW RTP-LRP, \$4.8M in FY21 ENV RTP-LRP, \$9.8M in FY21 PE RTP-LRP, and \$75.7M in FY21 CON RTP-LRP	NON-EXEMPT	2030
Napa	NAP010008	94152	Caltrans	SR 12 (Jamieson Canyon Road) Widening	In Napa and Solano Counties: SR 12 between SR 29 and I-80 (Jamieson Canyon): Rehab roadway and expand from two to four lanes.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT	2020
Napa	NAP050009	21017	Napa Vine	Park & Ride Lots in Napa County	Napa County: American Canyon, and Calistoga/St. Helena/Yountville ; Construct Park and Ride Lots.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT	2040
Napa	NAP110029	240057	American Canyon	Eucalyptus Drive Realignment Complete Streets	American Canyon: Eucalyptus Dr. from Theresa Rd to Hwy 29: Extend roadway and reconfigure intersection of Eucalyptus Dr and Hwy 29 and Eucalyptus Drive and Theresa Road. Create complete street	2017 TIP Update - Update the funding plan to remove \$1.7M in CON RIP, add \$908K in PSE Local and \$502K in CON Local and reprogram PSE from FY17 to FY18 and CON from FY19 to FY21	NON-EXEMPT - Not Regionally Significant Project	2040
Napa	NAP130006	230392	American Canyon	Devlin Road and Vine Trail Extension	American Canyon: Devlin Road from the southern terminus 2,500 feet south to Green Island Road: Construct roadway extension and Class I multipurpose path	2017 TIP Update	NON-EXEMPT - Not Regionally Significant Project	2020
San Francisco	SF-010015	21342	TBJPA	Transbay Term/Caltrain Downtown Ext - Ph.1	San Francisco: Transbay Transit Center; Replacement and expansion of the terminal at the present site.	2017 TIP Update - Update the funding plan to add \$360M in FY17 CON Other Local funds	NON-EXEMPT	2020

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San Francisco	SF-010037	21510	SFMTA	SF Muni Third St LRT Phase 2 - New Central Subway	San Francisco: North-south alignment under 4th St. to Market, then under Geary to Stockton & under Stockton to Clay St; Extend the Light Rail line project includes procurement of four LRVs.	2017 TIP Update	NON-EXEMPT	2020
San Francisco	SF-010038	21549	SF DPW	Bayview Transportation Improvements	In San Francisco: From US 101 to the Hunters Point Shipyard along: 25th, I280-Illinois; Cesar Chavez, US101-Illinois; Illinois, 25th-Cargo; Cargo, Illinois-Jennings; Jennings, Cargo-Evans; Evans, Cesar	2017 TIP Update-Update the description to clarify scope and update the funding plan to reprogram \$212K in Local from FY15 ROW to FY17 CON, \$288K in Local ROW from FY15 to FY19, \$500K in CON	NON-EXEMPT	2030
San Francisco	SF-050002	230290	TBJPA	Transbay Terminal/Caltrain Downtown Ext: Ph. 2	San Francisco: Transbay Terminal; Extend Caltrain commuter rail service from Fourth/Townsend to Transbay Transit Center.	2017 TIP Update - Update the funding plan to remove \$360M in RTP-LRP and reprogram remaining RTP-LRP from FY19 to FY21	NON-EXEMPT	2030
San Francisco	SF-070003	22415	SFMTA	Historic Streetcar Extension to Fort Mason	San Francisco: From Fisherman's Wharf through National Park Service lands in Aquatic Park to Fort Mason; Extend the E-line or the current F-line service.	2017 TIP Update - Update the funding plan to reprogram RTP-LRP funds from FY19 to FY21 and add \$18.6M in FY21 PE RTP-LRP	NON-EXEMPT	2030
San Francisco	SF-070004	230164	SF County TA	Geary Bus Rapid Transit	Muni: On Geary Boulevard; Design and implement a BRT project.	2017 TIP Update - Update the funding plan to change the source for \$6.8M in RTP-LRP to Sales Tax and \$6.8M in RTP-LRP to Local and reprogram funds between years and	NON-EXEMPT	2030
San Francisco	SF-070005	230161	SFMTA	Van Ness Avenue Bus Rapid Transit	Muni: On Van Ness Avenue from Mission to Lombard; Design and implement a BRT project. Project is phased. Project also references RTP IDs 240745 and 240471	2017 TIP Update	NON-EXEMPT	2020
San Francisco	SF-090004	230490	SF DPW	Harney Way Roadway Widening	In San Francisco: Harney Way from US 101 to Jamestown:Improvements including right-of-way engineering, land acquisition for future widening of roadway, design, landscaping and sidewalk	2017 TIP Update - Update the funding plan to reprogram \$205K in ROW Local from FY15 to FY17, \$10.1M in CON RTP-LRP from FY20 to FY21, and \$12.0M in CON Private and \$320K in CON Local funds	NON-EXEMPT	2030
San Francisco	SF-090012	240309	SFMTA	Additional Light Rail Vehicles to Expand Muni Rail	SFMTA: Procure 20 expansion light rail vehicles (LRVs).	2017 TIP Update - Update the funding plan to change the source and program year for \$2M in CON funds from FY19 RTP-LRP to FY20 Other Local and reprogram \$122M in RTP-LRP from FY19 to FY21	NON-EXEMPT	2030
San Francisco	SF-090016	240147	SFMTA	Transit Center in Hunters Point	Muni:Transit Center in Hunters Point; Construct 10 bays, Low-level platform, Operator restroom, bus shelters,Electrical ductbank for MUNI power,etc	2017 TIP Update - Update the funding plan to change the source and program year for \$13.7M in CON funds from FY19 Private funds to FY21 RTP-LRP	NON-EXEMPT	2030
San Francisco	SF-090018	240309	SFMTA	Oakdale-Palou Interim High-Capacity Bus Corridor	Muni: Transit Preferential improvements for the Palou Avenue corridor, including bus bulbs, up to six traffic signals with transit signal priority, new bus shelters and pedestrian safety treatments.	2017 TIP Update - Update the funding plan to reprogram RTP-LRP funds from FY19 to FY21	NON-EXEMPT	2030
San Francisco	SF-090019	240147	SFMTA	Extended Trolleybus Service into Hunters Point	SFMTA: Procure 10 electric trolley vehicles and construct 1 mile overhead wire infrastructure to extend High-Capacity Bus Service from existing transit corridor in the Bayview to Hunters Point (24	2017 TIP Update - Update the project description to reflect increase in scope to 10 electric trolley vehicles, update the RTP reference to 240147 and update the funding plan to reprogram RTP-LRP funds	NON-EXEMPT	2030
San Francisco	SF-090020	240147	SFMTA	Geneva Harney BRT Infrastructure: Central Segment	SFMTA: From Executive Park/Harney Way under US 101 to SF/Daly City line on Geneva Avenue: Construct bus rapid transit facilities	2017 TIP Update - Update description to change eastern limit to Executive Park/Harney Way. Update the funding plan to change the source for \$1.3M from RTP-LRP to Sales Tax and \$4.8M from RTP-LRP to	NON-EXEMPT	2030

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San Francisco	SF-090023	240147	SFMTA	Geneva Harney BRT Infrastructure: Eastern Segment	SFMTA: Bayview and Hunters Point: from Executive Park/Harney Way to Hunters Point Transit Center via Candlestick/Hunters Pt. Shipyard development: Construct extension of Geneva Harney BRT. Project	2017 TIP Update - Update the project name and description. Update the funding plan to change the source for \$2M in FY20 CON funds from RTP-LRP to Other Local, reprogram remaining CON RTP-LRP	NON-EXEMPT	2030
San Francisco	SF-090032	240171	SFMTA	SFMTA: Muni Forward Capital Implementation Program	SFMTA: Design and construction of investments focused on reliability improvements, travel time reductions, and Muni route updates. This is a phased project.	2017 TIP Update - Update the funding plan to add \$17M in Sales Tax and \$134M in Local	NON-EXEMPT	2030
San Francisco	SF-110002	240358	SFMTA	Mission Bay/UCSF Multi-Modal Transportation Imps.	San Francisco: Mission Bay: street additions, connections, realignments, improvements and enhancements; widen I-280/Mariposa off-ramp; and construct a transit loop for the T-third light rail line.	2017 TIP Update - Update the funding plan to remove \$35.0M in RTP-LRP, reprogram RTP-LRP from FY19 to FY21 and reprogram \$2M in CON from FY15 to FY17	NON-EXEMPT	2030
San Francisco	SF-110006	240163	SF DPW	Hunters Pt Shipyard and Candlestick Pt Local Roads	In San Francisco: Hunters Point Shipyard and Candlestick Point: Implement new local streets to support multi-modal mixed use development. The project is phased.	2017 TIP Update - Update the funding plan to reprogram \$28M in ROW Developer Fee funds from FY19 to FY21 and \$303M in CON Developer Fee funds from FY19 to FY21	NON-EXEMPT	2030
San Francisco	SF-110045	240526	SFMTA	SFMTA: 8X Customer First Program	San Francisco: 8X line: Implement Transit Corridor Improvements including colorizing existing dedicated transit lanes, TSP, wayfinding improvements and transit arrival prediction sign, vehicle branding,	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT	2020
San Francisco	SF-110049	240728	SF County TA	Treasure Island Congestion Pricing Program	San Francisco: Treasure Island: Implement Congestion Pricing Program. project is phased	2017 TIP Update - Update the funding plan to reprogram \$1.0M in FY21 RTP-LRP from CON to PE & PSE, \$110K in PE Sales Tax from FY16 to FY17, and \$417K in Local from FY18 CON to various years &	NON-EXEMPT	2040
San Francisco	SF-130001	240155	SF DPW	SF- Better Market Street Transportation Elements	In San Francisco: Market St from Steuart St to Octavia Blvd: improve roadway, including resurfacing, sidewalk and transit boarding improvements, transit connections, traffic signals, transportation	2017 TIP Update - Update the funding plan to change the source for \$1M in CON from RTP-LRP to Local and reprogram ROW Local from FY16 to FY18, CON Local from FY17 to FY19 and CON RTP-LRP from	NON-EXEMPT	2030
San Francisco	SF-130002	240399	SFMTA	Implement Parkmerced Street Network	In San Francisco: Implement Parkmerced Street Network (includes a new street network, traffic calming, pedestrian improvements, biking improvements, streetscape improvements, and transit/shuttle	2017 TIP Update	NON-EXEMPT	2040
San Francisco	SF-130003	240545	SFMTA	19th Ave. & Parkmerced M-Line Realignment	In San Francisco: Extend light rail corridor into Parkmerced development project, add three new light rail stations and facilities. Add rail track and operator support facilities.	2017 TIP Update	NON-EXEMPT	2030
San Francisco	SF-130004	240400	SF County TA	Treasure Is/Yerba Buena Is Street Improvements	On Treasure Island: Implement Treasure Island/Yerba Buena Island street network. Project includes a new street network, traffic calming, bike & pedestrian improvements, streetscape and transit/shuttle	2017 TIP Update - Update the funding plan to reprogram \$44.5M in CON Private Joint Developer funds from FY19 to \$4.0M in FY20, \$5.0M in FY21, and \$35.5M in FY22	NON-EXEMPT	2040
San Francisco	SF-130005	240730	SF County TA	Treasure Island Pricing Mobility Improvements	In Treasure Island: Pricing Program Mobility Improvements including Transit Capital and maintenance improvements. The project is phased	2017 TIP Update - Update the funding plan to change the source for \$3.7M from developer fees to RTP-LRP and \$1M from Local to RTP-LRP, reprogram CON developer fees from FY19 to FY18 and	NON-EXEMPT	2040

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San Francisco	SF-130006	240147	SF DPW	Southeast Waterfront Transportation Improvements	San Francisco: Between HP Shipyard and Candlestick Pt: improve roadways to facilitate 5-mile, multi-modal corridor, connecting project area with the Bayshore Intermodal Station. Project development and	2017 TIP Update - Update the funding plan to reprogram \$100M in CON Local funds from FY19 to FY20 and \$47.7M in CON RTP-LRP funds from FY19 to FY21	NON-EXEMPT	2030
San Francisco	SF-130007	240370	SF DPW	HOPE SF Street Grid Phase 1	In San Francisco: Hunters View in Southeast at the intersections of Evans and Middle Point Road: realign existing streets and add new streets at public housing sites to improve transit, walking, and biking.	2017 TIP Update - Update the mode and submode to include bus. Update the funding plan to reprogram \$2.0M in CON Local funds from FY16 to FY17	NON-EXEMPT	2030
San Francisco	SF-130011	240490	SF DPW	SF- Second Street Complete Streets and Road Diet	In San Francisco: On Second Street between Market and King; Design and construct a complete streets project including the removal of a vehicular travel lane from Market to Townsend	2017 TIP Update	NON-EXEMPT - Not Regionally Significant Project	2040
San Francisco	SF-130015	240486	SFMTA	Mansell Corridor Complete Streets	San Francisco: Mansell Ave from University to Brazil and Persia St from Brazil to Dublin: Implement complete streets improvements, including reduced, separated and relocated vehicular lanes, and bike/ped	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT - Not Regionally Significant Project	2040
San Francisco	SF-130017	240728	SF County TA	SF Downtown Congestion Pricing (NE Cordon)	San Francisco: In the northeast part of the city bounded by Laguna, Guerrero, and 18th St: Implement or pilot a mobility improvement and congestion pricing program charging a peak hour toll (capped at	2017 TIP Update - Update the funding plan to change the funding source of \$2.0M from RTP-LRP to Local funds and reprogram from FY19 to FY17, reprogram remaining RTP-LRP to FY21	NON-EXEMPT	2040
San Francisco	SF-130019	240544	SFMTA	Eddy and Ellis Traffic Calming Improvement Project	San Francisco: On Eddy St between Leavenworth and Cyril Magnin and on Ellis St between Jones and Cyril Magnin: Convert one-way streets to two-way streets and implement pedestrian and traffic calming	2017 TIP Update	NON-EXEMPT - Not Regionally Significant Project	2040
San Francisco	SF-130021	240731	Port of SF	Pier 70 19th Street & Illinois Street Sidewalk	San Francisco: 19th St from Illinois St to approximately 600' east: Construct new 19th St roadway and bike/ped improvements; On Illinois Street from 18th and 19th: construct new sidewalk and other	2017 TIP Update	NON-EXEMPT - Not Regionally Significant Project	2040
San Francisco	SF-150008	240490	SF County TA	Quint-Jerrold Connector Road	San Francisco: From Oakdale Ave to Jerrold Ave: Provide an alternate access route between Oakdale and Jerrold Avenues and across the Caltrain tracks, to be coordinated with Caltrain's Quint Street Bridge	2017 TIP Update - Update the funding plan to change the source for \$234K from Sales Tax to Local, add \$1.76M in Other Local, and \$851K in RTP-LRP and reprogram funds between years and phases	NON-EXEMPT - Not Regionally Significant Project	2040
San Francisco	SF-170001	240415	Port of SF	Mission Bay Ferry Terminal	San Francisco: At the eastern terminus of 16th St: Construct new ferry landing to service San Francisco Mission Bay and Central Waterfront as a part of the Bay area ferry transit system	2017 TIP Update - Add a new project into the TIP with \$3.4M in FY16 PE Local Operating Funds, \$1M in FY17 PE Local, \$1M in FY9 CON Local, \$8.5M in FY21 CON RTP-LRP, and \$3.6M in FY21 PSE RTP-LRP	NON-EXEMPT	2030
San Francisco	SF-990004	240309	SFMTA	Islais Creek Motor Coach Facility	Muni: Islais Creek Motor Coach Facility; Develop a new operating division to replace the Kirkland motor coach operating facility when it is vacated for redevelopment. Phase 2 will construct a Maintenance	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT	2030
San Francisco	SF-991030	94089	SF County TA	US 101 Doyle Drive Replacement	San Francisco: US 101 (Doyle Drive) from Lombard Street/Richardson Avenue to Route 1 Interchange; Replace/rehabilitate roadway.	2017 TIP Update - Update the funding plan to reprogram \$28.6M in FY15 CON SHA, \$7.5M in FY16 CON SHA, \$122.9M in FY17 CON SHA, and \$907.4M in FY18 CON SHA to \$21.2M in FY19 CON SHA,	NON-EXEMPT	2040

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San Mateo	SM-050001	98204	Pacifica	SR 1 - Fassler to Westport Drive Widening	In Pacifica: Route 1 between Fassler Ave. & Westport Dr.; Add an additional lane in each direction.	2017 TIP Update - Update the funding plan to reprogram \$5.6M in PSE Sales Tax to FY18, \$700K in ROW Sales tax and \$6.9M in ROW RIP to FY19, \$1.9M in CON Local to FY20 and \$31M in CON RTP-LRP to	NON-EXEMPT	2030
San Mateo	SM-050027	21603	Redwood City	US 101 / Woodside Interchange Improvement	Redwood City: US101/Woodside; Reconstruct and reconfigure interchange.	2017 TIP Update - Update the funding plan to reprogram \$38.3M in CON RTP-LRP funds from FY19 to FY21	NON-EXEMPT	2030
San Mateo	SM-070008	240048	Caltrain	Caltrain South Terminal Phase II and III	Phase II of this project is to construct an additional mainline track and new signal controls just north of Diridon Station. Phase III is to install an additional mainline track and signal controls just south of	2017 TIP Update	NON-EXEMPT	2020
San Mateo	SM-090004	22756	Brisbane	US 101/Candlestick Interchange	In San Mateo County: U.S. 101/Candlestick Point Interchange - Reconfigure interchange to allow for safer and better flow of traffic	2017 TIP Update - Update the funding plan to reprogram \$1.5M in CON Local and \$11.5M in CON RTP-LRP from FY19 to FY23 and \$400K in PE Local Sales Tax from FY15 to	NON-EXEMPT	2030
San Mateo	SM-090007	230428	Redwood City	Blomquist Street Extension	In Redwood City: On Blomquist Street; extend from Seaport Blvd to Bair Island Road. Project may be phased.	2017 TIP Update - Update the mode and submode. Update the funding plan to reprogram \$100K in PE Local from FY15 to FY17 and \$3.9M in CON RTP-LRP from FY20 to FY21 and add \$500K in FY20 CON	NON-EXEMPT	2040
San Mateo	SM-090008	230417	San Carlos	US101/Holly Interchange modification	City of San Carlos: At Holly St./ 101 Interchange Modification;Widen east bound to north bound ramp to two lanes and eliminate north bound to west bound loop	2017 TIP Update - Update the funding plan to reprogram \$2.0M in CON Local from FY18 to FY17. Reprogram and change the funding source of \$10.7M in CON from FY19 RTP-LRP to FY17 Local Sales Tax	NON-EXEMPT	2020
San Mateo	SM-090009	21604	SMCTA	US 101 Aux lanes from Sierra Point to SF Cnty Line	San Mateo County: On US 101 from Sierra Point to SF County Line; Construct auxiliary lanes or managed lanes. Project also references RTP ID 240060 for managed lanes	2017 TIP Update - Update description. Update funding plan to reprogram \$4.3M in CON RTP-LRP from FY19 to FY21 and add \$60.7M. Reprogram and change the funding source of \$500K in ENV from	NON-EXEMPT	2030
San Mateo	SM-090014	22282	CCAG	Improve US 101 operations near Rte 92	City of San Mateo:On US 101; Operational improvements near Route 92	2017 TIP Update - Note: Pending CTC 2016 STIP approval. Update the funding plan to reprogram \$2.41M in ENV RIP from FY17 to FY20, \$3.2M in PSE RIP from FY18 to FY21, and \$18.2M in CON RIP funds	NON-EXEMPT	2030
San Mateo	SM-090015	22751	Half Moon Bay	Route 1 improvements in Half Moon Bay	In Half Moon Bay: On Route 1; Improve safety on Route 1, including adding protected left and right turn lanes at Route 1, adding through lanes on Route 1 at signalized intersections, and constructing new	2017 TIP Update - Update the funding plan to reprogram \$600K in PE Local Sales Tax from FY14 to FY17, \$2.0M in CON Local Sales Tax from FY18 to FY20, and \$4.4M in CON RTP-LRP from FY19 to FY21	NON-EXEMPT	2030
San Mateo	SM-110002	22120	WETA	WETA: Redwood City Ferry Service	WETA: Redwood City; Implement ferry transit service between Redwood City and San Francisco	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT	2030
San Mateo	SM-110003	22279	SSF	US 101/Produce Avenue Interchange	South San Francisco: On US Highway 101 from Utah Avenue on the east side to the vicinity of Produce Avenue on the west side: Construct a local interchange	2017 TIP Update - Update the funding plan to change the source for \$1.57M from RTP-LRP to Local and for \$430K from RTP-LRP to Sales Tax, reprogram funds between years and phases and add \$2.62M	NON-EXEMPT	2040
San Mateo	SM-130021	230430	Burlingame	Carolan Ave Complete Streets and Road Diet	Burlingame: Carolan Ave between Broadway and Oak Grove Ave: Implement road diet by converting a 4-lane roadway into a 2-lane roadway with a center turn lane, Class II bike lanes, and intersection	2017 TIP Update	NON-EXEMPT - Not Regionally Significant Project	2040

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San Mateo	SM-150017	240060	CCAG	US 101 HOV/ HOT from Santa Clara to I-380	In San Mateo County: On US 101 between the Santa Clara County Line (P.M. 20.6 in SCL)and I-380: Install an HOV or Express Lane. Project also references RTP ID 240466.	2017 TIP Update - Update the funding plan to change the source and program year for \$8.5M in ENV funds from FY19 RTP-LRP to FY17 Sales Tax, reprogram RIP and RTP-LRP funds to FY22 and remove	NON-EXEMPT	2030
San Mateo	SM-170003	22271	San Bruno	SR-35 (Skyline Blvd) Widening from I-280 to Sneath	Widens Skyline Blvd. (SR 35) between I-280 and Sneath Lane. It is currently the last portion of what is otherwise a four lane roadway along Skyline Blvd. The project widens approximately 1.3 miles of the	2017 TIP Update - Amend a new nonexempt project into the TIP with \$500K in FY17 ENV Local Sales Tax and \$350K in FY16 PE Local Sales Tax funds and \$3.6M in CON RTP-LRP funds	NON-EXEMPT	2030
San Mateo	SM-170004	240067	Pacifica	Manor Drive Overcrossing and Milagra On Ramp	In Pacifica: Hwy 1 and Manor Drive I/C: Widen the existing overcrossing; Hwy 1 and Milagra: Construct a new on-ramp; Both intersections: install signals	2017 TIP Update - Amend a new nonexempt project into the TIP with \$16.0M in FY21 CON RTP-LRP and \$1.0M in FY17 ENV Local funds	NON-EXEMPT	2030
Santa Clara	BRT030001	240375	VTA	BART - Berryessa to San Jose Extension	BART: Extend BART from Berryessa Station to San Jose and Santa Clara. (Please see expanded project description for more details.)	2017 TIP Update - Update the funding plan to reprogram \$1.3B in CON RTP-LRP funds to FY21	NON-EXEMPT	2030
Santa Clara	SCL030006	21785	San Jose	US 101 / Blossom Hill I/C Reconst & Road Widening	San Jose: US-101/Blossom Hill Rd interchange; widen Blossom Hill Road and reconstruct interchange to provide an additional lane in each direction, including the bridge structure over US-101 plus other	2017 TIP Update - Update the funding plan to reprogram RTP-LRP from FY19 to FY21	NON-EXEMPT	2030
Santa Clara	SCL050009	22956	VTA	Capitol Expressway LRT Extension- Phase II	In the East Valley: The Capitol Avenue light rail line from the existing Alum Rock Transit Center to a rebuilt Eastridge Transit Center (2.6 miles): provide light rail extension	2017 TIP Update - Update the funding plan to reprogram and change the funding source of \$170M in CON funds from FY19 Sales Tax to FY21 RTP-LRP	NON-EXEMPT	2040
Santa Clara	SCL070004	22965	San Jose	US 101 / Mabury New Interchange	In San Jose: US 101/Mabury interchange; Construct full interchange.	2017 TIP Update - Update the funding plan to reprogram CON funds from FY19 to FY21 and retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT	2030
Santa Clara	SCL090003	230449	San Jose	San Jose Charcot Avenue Extension Over I-880	San Jose: Charcot Avenue Extension over I-880; Extend new 2-lane roadway with bike lanes and sidewalks providing new multi-modal connection to the North San Jose employment center.	2017 TIP Update - Update the funding plan to reprogram CON RTP-LRP from FY19 to FY21	NON-EXEMPT	2030
Santa Clara	SCL090004	230452	San Jose	Downtown San Jose Bike Lanes and De-couplet	In San Jose: Ph 1: Reduce lanes, add bike lanes and bike/ped accessibility improvements on Almaden Ave and Vine St. Ph 2: Convert one-way couplets to two-way streets; reduce lanes; add bike lanes on:	2017 TIP Update - Update the funding plan to reprogram RTP-LRP from FY19 to FY21	NON-EXEMPT	2030
Santa Clara	SCL090005	230201	San Jose	Coleman Avenue Widening from I-880 to Taylor St.	In San Jose: Coleman Ave from I880 to Taylor St: Widen from 4 to 6 lanes.	2017 TIP Update - Update the funding plan to reprogram \$10M in CON RTP-LRP from FY19 to FY21	NON-EXEMPT	2020
Santa Clara	SCL090016	230294	VTA	New SR152 Alignment Study	Santa Clara/ San Benito counties: Complete PA&ED for new alignment of SR152 between US101 and SR156 in Santa Clara and San Benito counties.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing. Update the expanded project description for clarity	NON-EXEMPT	2030
Santa Clara	SCL090017	230273	Santa Clara Co	Montague Expwy Widening - Trade Zone-I-680	In Santa Clara County: Widen Montague Expressway between Trade Zone and I-680.	2017 TIP Update - Update the funding plan to reprogram \$2M in CON funds from FY19 to FY20 and \$11.5M in CON funds from FY19 to FY21	NON-EXEMPT	2030
Santa Clara	SCL090019	21922	San Jose	San Jose International Airport People Mover	In San Jose: Provide an automated transit service that connects the San Jose Mineta International Airport to VTA's Guadalupe LRT, Caltrain and future BART stations as well as provide circulation within the	2017 TIP Update - Update the funding plan to reprogram \$33.4M in ROW RTP-LRP and \$51.5M in PSE RTP-LRP funds from FY19 to FY21	NON-EXEMPT	2040

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Santa Clara	SCL090030	240439	VTA	SR 85 Express Lanes	In Santa Clara County: Implement roadway pricing on SR 85 carpool lane from US 101 in San Jose to US 101 in Mountain View.	2017 TIP Update - Update description and update the funding plan to change the source for \$17M in FY19 funds from RTP-LRP to Other Local, add \$5.5M in PE Local, add \$500K in ROW RTP-LRP and	NON-EXEMPT	2030
Santa Clara	SCL090040	98119	VTA	LRT Extension to Vasona Junction	In Campbell: Extend the light-rail line from the existing Winchester Station to a new Vasona Junction Station, near Route 85.	2017 TIP Update - Update the funding plan to reprogram \$1M in CON Local from FY16 to FY20 and \$150M in CON RTP-LRP funds from FY19 to FY21	NON-EXEMPT	2040
Santa Clara	SCL110002	240466	VTA	Santa Clara County - US 101 Express Lanes	In Santa Clara County: From Dunne Avenue in Morgan Hill to San Mateo County line in Palo Alto: Implement roadway pricing on US 101 carpool lane	2017 TIP Update - Update description. Update funding plan to add \$1.2M in RTP-LRP and \$4.8M in Local funds and reprogram funds between years and phases	NON-EXEMPT	2030
Santa Clara	SCL110005	240374	VTA	BART - Warm Springs to Berryessa Extension	In Santa Clara County: This project will extend BART from Warm Springs to the future Berryessa Station in San Jose, California.	2017 TIP Update	NON-EXEMPT	2020
Santa Clara	SCL110006	230200	San Jose	San Jose - Autumn Street Extension	In San Jose: Autumn St between Julian Street and San Carlos Street: Widen, partially realign, and extend Autumn Street to adequately accommodate projected traffic demand.	2017 TIP Update - Update the funding plan to reprogram RTP-LRP from FY19 to FY21	NON-EXEMPT	2030
Santa Clara	SCL110007	22186	Santa Clara Co	San Tomas Expressway Widening	In Santa Clara County: Widen San Tomas Expressway between El Camino Real and Williams Road including adding sidewalks. Project is phased.	2017 TIP Update - Update the funding plan to reprogram \$2M in CON local from FY15 to FY20, \$7.64M in PE RTP-LRP from FY20 to FY21 and \$7.9M in CON RTP-LRP from FY19 to FY21	NON-EXEMPT	2030
Santa Clara	SCL110008	240463	VTA	SR 237 Express Lanes: Zanker Rd to Mathilda Ave	In Santa Clara County: Implement roadway pricing on SR 237 carpool lane.	2017 TIP Update - Update the funding plan to add \$5.9M in Local funds and \$8.1M in CON RTP-LRP and reprogram funds between years and phases	NON-EXEMPT	2030
Santa Clara	SCL110009	240119	VTA	El Camino Real Bus Rapid Transit	In Santa Clara County: Implement Bus Rapid Transit improvements on El Camino Real/The Alameda including: dedicated guideways, signal prioritization, low-floor boarding, ticket vending machines,	2017 TIP Update - Update the funding plan to reprogram CON RTP-LRP funds from FY19 to FY21	NON-EXEMPT	2030
Santa Clara	SCL110010	240118	VTA	VTA: Stevens Creek Bus Rapid Transit	In Santa Clara County: Stevens Creek corridor: Implement Bus Rapid Transit improvements including dedicated guideways, signal prioritization, low-floor boarding, ticket vending machines, premium BRT	2017 TIP Update - Update the funding plan to change the source and program year for \$10.9M in PSE and \$142.6M in CON from FY20 Sales Tax to FY21 RTP-LRP	NON-EXEMPT	2020
Santa Clara	SCL130001	240443	VTA	SR 237/US 101/Mathilda Interchange Modifications	In Sunnyvale: Modify US 101/Mathilda and SR 237/Mathilda interchanges to relieve congestion and improve local circulation.	2017 TIP Update - Update project sponsor. Update the funding plan to add \$4M in CON RTP-LRP, change the source for \$4M from Local to RTP-LRP and reprogram funding among years	NON-EXEMPT	2030
Santa Clara	SCL130002	240477	VTA	SR 237 Express Lanes : Mathilda Avenue to SR 85	In Santa Clara County: Build new HOV/express lanes on SR 237 between Mathilda Avenue and SR 85.	2017 TIP Update - Update the funding plan to reprogram \$2M in ENV Local to FY18, \$2M in PSE Local and \$1.2M in ROW Local to FY20, \$3.2M in RTP-LRP to FY21 ENV, \$13.3M in RTP-LRP to FY21 PSE,	NON-EXEMPT	2030
Santa Clara	SCL150018	230550	VTA	Peery Park Rides	In Sunnyvale: Peery Park area: Implement flexible transit service as part of a trip reduction strategy	2017 TIP Update	NON-EXEMPT - Not Regionally Significant Project	2030

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Solano	SOL030002	21341	Fairfield	Fairfield/Vacaville Intermodal Rail Station	In Fairfield: Capitol Corridor; Construct train station with passenger platforms, pedestrian undercrossing, highway overcrossing, park and ride lot, bike and other station facilities. Project is phased.	2017 TIP Update - Update the funding plan to reprogram \$1.3M in CON Prop-1B and \$298K in Private-Developer funds from FY15 to FY17 and \$14.7M in CON RTP-LRP from FY19 to FY21	NON-EXEMPT	2030
Solano	SOL070020	230687	STA	I-80/I-680/SR 12 Interchange Project	Fairfield: Improve I-80/I-680/Route 12 I/C(Ph 1), including connecting I-80 to SR 12 W, I-680 NB to SR 12W (Jameson Canyon), I-80 to I-680 (+ Express Lane Direct connectors), build local I/C and build	2017 TIP Update - Update the funding plan to reprogram RTP-LRP from FY19 to FY21	NON-EXEMPT	2040
Solano	SOL090001	240210	Vacaville	I-505/Vaca Valley Off-Ramp and Intersection Imprv.	Vacaville: I-505 at Vaca Valley Pkwy: Widen the southbound I-505 off-ramp at Vaca Valley Parkway to provide left turn storage and signalize the southbound ramps at the intersection of Vaca Valley	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT	2020
Solano	SOL090015	230313	Solano County	Redwood-Fairgrounds Dr Interchange Imps	Solano County: I-80/Redwood St. I/C and SR 37/Fairgrounds Dr. I/C: Implement I/C and safety improvements; Fairgrounds Dr. between Redwood St. and SR 37 (2.1 lane miles): Remove left turn lane and	2017 TIP Update - Update the funding plan to reprogram \$105K in PE Local, \$422K in PE HPP and \$397K in CON Local from FY16 to FY17 and reprogram all RTP-LRP funds from FY19 to FY21	NON-EXEMPT	2040
Solano	SOL110001	240581	MTC	I-80 Express Lanes - Fairfield & Vacaville Ph I&II	I-80 in Solano County from Red Top Rd to I-505: Convert existing HOV to HOT & Construct new HOT lanes from Air Base Parkway to I-505. Project also references RTP ID 230660	2017 TIP Update - Update the funding plan to reprogram \$2M in CON Local from fY16 to FY20 and \$219.6M in RTP-LRP from FY19 to FY21	NON-EXEMPT	2030
Solano	SOL110003	94151	STA	Jepson: Vanden Road from Peabody to Leisure Town	Jepson Parkway segment: Vanden Road project from Peabody Road to Leisure Town Road.	2017 TIP Update - Update the funding plan to reprogram \$19.4M in CON RTP-LRP from FY16 to FY17	NON-EXEMPT	2030
Solano	SOL110004	94151	STA	Jepson: Walters Rd Ext - Peabody Rd Widening	Jepson Parkway segment: Walters Road Extension - Peabody Widening.	2017 TIP Update - Update the funding plan to reprogram RTP-LRP funds from FY19 to	NON-EXEMPT	2030
Solano	SOL110005	94151	STA	Jepson: Leisure Town Road from Vanden to Commerce	Jepson Parkway segment: Leisure Town Road from Vanden Road to Commerce. Project is phased	2017 TIP Update - Update the funding plan to reprogram \$19.4M in CON RIP funds from FY16 to FY17	NON-EXEMPT	2030
Solano	SOL110006	94151	STA	Jepson: Leisure Town Road (Commerce to New Ulatis)	Reconstruct and widen Leisure, from 900 feet South of Commerce Place to South of New Ulatis Creek	2017 TIP Update - Update the project limits and update the funding plan to reprogram \$6M in CON RIP from FY19 to FY22	NON-EXEMPT	2030
Solano	SOL110007	22795	Fairfield	Fairfield Transportation Center - Phase 3	In Fairfield: Fairfield Transportation Center; Construct second parking structure with approximately 600 automobile parking spaces and access improvements.	2017 TIP Update - Update the funding plan to reprogram \$600K in PSE TDA from FY16 to FY17 and \$6.9M in CON RTP-LRP from FY20 to FY21	NON-EXEMPT	2030
Solano	SOL110009	230635	Vacaville	Vacaville Intermodal Station - Phase 2	In Vacaville: Construction of a 137 stall surface parking lot.	2017 TIP Update - Update the description to reflect reduction in scope and update the funding plan to reprogram RTP-LRP from FY19 to FY21	NON-EXEMPT	2030
Solano	SOL110037	240746	Vallejo	Sonoma Boulevard Improvements HSIP5-04-031	Vallejo: Sonoma Blvd between Georgia St and Florida St: Implement road diet - reduce travel lanes from 4 to 3, add a two-way left-turn lane or median, and add bike lanes	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT - Not Regionally Significant Project	2040
Solano	SOL990018	22632	Vallejo	I-80 / American Canyon Rd overpass Improvements	Vallejo: American Canyon Road overpass at Hwy. 80; capacity and safety improvements.	2017 TIP Update - Update the funding plan to reprogram \$200K in FY19 Local from CON to PE and \$5.03M in CON RTP-LRP from FY19 to FY21	NON-EXEMPT	2040

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Sonoma	SON010001	240745	Caltrans	Son 101 HOV - SR 12 to Steele & Steele Lane I/C	In Santa Rosa: On 6th St. between Morgan St and Davis St: the construction of 280 feet of roadway with two new travel lanes and a westbound left turn lane; from SR 12 to Steele Lane: follow-up	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT	2040
Sonoma	SON010019	98183	Son Co TA	Son 101 HOV - Steele Lane to Windsor (North)	Santa Rosa-Windsor: US 101 btw Steele Lane in Santa Rosa and Windsor River Road in Windsor; Widen from 4 to 6 lanes for High Occupancy Vehicle (HOV) lanes and implement landscaping.	2017 TIP Update - Update the funding plan to reprogram \$2.6M in CON RTP-LRP from FY19 to FY21	NON-EXEMPT	2020
Sonoma	SON010024	21902	Son Co TA	Son 101 HOV - Redwood Hwy to Rohnert Park Expwy	Petaluma-Rohnert Park: US 101 Btw Old Redwood Hwy in Petaluma & Rohnert Park Expwy: widening roadway from 4 to 6 lanes for HOV and implement landscaping	2017 TIP Update - Update the funding plan to reprogram \$2.6M in CON RTP-LRP from FY19 to FY21	NON-EXEMPT	2020
Sonoma	SON050001	240668	Sonoma County	Laughlin Bridge over Mark West Crk 20C0246	Mark West Creek Bridge: Laughlin Rd/Brickway Blvd Extension; Construct new 2 lane bridge.	2017 TIP Update - Update the regional air quality description from Exempt to Non-Exempt and update RTP ID reference to 240668	NON-EXEMPT	2030
Sonoma	SON070004	98147	Son Co TA	US 101 Marin/Sonoma Narrows (Sonoma)	Marin and Sonoma Counties: From SR37 in Novato to Old Redwood Highway in Petaluma, convert expressway to freeway, construct NB auxillary lane between Lakeville Highway and East Washigton Street,	2017 TIP Update - Update the funding plan to add \$827K in FY18 CON Earmark-HPP funds being transferred from SON050015 and reprogram CON RTP-LRP from FY19 to FY21	NON-EXEMPT	2030
Sonoma	SON090005	22191	Son Co TA	US 101 Airport I/C (North B)	In Sonoma County: Replace Airport Blvd overcrossing and reconstruct interchange with US 101. Improve operations between Airport and Fulton. Construct soundwalls. (Project is the second phase of the	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT	2020
Sonoma	SON130017	230700	Santa Rosa	Santa Rosa Cmplt Sts Road Diet on Transit Corridor	Santa Rosa: On transit corridors within two Priority Development Areas (Mendocino Ave/Santa Rosa Ave Corridor and Downtown Station Area) and in Communities of Concern: Rehabilitate roadway and	2017 TIP Update	NON-EXEMPT - Not Regionally Significant Project	2040
Sonoma	SON150006	240529	Santa Rosa	US 101 Hearn Ave Interchange	Santa Rosa: US 101/Hearn Avenue over-crossing/interchange: Replace the US 101/Hearn Avenue over-crossing/interchange with a new over crossing/interchange including bike lanes, sidewalks, and re-	2017 TIP Update - Update funding plan to reprogram change the source for \$4.35M from RTP-LRP to Sales Tax and for \$800K from RTP-LRP to Other Local, reprogram funds between years and phases and	NON-EXEMPT	2030
Sonoma	SON150010	230550	Son Co TA	Santa Rosa Car Share	Santa Rosa: Various locations: Establish nine car share vehicles at four pods.	2017 TIP Update - Update the funding plan to reprogram CON from FY16 to FY17	NON-EXEMPT - Not Regionally Significant Project	2030

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Alameda	ALA010003	240094	Alameda County	Crow Canyon Safety Improvements	Alameda County: On Crow Canyon Road: from I-580 north to the Alameda/Contra Costa County line; Safety improvements, shoulder widening and curve realignment.	2017 TIP Update - Update the funding plan to reprogram \$1.0M in CON Local funds from FY17 to FY18 and add \$500K	EXEMPT (40 CFR 93.126) - Shoulder improvements	2040
Alameda	ALA010034	94526	AC Transit	AC Transit: Facilities Upgrade	AC Transit: Agency's facilities & equipment upgrades.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).	2040
Alameda	ALA010052	21103	Newark	Central Avenue Railroad Overpass at UPRR	Newark: On Central Avenue at the Union Pacific Railroad tracks; Construct grade separation. No new lanes. Project is phased	2017 TIP Update - Update the funding plan to reprogram \$1.7M in CON RTP-LRP funds from FY19 to FY21	EXEMPT (40 CFR 93.126) - Railroad/highway crossing	2020
Alameda	ALA010056	21017	ACE	ACE Track Improvements.	ACE: From Stockton to San Jose: Corridor improvements for signaling, grade crossing, track and other cost associated	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in existing right-of-way	2040
Alameda	ALA030002	240386	Alameda County	Alameda: Vasco Road Safety Improvements	Livermore: On Vasco Road from 1,000' South of Dalton Ave to CC County line; Realign roadway, provide standard shoulder widths, install median barriers and add truck-climbing lanes. (Total length of	2017 TIP Update - Update description to reflect the slight change in scope. Update the funding plan to add \$2.0M in FY18 ROW Local. Reprogram \$13.0M in CON RTP-LRP from FY19 to FY21 and add \$6.0	EXEMPT (40 CFR 93.126) - Truck climbing lanes outside the urbanized area	2040
Alameda	ALA030030	94527	LAVTA	LAVTA: Preventive Maintenance	LAVTA: Preventive Maintenance Program for Agency Fleet.	2017 TIP Update - Update the funding plan to reprogram FY16 funds to FY17	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Alameda	ALA050035	240381	Alameda County	Cherryland/Ashland/Castro Valley/Fairview Sidwklmp	Cherryland, Ashland, Castro Valley, Fairview, San Lorenzo and other Unincorporated Areas of Alameda County: Sidewalk improvements in the vicinity of Schools within unincorporated Alameda County area.	2017 TIP Update - Update the funding plan to reprogram \$270K in PSE ATP from FY17 to FY18 and reprogram \$30K in ATP from FY17 ROW to FY18 PSE. Reprogram \$100K in ATP from FY19 CON to FY18	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	ALA050079	21144	Berkeley	I-80 Gilman Interchange Reconfiguration	Berkeley: On Gilman Avenue at I-80; Reconfigure interchange providing dual roundabout at the entrance & exits from I-80 as well as the Eastshore Highway and West Frontage Road.	2017 TIP Update - Update the funding plan to add \$13.6M in Sales Tax & reprogram in various years & phases, including ROW from FY13 to FY18 and CON from FY19 to FY21. Add \$4.9M in FY21 CON	EXEMPT (40 CFR 93.127) - Changes in vertical and horizontal alignment	2020
Alameda	ALA070009	98207	ACTC/Oak/Alameda	Oakland/Alameda Freeway Access Project	Oakland: Between Oak Street and Union Street; Reconfigure interchange and intersections to improve connections between I-880, the Posey and Webster tubes and the downtown Oakland area.	2017 TIP Update - Update expanded project description. Update funding plan to change the source for \$500K in Sales Tax and \$2M in RTP-LRP to Other Local, remove \$31.1M in RTP-LRP and reprogram	EXEMPT (40 CFR 93.127) - Changes in vertical and horizontal alignment	2020
Alameda	ALA070039	240347	Oakland	Oakland Waterfront Bay Trail	Oakland: From Emeryville border to San Leandro border; Construct new segments of the Bay Trail.	2017 TIP Update - Update the mode, submode, and description. Update the funding plan to reprogram \$600K in FY19 CON from RTP-LRP to Local in various years and phases. Reprogram \$30.0M in CON	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2030
Alameda	ALA070054	22425	Port of Oakland	California Inter-regional Rail Intermodal Study	Port of Oakland: Study to determine the feasibility of a freight rail shuttle system between the Port and inland points in the Central Valley.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action	2040
Alameda	ALA090022	240389	Alameda County	Estuary Bridges Seismic Retrofit and Repairs	Oakland: Seismic retrofit and repairs of 3 Oakland Estuary bridges	2017 TIP Update - Update the funding plan to reprogram CON funds from FY16 to FY17 and update regional air quality description from "Non-Exempt" to "Exempt"	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)	2040

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Alameda	ALA090023	240389	Alameda County	Fruitvale Ave Roadway Bridge Retrofit	Alameda County: Retrofit Fruitvale Roadway Bridge a lifeline facility	2017 TIP Update - Update the funding plan to reprogram \$500K in ROW Local from FY16 to FY19 and \$500K in CON Local from FY17 to FY20 and add \$500K in FY17 PE Local funds	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)	2040
Alameda	ALA090065	94525	BART	BART: Fare Collection Equipment	BART: Systemwide: Acquire and install fare collection equipment.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	2040
Alameda	ALA090068	94525	BART	MacArthur BART Plaza Remodel	Oakland: MacArthur BART Station: Renovate the entry plaza	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).	2040
Alameda	ALA110008	94526	AC Transit	AC Transit State of Good Repair Program	AC Transit: The project is intended to bring AC Transit's revenue fleet up to a SGR by implementing new SGR process and software in order to reduce operating costs.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Alameda	ALA110032	240381	BART	Downtown Berkeley BART Plaza/Transit Area Imps.	In Berkeley: Area around Downtown Berkeley BART Station: Streetscape improvements; design/construction of custom bus shelter, canopy design for 5 secondary BART entries and construction of one;	2017 TIP Update - Update the funding plan to add \$462K in FY14 CON Local, \$44K in FY15 CON Local, \$800K in FY13 CON 5307, and \$237K in FY06 CON 5307	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	2040
Alameda	ALA110033	240393	ACTC	Alameda County Safe Routes to School	Alameda County: Countywide SR2S Program including education & outreach in various K-12 schools, ridesharing, & project development.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Alameda	ALA110072	240381	Oakland	Lake Merritt Improvement Project	In Oakland: Adjacent to Lake Merritt: Reconfigure roadways and construct paths, walls, structures, lighting, parking and landscaping; no added capacity	2017 TIP Update - Update the mode and submode to include bicycle. Update the funding plan to reprogram \$828K in CON Earmark from FY16 to FY17	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	ALA110099	21017	ACE	ACE Preventative Maintenance	ACE Rail - Preventative maintenance activities for ACE service and associated equipment, functions, and facilities.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Alameda	ALA110115	240508	BART	Bicycle Lockers at Capitol Corridor Stations	Capitol Corridor Joint Powers Authority (CCJPA): at Capitol Corridor Stations: Establish a bicycle storage standard for design(s), function, and procurement for secure bicycle storage	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	ALA110120	240726	Livermore	Livermore TOD Study at I-580/SR84	In Livermore: Near I-580/SR84 I/C: Create a community-based transit-oriented development plan for local land uses and access improvements to complement a planned Phase 1 extension of the BART	2017 TIP Update - Update the funding plan to reprogram all funds from FY16 to FY17	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
Alameda	ALA130002	94526	AC Transit	AC Transit: Procure (27) 60' Artic Hybrid Buses	AC Transit: Purchase 27 60-foot diesel-electric hybrid articulated buses with dual-side doors for BRT service to replace older 60-foot articulated buses	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Alameda	ALA130003	240227	Oakland	Lake Merritt to Bay Trail Bike/Ped Bridge	Oakland: Over Embarcadero and UPRR tracks under I880 between the Estuary and Lake Merritt along the Channel: Construct ADA accessible bicycle pedestrian bridge to link Bay Trail to Lake Merritt.	2017 TIP Update - Update the funding plan to reprogram \$11.2M in CON RTP-LRP from FY19 to FY21	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

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Alameda	ALA130007	240196	BART	BART to Livermore Extension - Develop EIR/EIS	BART - Develop Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS) for the BART to Livermore Extension Project (Proposed Project).	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
Alameda	ALA130008	240386	San Leandro	San Leandro Boulevard Preservation	San Leandro: San Leandro Blvd from Williams St to Hudson Ln: Pavement Preservation	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	ALA130009	240386	Pleasanton	Pleasanton Complete Streets	Pleasanton: Valley Avenue from Bernal Ave to Hopyard Road and Hopyard Road from Black Avenue to Del Val Parkway: rehabilitate and resurface pavement and installing pedestrian improvements including	2017 TIP Update	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	ALA130011	21011	Livermore	Livermore Relocation and Restoration of R/R Depot	In Livermore: Relocation and rehabilitation of the Historic Depot building to a site adjacent to the UPRR tracks and the Downtown parking structure/LAVTA's Transit Center. No loss of existing transit hub	2017 TIP Update - Update the funding plan to reprogram CON STP from FY16 to FY17	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).	2040
Alameda	ALA130012	240386	Dublin	Dublin Boulevard Preservation	In Dublin: Dublin Boulevard between San Ramon Road and Village Parkway, Dublin Boulevard between San Ramon Road and Village Parkway: Pavement preservation	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	ALA130013	240386	Hayward	Hayward - Industrial Boulevard Preservation	Hayward: Industrial Boulevard from Clawiter Road to 659 ft south of Depot Road: Pavement rehabilitation	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	ALA130016	240386	Oakland	Oakland Complete Streets	In Oakland: Various federal aid eligible streets: Resurfacing and preventive maintenance including installation of ADA-compliant curb ramps, and installation (or reinstallation) of bikeway facilities	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	ALA130018	240386	Alameda County	Alameda Co-Variou Streets and Roads Preservation	Unincorporated Alameda County: Various roadways including Grove Way, Lake Chabot Rd, A St, Vasco Rd, and Liberty St: Rehabilitate pavement	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	ALA130019	240386	Piedmont	Piedmont Complete Streets (CS)	Piedmont: Highland Ave (Sierra to Mountain) and Moraga Ave (Pala to City Limits): Rehabilitate pavement and upgrade pedestrian, bicycle and transit facilities within the project boundaries	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	ALA130021	240386	Emeryville	Emeryville - Hollis Street Preservation	Emeryville: Hollis Street north of Powell Street, Hollis Street (63rd Street to Ocean Avenue), Hollis Street (65th Street to 66th Street), Hollis Street (66th Street to north of 67th Street [City Limits]): Rehabilitate	2017 TIP Update	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	ALA130022	240386	Alameda	Alameda City Complete Streets	City of Alameda: Various Locations: Rehabilitate pavement and make minor improvements to stormwater, bike/ped, and transit facilities	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	ALA130030	240381	MTC	Improved Bike/Ped Access to East Span of SFOBB	In Oakland: In the vicinity of the East Span of the San Francisco-Oakland Bay Bridge: Construct improved bicycle and pedestrian access. Project is phased.	2017 TIP Update - Update the funding plan to reprogram \$2M in CON RM1 to FY20 and reprogram the remaining CON funds to FY22	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	ALA130035	240381	Berkeley	Bay Trail Shoreline Access Staging Area Project	City of Berkeley: Berkeley Marina, construct segment 3 of Bay Trail Extension, construct new public restroom, and renovate existing public parking area and windsurf staging area.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

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List of 2017 TIP Projects by Air Quality Status and County

County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
Alameda	ALA150002	240386	Alameda County	Niles Canyon Rd (SR 84)/Pleas-Sunol Rd Inter. Imps	In Sunol Area: At Niles Canyon Rd(SR 84), Pleasanton Sunol Rd and Paloma Rd intersection: intersection improvements at the four corners including installation of a traffic signal, shoulder improvements	2017 TIP Update	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
Alameda	ALA150005	240197	Berkeley	LeConte Elementary Safe Routes to School Imps	Berkeley: Shattuck Ave between Ward St and Russell St: Pedestrian crossing improvements near LeConte School.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2020
Alameda	ALA150006	240381	Alameda County	Be Oakland, Be Active	Oakland: Citywide: Promote walking and cycling in 41 of Oakland Unified School District's most disadvantaged schools.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	2040
Alameda	ALA150007	240381	Alameda	Cross Alameda Trail (includes SRTS component)	City of Alameda: between Webster St and Sherman St: construct a new trail with an on-street portion.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	ALA150008	240347	ACTC	East Bay Greenway	Alameda County: BART alignment from Lake Merritt BART station to the South Hayward BART station. Install a primarily Class I facility that generally follows BART alignment, a distance of approximately 16	2017 TIP Update - Update the funding plan to change the source for \$1.25M in ROW funds from RTP-LRP to Other Local and reprogram to FY19 and reprogram RTP-LRP funds from FY19 to FY21	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2030
Alameda	ALA150009	240381	Livermore	Livermore Marylin Avenue Safe Routes to School	Livermore: Marylin Avenue Elementary School: Safe Routes to School infrastructure improvements surrounding Marylin Avenue Elementary School.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	ALA150010	240381	Oakland	International Boulevard Improvement Project	Oakland: International Boulevard and East 12th Street corridor from 1st Avenue to Durant Avenue: Install pedestrian scale lighting along the corridor, repair sidewalk damage, and install curb ramps.	2017 TIP Update - Update the funding plan to reprogram \$2.5M in CON ATP, \$3.5M in CON Local, and \$500K in CON Sales Tax from FY16 to FY17	EXEMPT (40 CFR 93.126) - Lighting improvements	2040
Alameda	ALA150011	21011	Albany	Complete Streets for San Pablo Ave/Buchanan St.	Albany: San Pablo Ave and Buchanan St: Implement Complete Streets elements including curb extensions, high visibility crosswalks, medians, pedestrian signals and gateway improvements	2017 TIP Update - Update the funding plan to add \$62K in FY16 PSE Local and reprogram \$3.1M in CON RTP-LRP funds from FY19 to FY21	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	ALA150012	240381	Oakland	Laurel Access to Mills, Maxwell Park and Seminary	Oakland: MacArthur Boulevard from High St to Simmons St: Implement bicycle and pedestrian improvements	2017 TIP Update - Update the funding plan to reprogram \$3.6M in CON ATP and \$39K in CON Sales Tax from FY16 to FY17	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
Alameda	ALA150014	94527	LAVTA	LAVTA: Bus Purchase-Low Floor	LAVTA: 40' Hybrids: Replace 4 2002-Low Floor Diesel Vehicles with 4 40' Hybrids.	2017 TIP Update - Update the description to reflect change in bus length. Update the funding plan to reprogram funds from FY15 to FY17	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Alameda	ALA150015	94527	LAVTA	LAVTA: Bus Purchase-Over the Road	LAVTA: 40' Hybrids: Replace 4 2002- over the road Diesel vehicles with 4 40' Hybrids.	2017 TIP Update - Update the funding plan to reprogram funds from FY16 to FY17	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Alameda	ALA150016	94527	LAVTA	LAVTA: Bus Purchase-7 Hybrids	LAVTA: 35' Hybrids: Replace 7 2003- Diesel vehicles with 1 40' Hybrid and 6 35' Hybrids	2017 TIP Update - Update the funding plan to reprogram funds from FY15 to FY17	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040

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List of 2017 TIP Projects by Air Quality Status and County

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Alameda	ALA150017	94527	LAVTA	LAVTA: 5 40' Hybrbrids	LAVTA: 40' Hybrids: Replace 5 2000 40'Diesel Vehicles with 5 40' Hybrids	2017 TIP Update - Update the funding plan to reprogram all funds from FY15 to FY17	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Alameda	ALA150019	94527	LAVTA	Dublin Blvd Transit Performance Initiative	LAVTA: Dublin Blvd: Project includes implementing Adaptive Signal Control at 27 intersections, Transit Signal Priority, signal coordination, key bus stop improvements, updated customer interface portal,	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.128) - Traffic signal synchronization projects	2040
Alameda	ALA150020	94526	AC Transit	AC Transit: South County Corridors	AC Transit: South Alameda County Major Corridors: Travel time improvements including Adaptive Traffic Control Systems, corridor-wide Transit Signal Priority, signal coordination and relocation of key bus	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.128) - Traffic signal synchronization projects	2040
Alameda	ALA150021	240745	Caltrans	SFOBB Maintenance Complex Ph 3 Training Facility	Near Oakland, at the San Francisco Oakland Bay Bridge Toll Plaza Building. Reconstruct maintenance complex training facilities.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).	2040
Alameda	ALA150023	230550	Oakland	Oakland Car Share and Outreach Program	Oakland: Citywide: Oakland's car sharing program will extend dedicated car sharing spaces into public right of way and conduct outreach to disadvantaged communities and low-income groups	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Continuation of ride-sharing and van-pooling promotion activities at	2030
Alameda	ALA150024	240391	Oakland	Oakland: High/Ygnacio/Courtland Bike/Ped Imprvmnts	In Oakland: Intersection of High Street, Courtland Avenue and Ygnacio Avenue: Implement improvements for pedestrian and bicyclist safety	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	ALA150025	240381	Oakland	Oakland Safe Routes to Schools Various Locations	In Oakland: At six school locations: Implement crossing and access improvements for pedestrians and bicyclist	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	ALA150026	240381	Alameda County	Safe Routes to School, Unincorporated Alameda Co.	In Unincorporated Alameda County: Various schools: Bicycle and pedestrian education for children walking and biking to school.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Alameda	ALA150028	240381	Alameda County	Ashland Avenue Bicycle/Ped Improvements	Ashland, Unincorporated Alameda County: Ashland Avenue between E.Lewelling Blvd and East 14th St: Widen sidewalk, Install Class II Bicycle lanes and ped lighting	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	ALA150029	22425	UCBerkeley	UC Berkeley Parking Price Auction Study	Berkeley: UC Berkeley: Conduct study to determine the real value of parking of current parking permit holders who pay a discounted rate relative to commercially available parking	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
Alameda	ALA150030	94525	BART	Ladders of Opportunity - Careers in Transit	BART: Implement new Transit Career Ladders Training Program to improve training access for traditionally underrepresented individuals by developing streamlined pathways into transportation	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Alameda	ALA150031	94527	LAVTA	LAVTA: Replacement (10) 40' Hybrid Buses	LAVTA: Purchase 10 40' hybrid buses to replace diesel buses that have exceeded their useful life	2017 TIP Update - Update the funding plan to reprogram all \$7.9M in 5307, TDA4, and 5339 funds from FY16 to FY17	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040

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Alameda	ALA150032	94527	LAVTA	LAVTA: Replacement (10) 30' Hybrid Buses	LAVTA: Purchase ten (10) 30' hybrid buses to replace diesel buses that have exceeded their useful life	2017 TIP Update - Update the funding plan to reprogram funds from FY16 to FY17	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Alameda	ALA150033	94527	LAVTA	LAVTA: Service Vehicles (2) Trucks	LAVTA: Purchase two service trucks for use in maintenance yard and along the Wheels bus lines.	2017 TIP Update - Update the funding plan to reprogram all funds from FY16 to FY17	EXEMPT (40 CFR 93.126) - Purchase of support vehicles	2040
Alameda	ALA150034	94527	LAVTA	LAVTA: Trapeze Upgrade	LAVTA: Purchase, install and operate upgrades/modules of the Trapeze operating system	2017 TIP Update - Update the funding plan to reprogram all funds from FY16 to FY17	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
Alameda	ALA150035	94527	LAVTA	LAVTA: Farebox Replacement	LAVTA: New Buses: Install farebox devices compliant with Clipper technology	2017 TIP Update - Update the funding plan to reprogram funding from FY16 to FY17	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	2040
Alameda	ALA150036	94527	LAVTA	LAVTA: Service Vehicles (3) Road Supervisor	LAVTA: Purchase 3 vehicles for road supervisors' use when providing roadside assistance to the fixed-route fleet. These vehicle will be outfitted with tools and equipment necessary to perform	2017 TIP Update - Update the funding plan to reprogram all funds from FY16 to FY17	EXEMPT (40 CFR 93.126) - Purchase of support vehicles	2040
Alameda	ALA150037	94527	LAVTA	LAVTA: Service Vehicles (4) shift trade	LAVTA: Purchase 4 vehicles for road supervisors' use when providing roadside assistance to the fixed-route fleet. These vehicles will be outfitted with tools and equipment necessary to perform	2017 TIP Update - Update the funding plan to reprogram all funds from FY16 to FY17	EXEMPT (40 CFR 93.126) - Purchase of support vehicles	2040
Alameda	ALA150038	94526	AC Transit	AC Transit: Purchase (10) Double-Deck Diesel Buses	AC Transit: Purchase (10) Double-Deck Diesel Buses to replace buses in existing fleet	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Alameda	ALA150039	94526	AC Transit	AC Transit: Purchase (10) 40' Buses-Fuel Cell ZEB	AC Transit: Replace 10 40ft urban diesel buses with Zero-emission fuel cell buses	2017 TIP Update - Update the funding plan to reprogram CON RTP-LRP from FY19 to FY21	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Alameda	ALA150040	94526	AC Transit	AC Transit: Replace (10) 40ft Urban Buses-Diesels	AC Transit: Replace 10 (of 102 in sub-fleet) 40ft urban diesel buses with diesels	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Alameda	ALA150041	94526	AC Transit	AC Transit: Replace (29) 60' Artic Buses - Diesels	AC Transit: Replace 29 60ft artic urban diesel buses with diesels	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Alameda	ALA150044	240381	Oakland	19th St BART to Lake Merritt Urban Greenway	In Oakland: Between Broadway and Harrison Street: Improvements include sidewalk widening and bulbouts, ped crossing improvements, bikelanes, new traffic signals and signal mods, street/ped lighting,	2017 TIP Update	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
Alameda	ALA150045	94526	AC Transit	AC Transit: PM - Exchange for 40ft Fuel Cell ZEB	AC Transit: Preventive maintenance program, including maintenance of buses and facilities. Project is in exchange for local funds to replace 10 (of 102 in sub-fleet) 40ft urban diesel buses with Zero-	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040

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Alameda	ALA150046	21017	Union C Transit	Union City Transit Rehab Two (2) Transit Buses	Union City Transit: Rehabilitate two (2) compressed natural gas (CNG) buses from 2008 that are now at their mid-life service expectancy. The vehicles have the potential to serve the transit agency longer	2017 TIP Update	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Alameda	ALA150048	240381	Berkeley	9th St Bicycle Blvd Extension Pathway Ph II	In Berkeley: Between the 9th Street Bicycle Boulevard (south of Heinz Avenue) and Murray Street: Install a shared-use path	2017 TIP Update	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	ALA150049	240393	Berkeley	goBerkeley Residential Shared Parking Pilot	In Berkeley: In residential areas adjacent to Southside/Telegraph and Elmwood goBerkeley program areas: Implement parking pricing pilot; In pilot areas: Implement TDM strategies and outreach focused on	2017 TIP Update	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Alameda	ALA150050	240393	Oakland	Oakland Parking and Mobility Management Project	Oakland: Montclair and select areas of Downtown: Implement demand-responsive parking management and transportation demand management initiatives	2017 TIP Update - Update the funding plan to reprogram CON funds from FY16 to FY17	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Alameda	ALA150051	240382	LAVTA	Wheels Individualized Marketing Program	LAVTA: Systemwide: Implement a multi-pronged marketing program directed at key subsets of the riding public with the goal of converting non-users to public transit passengers	2017 TIP Update	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	2040
Alameda	ALA170002	240318	ACTC	I-80/Ashby Avenue Interchange Improvements	Alameda County: I-80/Ashby IC: Reconstruct the interchange including constructing new bridge, two roundabouts and bike/ped improvements	2017 TIP Update - Amend a new project into the TIP with \$5.5M in FY19 PE Sales Tax, \$1.5M in FY19 ROW Sales Tax, \$4.0M in FY17 PE Sales Tax, and \$43.8M in FY21 CON RTP-LRP funds	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2030
Alameda	ALA170003	240751	Union C Transit	Union City Transit: Single Point Login Terminals	Union City Transit: Systemwide Revenue Transit Vehicles: Implement Single Point Login Terminals, Including Equipment and Programming for Clipper Card.	2017 TIP Update - Amend a new project into the TIP with \$21K in FY17 CON STP and \$2,667 in Local funds	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	2040
Alameda	ALA170007	22425	MTC	Regional Planning Activities and PPM - Alameda	Alameda: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	2017 TIP Update - Add a new project to the TIP with \$2.1M in RIP transferred from ALA090030 and \$5.5M in STP and \$711K in Local transferred from REG090038	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
Alameda	ALA990052	94526	AC Transit	AC Transit: Paratransit Van Replacement	AC Transit: Amortized cost of replacing vans used for AC Transit paratransit service. Vans are operated and replaced by paratransit contractor. FTA funds programmed annually in lieu of programming for	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of support vehicles	2040
Alameda	ALA990076	94526	AC Transit	AC Transit: ADA Paratransit Assistance	AC Transit: ADA Paratransit Operating Subsidy.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Alameda	ALA990077	94527	LAVTA	LAVTA: ADA Paratransit Operating Subsidy	LAVTA: ADA Paratransit Operating Subsidy	2017 TIP Update - Update the funding plan to reprogram FY16 funds to FY17	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Contra Costa	CC-030001	21208	AC Transit	AC Transit: Richmond Prkwy Transit Center	Richmond: Adjacent to I-80 at the Richmond Parkway Transit Center; rehabilitation park and ride facility, traffic light installation and restriping on Blume Dr	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2020
Contra Costa	CC-030025	21017	WCCTA	WCCTA: Preventive Maintenance Program	WestCat: Operating assistance to aid agency with preventive maintenance activities of its fleet.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040

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Contra Costa	CC-030035	21017	ECCTA	Tri-Delta: ADA Operating Assistance	Tridelta: Operating assistance to fund ADA Set Aside requirement	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Contra Costa	CC-050075	240386	Danville	Crow Canyon/Camino Tassajara Intersection Imps	Danville: Camino Tassajara, fr Sycamore Valley Rd to Eastern Town limits & Crow Canyon, fr Camino Tassajara to Southern town limits: pavement rehab incl. signal, drainage, spot Sidewalk, curb/gutter &	2017 TIP Update - Update the funding plan to reprogram CON funds from FY15 to FY17	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-070013	230249	Brentwood	Lone Tree Way Undercrossing	Brentwood: On Lone Tree Way at the UPRR track; Construct 6-lane grade separation undercrossing.	2017 TIP Update - Retain this project in the TIP for informational purposes. Update the funding plan to reprogram \$76K in ROW to PE and \$619K in ROW to CON, add \$237K in CON and change the	EXEMPT (40 CFR 93.126) - Railroad/highway crossing	2020
Contra Costa	CC-070033	21225	EB Reg Park Dis	Contra Costa Parks Bike/Ped Trail Improvements	Contra Costa County: Various County Parks; Various bicycle and pedestrian trail improvements. Construction will be done in different phases.	2017 TIP Update - Update the funding plan to reprogram FY15 CON funds to FY17	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC-070065	94046	Oakley	Main Street (Previously SR4) Realignment in Oakley	Oakley: On Main St (previously State Route 4) from west of Vintage Parkway to east of 2nd St; Realign roadway, sidewalks, curb, gutters, etc. including traffic calming and signals. No additional automobile	2017 TIP Update - Update the funding plan to reprogram \$1.5M in CON Earmark and \$70K in CON Local from FY16 to FY17 and add \$430K in FY17 CON Local funds	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
Contra Costa	CC-070067	21225	CCTA	Mokelumne Trail Bike/Ped Overcrossing	Brentwood: Construct a pedestrian and bicycle overcrossing near the Mokelumne Trail at State Route 4 in Brentwood.	2017 TIP Update - Update the funding plan to reprogram and change the funding source of \$4.5M in FY14 CON ECCRFA to FY21 CON RTP-LRP. Reprogram \$600K in PE Local Sales Tax from FY13 to FY17	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC-070092	21017	ECCTA	ECCTA: Transit Bus Replacements	Tri-Delta Transit: Replace 80 transit vehicles with similar vehicles and procure 30 MDT terminals	2017 TIP Update	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Contra Costa	CC-090001	230693	Danville	Diablo Road Imps. - Green Valley to Avenida Neuva	On Diablo Road: add EB left turn pocket at Clydesdale Dr; drainage improvements; replacement of 1300 LF retaining wall between Green Valley Rd and Clydesdale Dr; overlay; replace guardrail.	2017 TIP Update	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
Contra Costa	CC-110007	240365	Richmond	Richmond Transit Village: Nevin Imps BART-19th	On Nevin Ave bet 19th St and the BART Station, ped and bicycle street enhancements incl reconstruction of east entrance to the BART station, wide sidewalk, curb ramps, enhanced crosswalks, lighting,	2017 TIP Update - Update the funding plan to add \$4.1M in FY14 CON Local, \$350K in FY11 PE Local, and \$1.5M in FY16 CON Prop 1B funds	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC-110066	22400	CCTA	SR 239 - New State Highway Study	SR 239 between SR4 in Brentwood and I-205 in Tracy: Conduct environmental and design studies to create a new alignment for SR239 and develop corridor improvements from Brentwood to Tracy.	2017 TIP Update - Update the funding plan to reprogram \$4.7M in PE Earmark and \$1.2M in PE Local from FY14 to FY17 and \$13.0M in PE RTP-LRP from FY19 to FY21	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Contra Costa	CC-110082	240457	BART	Walnut Creek BART TOD Access Improvements	Walnut Creek: In the vicinity of the Walnut Creek BART Station: construct public access improvements that are part of the proposed transit-oriented development	2017 TIP Update - Update the funding plan to reprogram funds from FY17 to FY18	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	2030

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Contra Costa	CC-110083	94558	CCCTA	Replace Diesel Trolleys with Electric TrolleyBuses	CCCTA: Replace four diesel trolleys with electric trolleys and install the associated infrastructure	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Contra Costa	CC-110084	21225	CC County	Canal Road Bicycle and Pedestrian Facilites	CC County: Canal Rd from Bailey Rd to Loftus Rd: Construct east and west bound bike lanes and close sidewalk gaps (2,350 ft in total length) on the north side of Canal Rd, other improvements include	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing. Update the funding plan to add \$397K in FY14 PE Local and \$443K in FY16 CON Local, and remove \$46K	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC-110099	94558	CCCTA	CCCTA - Replace 15 40' Buses	CCCTA: replace 15 40' Heavy Duty Diesel Transit Buses.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Contra Costa	CC-110100	94558	CCCTA	CCCTA - Replace 18 40' Buses	CCCTA: Replace 18 40' Heavy Duty Diesel Over the Road Buses that have reached the end of their useful life.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Contra Costa	CC-130001	21225	CC County	Bailey Road-State Route 4 Interchange	In Bay Point: At the Bailey Road-State Route 4 interchange; modify ramps and Bailey Road to improve bicycle and pedestrian circulation. Project is phased.	2017 TIP Update - Update mode and submode for consistency	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2040
Contra Costa	CC-130003	21225	CC County	Bailey Road Bike and Pedestrian Improvements	Bay Point: Bailey Rd from Willow Pass Rd to SR 4: Improve bicycle and pedestrian accessibility. Improvements will expand sidewalks and construct uniform bike lanes to create a corridor conducive to all	2017 TIP Update - Update the funding plan to remove \$837K in PE Local, \$885K in ROW Local, \$3.5M in CON RTP-LRP, and \$2.8M in CON Local funds and reprogram PE to FY18, ROW to FY19, CON Local	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC-130004	230693	CC County	Contra Costa County Various Streets & Road Preserv	CC County: Pleasant Hill Road (northbound Rancho View Dr to Reliez Valley Rd), Vasco Road (Walnut Blvd to Frisk Creek Bridge), and Byron Highway(Brentwood Blvd to Marsh Creek Rd): pavement	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-130011	240744	Concord	Detroit Avenue Bicycle and Pedestrian Improvements	Concord: Detroit Ave between Clayton Rd and Monument Blvd: Complete Streets improvements including bike lanes and bike routes; pavement rehabilitation; street lighting improvements; sidewalk gap	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
Contra Costa	CC-130012	240744	Concord	Concord Various Street Preservation	Concord: Concord Blvd (Port Chicago Hwy to 6th Street) and Arnold Industrial Way (Port Chicago Hwy to approximately 1100 ft westerly) Grind and replace the top 2.5" of asphalt concrete and upgrade	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-130013	240367	Concord	Concord New and Upgraded Signals at Various Loc	Concord: Various Locations: Upgrade existing traffic signals, install new traffic signals, and related improvements including ADA upgrades. Includes installing an actuated Bike/Ped Traffic Signal at Oak	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
Contra Costa	CC-130015	240744	Pinole	Pinole - San Pablo Avenue Preservation	Pinole: San Pablo Avenue from Pinole Shores Drive to Sunnyview Drive: Pavement Resurface, and miscellaneous concrete repairs to curbs and gutter	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040

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Contra Costa	CC-130020	240744	Moraga	Moraga Various Streets and Roads Preservation	Moraga: Moraga Road from St Marys Road to Draeger Drive: Perform pavement base repairs; mill and place 2" asphalt concrete; adjust utility frame to grade; install shoulder backing; replace striping and	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-130023	240744	Danville	Danville Various Streets and Roads Preservation	Danville: Sycamore Valley Road from Camino Ramon to San Ramon Valley Boulevard including the bus loop within the adjoining Park-and-Ride Lot, and El Cerro Boulevard from El Pintado Road to La Gonda	2017 TIP Update	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-130024	240744	El Cerrito	Ohlone Greenway Station Area Bike/Ped Improvements	El Cerrito: On Ohlone Greenway at El Cerrito del Norte & Plaza BART Stations & at intersections of Hill, Cutting, Central & Fairmount, widen path & improve ped & bike facilities; at three nodes along length	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC-130025	230693	Martinez	Martinez Various Streets and Roads Preservation	Martinez: Various Streets and Roads: Rehab and perform preventative pavement maintenance to roadways and modify curb ramps to meet current ADA standards	2017 TIP Update	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-130026	240744	Richmond	Richmond Local Streets and Roads Preservation	Richmond: Various Streets and Roads: Rehabilitate pavement and install curb ramps	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-130027	240367	CC County	Port Chicago Hwy/Willow Pass Rd Bike Ped Upgrades	Bay Point: Near the intersection of Port Chicago Hwy and Willow Pass Rd: Install bike lane, sidewalk, curb and gutter, bike/ped access improvements, and intersection channelization	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
Contra Costa	CC-130029	240367	Pleasant Hill	Boyd Road/Elinora Drive SRTS Sidewalk Installation	Pleasant Hill: Along north side of Boyd Road (between Horten Ct and Liahona Ct) and east side of Elinora Dr (between Gladys Dr to Gregory Ln): Install concrete sidewalk, new curb/gutter, driveway conform,	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC-130030	240744	Clayton	Clayton Various Streets Preservation	Clayton: Keller Ridge Dr from Eagle Peak Ave to Elk Dr.: Rehabilitate roadway	2017 TIP Update - Update the funding plan to reprogram CON from FY16 to FY17	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-130031	240744	Oakley	Oakley Various Streets and Roads Preservation	Oakley: Various streets and roadways: Rehabilitate roadway including striping	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-130032	240744	San Pablo	San Pablo Avenue Bicycle and Ped Improvements	San Pablo and Richmond: On San Pablo Avenue between Rumrill Blvd and Hilltop Drive: Construct sidewalks and bicycle lanes, modify existing signals to accommodate new striping (no additional	2017 TIP Update	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC-130033	240744	Walnut Creek	Walnut Creek - North Main Street Preservation	Walnut Creek: North Main Street from San Luis Road to Geary Road: Rehabilitate roadway and upgrade traffic signal equipment to detect bicycles	2017 TIP Update - Update the mode, submode, and expanded project description for clarity and retain in the TIP for informational purposes as the project is	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-130037	240367	Moraga	Moraga Rd SRTS Bicycle and Ped Improvements	In Moraga: On Moraga Road between Campolindo High School and St. Mary's Road: Install pedestrian and bicycle facilities, including trails, sidewalks, crossings and bicycle facilities.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC-130038	240367	Danville	Vista Grande Street Pedestrian Improvements/SR2S	Danville: Vista Grande Street between Camino Tassajara and Diablo Road/Vista Grande Elementary School: Construct separated asphalt concrete pathway and safety enhancements to provide direct ped/bike	2017 TIP Update	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

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Contra Costa	CC-130040	230693	Hercules	Hercules-Refugio Valley Road Pavement Preservation	In Hercules: Refugio Valley Road from Sycamore Avenue to Redwood Road: Resurface roadway	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing. Update the extended description to clarify scope. Update the funding plan to add \$308K in FY16 CON	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-130045	94558	CCCTA	CCCTA: Access Improvements Implementation	CCCTA: Various bus stops system-wide: Implement bicycle and pedestrian access improvements identified in County Connection's Access Improvement Study.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC-130049	240731	EB Reg Park Dis	Breuner Marsh Restoration and Public Access	City of Richmond: Breuner Marsh at Point Pinole Regional Shoreline Park: Implement public access improvements including a staging area and associated bicycle and pedestrian access improvements	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC-130050	240731	EB Reg Park Dis	SF Bay Trail, Pinole Shores to Bay Front Park	Pinole: Between Pinole Shores and Bayfront Park, approximately 0.5-mile: Construct a section of the San Francisco Bay Trail. Project is phased	2017 TIP Update - Update the funding plan to reprogram \$4M in CON ATP and \$519K in CON Local funds from FY16 to FY17	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC-150001	21017	WCCTA	WestCAT: Replacement of (10) Paratransit Cut-Aways	WestCat: Paratransit vans: Replace (10) 2008 29ft cutaway style Paratransit Vans with (10) similar style vans	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Contra Costa	CC-150002	21017	WCCTA	WestCAT: Purchase of (10) Radio systems	WestCat: Radio systems: Purchase of (10) Radio systems for (10) Cut Away Van's	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	2040
Contra Costa	CC-150003	21017	WCCTA	WestCAT: Purchase of (2) Electronic Fareboxes	WestCat: Fareboxes: Purchase of (2) Fast Fare Electronic Fareboxes	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	2040
Contra Costa	CC-150004	21017	WCCTA	WestCAT: Replace (1) 2003 40ft Revenue Vehicle	WestCAT: Replace (1) 2003 40 foot revenue vehicle with similar (1) 40 foot revenue vehicle	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Contra Costa	CC-150005	21017	WCCTA	WestCAT: Replace (1) 40ft Rev. Vehicle with 45ft	WestCat: Replace (1) 2003 40 foot Revenue Vehicle with (1) 45 foot vehicle	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Contra Costa	CC-150006	94558	CCCTA	CCCTA: Replace 18 30' Buses	CCCTA: Replace 18 30' Heavy Duty Diesel buses that have reached the end of their useful life.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Contra Costa	CC-150007	94558	CCCTA	CCCTA: Replace 13 35' Buses	CCCTA: Replace 13 35' Heavy Duty Diesel Buses that have reached the end of their useful life. □	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040

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Contra Costa	CC-150008	94558	CCCTA	CCCTA: Replace 3 Paratransit Vans	CCCTA: Replace 3 paratransit vans that have reached the end of their useful life.	2017 TIP Update - Update the funding plan to reprogram funds from FY16 to FY17	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Contra Costa	CC-150010	21225	CC County	CC County - Rio Vista Elementary Ped Connection	Contra Costa County: On Pacifica Avenue between Mariners Cove Drive and Wharf Drive: Install sidewalks, bike lanes, flashing beacons, speed feedback sign, retaining wall and drainage improvements and	2017 TIP Update - Update the project name and description for consistency	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC-150011	21225	Pleasant Hill	Contra Costa Blvd. Improvement (Beth to Harriet)	HSIP5-04-015 In Pleasant Hill: On Contra Costa Blvd between Beth Drive and Harriet Drive: Installation of new sidewalk, bike lanes, traffic signal, landscaping and street lighting.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC-150012	94558	CCCTA	REMIX Software Implementation Project	County Connection: Systemwide: Integrate REMIX mapping software into County Connection's planning process.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
Contra Costa	CC-150014	21017	WCCTA	WestCAT: Replace (1) 1998 40 ft Vehicle	WCCTA: Replace (1) 1998 Revenue Vehicle with (1) 40 ft Revenue Vehicle	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Contra Costa	CC-150015	21017	WCCTA	WestCAT: Purchase (1) Fast Fare Electronic Farebox	WestCAT: Purchase and Install (1) FastFare Electronic Farebox for (1) 40 ft Revenue Vehicle	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	2040
Contra Costa	CC-150016	21225	Richmond	The Yellow Brick Road in Richmond's Iron Triangle	Richmond: Various locations outlined in the the Yellow Brick Road Plan: Implement bike/ped improvements	2017 TIP Update	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC-150018	230550	Walnut Creek	Walnut Creek-Parking Guidance System Pilot	Walnut Creek: Downtown core area: Implement Parking Guidance System connected to all public parking in downtown core area.	2017 TIP Update - Update the funding plan to reprogram CON funds from FY16 to FY17	EXEMPT (40 CFR 93.126) - Directional and informational signs	2030
Contra Costa	CC-150019	94525	BART	Concord Yard Wheel Truing Facility	BART: Concord Yard: Construct a wheel truing facility which will house a dual-guage wheel truing machine to service both BART and eBART vehicle wheels.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
Contra Costa	CC-150020	240735	ECCTA	ECCTA: Non-ADA Paratransit to FR Incentive Program	ECCTA: Systemwide: Use outreach, travel training and fare incentives to move non-ADA paratransit users to FR service	2017 TIP Update - Update the funding plan to reprogram CON from FY16 to FY17	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	2040
Contra Costa	CC-150021	21017	WCCTA	WestCAT - AVL System with APC Element.	Western Contra Costa Transit Authority (WestCAT): Systemwide: Purchase and install a new AVL system including automatic passenger counting (APC)	2017 TIP Update	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	2040
Contra Costa	CC-170004	22425	MTC	Regional Planning Activities and PPM - CC County	Contra Costa: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	2017 TIP Update - Add a new project to the TIP with \$1.5M in RIP transferred from CC-090035 and \$4.3M in STP and \$563K in Local transferred from REG090038	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Contra Costa	CC-990045	21017	WCCTA	WestCat: ADA Paratransit Operating Subsidy	WestCat: ADA Paratransit Operating Subsidy	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040

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Contra Costa	CC-99T001	94558	CCCTA	CCCTA: ADA Paratransit Assistance	CCCTA: ADA Paratransit Assistance to transit agency.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Marin	MRN010035	94572	GGBHTD	ACIS Radio Communications System	GGBHTD: Replace radio communications system on agency's bus fleet.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	2040
Marin	MRN030010	94572	GGBHTD	GGBHTD: Fixed Guideway Connectors	Golden Gate Ferry: This project will replace/rehab fixed guideway connectors such as floats, floating barges, ramps, and gangways throughout the system.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).	2040
Marin	MRN050001	21325	TAM	US 101 / Greenbrae Interchange Corridor Impts.	Marin: US 101 Greenbrae I/C Corridor Improvements: Sir Francis Drake To Tamalpais; Reconfigure interchange and close a gap in the non-motorized transportation network	2017 TIP Update - Update the funding plan to reprogram funds between years and phases	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	MRN050014	240552	TAM	Central Marin Ferry Access Improvements	Central Marin: From the southern terminus of the Cal Park Hill path connecting to the east/west path adjacent to E. Sir Francis Drake Blvd.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2020
Marin	MRN050018	21012	GGBHTD	Golden Gate Bridge Seismic Retrofit, Phase 3B	SF/Marin County: Golden Gate Bridge; Seismic retrofit of the Golden Gate Bridge - construction of suspension span, south pier and fender.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)	2020
Marin	MRN050019	240748	GGBHTD	Golden Gate Bridge-Suicide Deterrent SafetyBarrier	Golden Gate Bridge: Build suicide deterrent system. Including design & Environmental analysis, plus analysis of alternatives & wind tunnel tests to ensure the feasibility of designs and build deterrent	2017 TIP Update	EXEMPT (40 CFR 93.126) - Safer non-Federal-aid system roads	2040
Marin	MRN050025	94572	GGBHTD	GGBHTD: Facilities Rehabilitation	GGBHTD: Rehabilitate agency's maintenance and operating facilities and replace heavy duty operating and maintenance equipment.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).	2040
Marin	MRN050033	240678	Marin County	Non-motorized Transp. Pilot Program - Marin County	Marin County; Various locations; Lump sum Non-motorized Transportation Pilot Program. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	MRN070002	240714	Mill Valley	Mill Valley - Miller Avenue Rehabilitation	HSIP5-04-009 - Mill Valley: Miller Avenue between Sunnyside Ave and Almonte Blvd: Pavement resurfacing, reconstruction of bicycle lanes, modifications to traffic islands, and improvements to sidewalk	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Marin	MRN070009	240678	San Rafael	San Rafael - Non-motorized Transport Pilot Program	San Rafael: Construct infrastructure, network planning, & educational programs to ascertain whether bicycling and walking can result in greater share of overall trips and reduce SOV usage.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

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Marin	MRN070017	240678	TAM	TAM - Non-motorized Transportation Pilot Program	Marin County: Construct infrastructure, network planning, & educational programs to ascertain whether bicycling and walking can result in greater share of overall trips and reduce SOV usage.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	MRN070019	230105	Marin County	Marin Parklands Visitor Access, Phase 2	Marin Parklands: Pacific Way bridge at Big Lagoon: Reconstruct bridge and widen to add bike lanes. No added motor-vehicle capacity	2017 TIP Update - Update the funding plan to reprogram \$3.4M in CON Local funds from FY15 to FY17	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2020
Marin	MRN090049	240678	Marin County	Non-motorized Transp. Projects - Marin County	Marin County; Various locations; Bicycle & pedestrian improvement projects	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	MRN110010	240678	Sausalito	Sausalito - Bridgeway/US 101 Off Ramp Bicycle Imps	Sausalito: Highway 101 Off Ramp/Bridgeway/Gate 6 Intersection: Improve bicycle traffic	2017 TIP Update - Update the funding plan to reprogram CON funds from FY14 to FY17	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	MRN110033	240678	Marin County	Miller Creek Road Bike Lanes and Ped Improvements	In Marin County: On Miller creek road, Add Class 2 Bicycle Lanes by restriping road and intersection improvements at Miller Creek and Marinwood Avenue to enhance pedestrian and cyclist safety	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	MRN110034	240729	TAM	Highway 101 Landscaping for Gap Closure Project	In Marin County, On Highway 101, Landscaping for the Gap Closure Project.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc	2040
Marin	MRN110040	240723	MCTD	MCTD Preventive Maintenance	Marin Transit: Systemwide: Bus Transit Preventative maintenance	2017 TIP Update	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Marin	MRN110041	240723	MCTD	Marin Transit Low Income Youth Pass Program	Marin Transit: Provide low-income youth free bus passes. Other local funds are made available for this project by applying STP/CMAQ funding available through the TPI program to MRN110040	2017 TIP Update	EXEMPT (40 CFR 93.126) - Continuation of ride-sharing and van-pooling promotion activities at current levels	2040
Marin	MRN110045	94572	GGBHTD	GGBHTD: Replace 7 - 40' Diesel Buses	GGBHTD: Replace seven (7) 40' Diesel Buses	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Marin	MRN110047	21017	MCTD	MCTD: ADA Paratransit Assistance	MCTD: ADA Paratransit Assistance to transit agency.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Marin	MRN130004	240714	San Rafael	San Rafael Various Streets and Roads Preservation	San Rafael: Point San Pedro Rd from 600' north of Biscayne Dr to Riviera Dr and Del Presidio Blvd from Manual T. Freitas Parkway to Las Gallinas Ave: Resurface roadway	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Marin	MRN130005	240678	San Rafael	San Rafael Transit Center Pedestrian Access Imps.	San Rafael: In the vicinity of the Bettini Transit Center and the future SMART station: Upgrade existing traffic signal equipment to be compliant with rail and improve pedestrian facilities	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
Marin	MRN130006	240714	Ross	Bolinas Avenue and Sir Francis Drake Intersection	Ross: On Sir Francis Drake Blvd from Winship Ave through the 100 block and on Bolinas Ave from Sir Francis Drake Blvd to Shady Ln: Rehabilitate pavement and replace the traffic signal	2017 TIP Update - Update the funding plan to reprogram \$36K in CON Local funds from FY16 to FY17	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Marin	MRN130007	240678	Marin County	North Civic Center Drive Improvements	In San Rafael: On Civic Center Drive from Merrydale Overcrossing/Scettrini Drive to Judge Haley Drive: Construct bike/ped improvements	2017 TIP Update - Retain this project in the TIP as it is ongoing	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
Marin	MRN130009	240724	Fairfax	Parkade Circulation and Safety Improvements	Fairfax: Between Sir Francis Drake Boulevard, Pacheco Avenue, Claus Drive and Broadway: Improve bicycle, pedestrian, transit, and vehicular circulation and safety around and through the Parkade in	2017 TIP Update - Update the funding plan to reprogram \$255K in CON RIP and \$55K in CON Local from FY17 to FY18	EXEMPT (40 CFR 93.127) - Bus terminals and transfer points	2040

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Marin	MRN130010	240744	Marin County	Donahue Street Road Rehabilitation Project	Marin County: Donahue St from Drake Ave. to Bridge Blvd. and Bridge Blvd. from Donahue St. to Bridgeway: Rehabilitate roadway; Donahue St. at Terners Dr. and at Bridge Blvd: Upgrade traffic signal	2017 TIP Update	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Marin	MRN130011	240714	Novato	DeLong Avenue and Ignacio Boulevard Resurfacing	Novato: At the DeLong Avenue and Ignacio Boulevard interchanges: Reconstruct the bridge deck approaches with appropriate conforms and improved pavement surfaces to improve vehicular, pedestrian	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Marin	MRN130012	240715	Mill Valley	Bayfront Park Recreational Bay Access Pier Rehab	Mill Valley: Bayfront Park: Construct trail connector to Bay Trail and waterfront including a reconstruction of the pier	2017 TIP Update - Update the funding plan to reprogram CON funds from FY16 to FY17	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	MRN130013	240715	San Anselmo	Sunny Hill Ridge and Red Hill Trails	In San Anselmo: Near Sunny Hill and Red Hill: Construct three miles of hiking trails	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	MRN130014	240715	Marin County	Mill Valley-Sausalito Pathway Preservation	Marin County: Mill Valley-Sausalito multiuse pathway from East Blithedale Avenue to Almonte Boulevard in Mill Valley: Rehabilitate multi-use path	2017 TIP Update	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	MRN130015	94572	GGBHTD	GGBHTD - Transit Systems Enhancements	GGBHTD: Systemwide: systems, technology and communication enhancements to transit fleet and facilities.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	2040
Marin	MRN150003	21017	MCTD	MCTD: On Board Vehicle Equipment	MCTD: Farebox: Install fareboxes on 62 paratransit vehicles and Dial-A-Ride vehicles. Replace fareboxes on 18 fixed route vehicles	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing. Update the project name	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	2040
Marin	MRN150004	230550	TAM	TAM - Car Share Canal	Marin County: Car Share CANAL is a Pilot Project to Integrate Transit, focused on Environmental Justice, Mobility, Immigration Support and Climate Protection Education. This is a non infrastructure project.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Continuation of ride-sharing and van-pooling promotion activities at current levels	2030
Marin	MRN150005	94572	GGBHTD	MS Sonoma Ferry Boat Refurbishment	GGBHTD: MS Sonoma: Refurbish 38-year old ferry vessel	2017 TIP Update	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Marin	MRN150007	240735	GGBHTD	GGBHTD: On-Board Bus and Ferry Surveys	GGBHTD: Systemwide: Conduct survey of bus and ferry passengers to collect ridership and socioeconomic data, required to support equity analyses for Title VI for fare or major service changes.	2017 TIP Update - Update the funding plan to reprogram \$52K in CON Local funds from FY16 to FY17	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Marin	MRN150008	240678	San Rafael	Grand Avenue Bicycle Pedestrian Improvements	San Rafael: Grand Ave across the San Rafael Canal: Construct bridge and sidewalk improvements for bicyclists and pedestrians	2017 TIP Update	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	MRN150011	21017	MCTD	MCTD- Replace 2 Shuttle Vehicles	MCTD: Replace two fixed route shuttle buses that are beyond their useful life.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Marin	MRN150012	21017	MCTD	MCTD - Replace 13 -40ft Buses	MCTD: Replace 13 40ft vehicles that are beyond their useful life	2017 TIP Update	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040

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County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
Marin	MRN150013	21017	MCTD	MCTD - Emergency Radio System	MCTD: Replace radio system on fixed route shuttles and rural service to meet emergency radio requirements.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	2040
Marin	MRN150014	94572	GGBHTD	GGBHTD Ferry Major Components Rehab	GGBHTD: Systemwide: Ferry Rehab, replace major ferry components such as navigation systems, dry-dock, hull, interior, life saving equipment, propulsion and other ferry components.	2017 TIP Update - Update the funding plan to reprogram all funds from FY16 to FY17	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Marin	MRN150015	94572	GGBHTD	GGBHTD Ferry Propulsion Systems Replacement	GGBHTD: Systemwide: Ferry propulsion systems: replacement of power distribution systems, propellers, engines, generators, gear boxes, etc. for Golden Gate Ferry vessels.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Marin	MRN150016	240714	Novato	Vineyard Road Improvements	Novato: Vineyard Road from Wilson Avenue to Sutro Avenue: Perform pavement rehabilitation, install bicycle lanes, and property owner-funded frontage improvements	2017 TIP Update	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Marin	MRN170001	22425	MTC	Regional Planning Activities and PPM - Marin	Marin: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	2017 TIP Update - Add a new project to the TIP with \$412K in RIP transferred from MRN090020 and \$3.8M in STP and \$495K in Local transferred from REG090038	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Marin	MRN970016	21012	GGBHTD	Golden Gate Bridge Seismic Retrofit, Ph: 1-3A	San Francisco /Marin Counties: Golden Gate Bridge; Seismic retrofit of the Golden Gate Bridge - construction on north and south approach viaducts, and Ft. Point Arch.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)	2020
Marin	MRN990017	94572	GGBHTD	Ferry channel & berth dredging	Golden Gate Ferry: From San Francisco to Marin County; Dredge ferry channel and berth.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).	2040
Multi-County	BRT030004	94525	BART	BART Train Control Renovation	BART: Replace obsolete elements and subsystems of the train control system.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).	2040
Multi-County	BRT030005	94525	BART	BART: Traction Power System Renovation	BART: System wide: Replace obsolete elements and subsystems of the traction power system to maintain and improve reliability and safety	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).	2040
Multi-County	BRT97100B	94525	BART	BART: Rail, Way and Structures Program	BART: Systemwide; Replace worn out mainline rail and make other timely reinvestments in way.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in existing right-of-way	2040
Multi-County	BRT99T01B	94525	BART	ADA Paratransit Capital Accessibility Improve	BART: At various stations: Capital Access Improvements Program including, station elevator improvements, installation of hands-free emergency telephones, and tactile stair tread replacement	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040

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Multi-County	CC-130048	94525	BART	BART Station Modernization Program	All BART Stations: Implement station access improvements, upgrade of lighting, elevator, escalator, stairs, railings, station agent booth, roof, walls, painting, and noise reduction.	2017 TIP Update - Update the funding plan to remove \$6.3M in FY16 TIGER funds	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	2040
Multi-County	MTC050001	230550	MTC	Transit Commute Benefits Promotion	San Francisco Bay Area: Region wide: Project to increase the participation rate of employers offering employees a tax-free benefit to commute to work by transit.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Continuation of ride-sharing and van-pooling promotion activities at current levels	2030
Multi-County	MTC050020	230419	MTC	Real-time Transit Information Program	San Francisco Bay Area: Regionwide; Provide real-time transit information to riders at transit stops or via telephone, wireless or internet communication.	2017 TIP Update - Update the funding plan to reprogram \$1M in CON Local from FY16 to FY17	EXEMPT (40 CFR 93.126) - Directional and informational signs	2040
Multi-County	MTC050021	22245	MTC	Safe Routes to Transit	Regionwide: Grants to fund infrastructure projects that improve bike/ped access to transit stations. Including signs, multi-use trails and bike parking.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Multi-County	REG050020	94525	BART	BART Car Exchange (Preventive Maintenance)	BART: Preventive maintenance program, including maintenance of rail cars and other system components in exchange for local funds to the BART car replacement reserve.	2017 TIP Update - Update the funding plan to reprogram \$194M in RTP-LRP from FY19 to FY21	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Multi-County	REG090002	22423	MTC	GL: JARC FY 09 - FY 10 - Large UA	GL: JARC FY 09 - FY 10 - Large UA. Various JARC projects in large urbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	2017 TIP Update - Update the funding plan to reprogram all funds from FY15 to FY17	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Multi-County	REG090039	240740	MTC	Regional Streets and Roads Program	Regionwide: Regional Streets and Roads Program including providing assistance to Bay Area agencies to implement & maintain computerized pavement management system (PMS), implementing PTAP	2017 TIP Update	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Multi-County	REG090042	230419	MTC	511 Traveler Information	Regionwide: Provides multimodal, accurate, reliable, and accessible traveler information on multiple dissemination platforms; serves as the go-to source during major disruptions and emergencies; and	2017 TIP Update - Update the mode and submode to add bicycle and freight truck. Update the project description to include assistance during regional emergencies. Update the funding plan to add \$40K	EXEMPT (40 CFR 93.126) - Directional and informational signs	2040
Multi-County	REG090044	230419	MTC	Incident Management Program	Regionwide: Manage congestion by implementing strategies to enhance mobility and safety, and reduce the impacts of traffic incidents, including advanced transportation management technologies and	2017 TIP Update	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
Multi-County	REG090045	240751	MTC	Clipper Fare Collection System	San Francisco Bay Area: Regionwide; Design, build, operate and maintain the Clipper fare collection system. Note: Translink became Clipper on 6/16/10.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	2040
Multi-County	REG090046	230419	MTC	Regional Arterial Operations & Signal Timing Prog	Regional: Develop plans to guide arterial investments, and provide project management and traffic engineering/tech assistance (including procuring traffic signal & comm. equipment and	2017 TIP Update - Update the funding plan to add \$1.0M in FY18 CON Local funds	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
Multi-County	REG090051	22481	Caltrain	Caltrain: Revenue Vehicle Rehab Program	Caltrain: Systemwide: The Revenue Vehicle Rehab Program provides overhauls and repairs/replacements to key components of the Caltrain rolling stock to maintain it in a state of good repair and to extend	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040

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Multi-County	REG090054	21017	WETA	WETA: Ferry Channel & Berth Dredging	WETA: Various service areas: Dredge ferry channel, ferry basin and berth	2017 TIP Update - Retain this project in the TIP for informational purposes as additional federal funds are expected	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in existing right-of-way	2040
Multi-County	REG090055	21017	WETA	WETA: Ferry Propulsion System Replacement	WETA: Ongoing: A mid-life overhaul is scheduled when a ferry reaches approximately 12.5 years of service life. Equipment service hours and specific vessel needs may affect the timing of the projects.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Multi-County	REG090057	21017	WETA	WETA: Ferry Major Component Rehab/Replacement	WETA: Ferry vessels are required to undergo periodic haul-out and rehabilitation work to remain in working order over their 25-year life.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Multi-County	REG090065	230550	MTC	Climate Initiatives Program Public Education	Climate Initiatives Program: Regionwide, community-based social marketing campaign & support for programs to encourage sustainable transportation behavioral changes to reduce criteria pollutants and	2017 TIP Update	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2030
Multi-County	REG090067	21017	WETA	WETA: Fixed Guideway Connectors	WETA: Various locations: This project will replace/rehab fixed guideway connectors such as floats, floating barges, ramps and gangways throughout the system.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).	2040
Multi-County	REG110010	230550	MTC	Regional Bicycle Sharing Program	Regionwide: various locations: Implement a bikesharing program	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2030
Multi-County	REG110011	230550	MTC	Electric Vehicle Funding Strategies	Region-wide: Support the deployment of electric vehicles in the Bay Area including approaches such as infrastructure, outreach, and other supportive strategies.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2030
Multi-County	REG110020	21017	WETA	WETA: Facilities Rehabilitation	WETA: Various Locations: Rehabilitate ferry facilities in order to maintain existing transit services.	2017 TIP Update - Retain this project in the TIP for informational purposes as additional federal funds are expected	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).	2040
Multi-County	REG110028	22423	MTC	GL: FY10 JARC Mobility Management	GL: Mobility Management. Various mobility management projects in the SFO, Concord and San Jose large urbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	2017 TIP Update - Update the funding plan to reprogram all funds from FY15 to FY17	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Multi-County	REG110030	21627	Caltrain	Caltrain Positive Train Control System	CBOSS/PTC is an advanced train control system that allows for automated collision prevention, improved manual collision prevention, and improved headways. The FRA has mandated PTC be in place by	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2030
Multi-County	REG110032	22423	MTC	GL: JARC FY11-FY12 Large UA	GL: JARC FY11-FY12 Large UA. Various JARC projects in large urbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	2017 TIP Update - Update the funding plan to reprogram all funds from FY15 to FY17	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040

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Multi-County	REG110039	22423 MTC		GL: 5307 JARC Set-aside FY13-FY14 Large UA	GL: 5307 JARC Set-aside FY13 Large UA. Various 5307 (former JARC) projects in large urbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	2017 TIP Update - Update the funding plan to reprogram all funds from FY15 to FY17	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Multi-County	REG110041	21017 Caltrans		GL: FTA Non-Urbanized Formula Program	GL: FTA Section 5311 Non-Urbanized Formula Program, Non-ITS portion. Projects include capital and operating assistance, capital and preventive maintenance. Projects consistent with 40 CFR Part 93.126,	2017 TIP Update - Update the funding plan to reprogram all funds from FY15 to FY17	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Multi-County	REG110042	230716 Caltrans		GL: Elderly & Persons with Disability Program	Region-Wide: Eld. & persons with Disabilities. Prog Lump Sum Listing; Project incl. Veh. replacements, minor expansion & office equip. Consist with 40 CFR Part 93.126, 127, 128 Exempt Tables 2 & 3.	2017 TIP Update - Update the funding plan to reprogram all funds from FY15 to FY17	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Multi-County	REG110044	21017 ACE		ACE Positive Train Control	ACE System-wide: Install an advanced train control system that allows for automated collision prevention, improved manual collision prevention, and improved headways.	2017 TIP Update - Update the funding plan to reprogram RTP-LRP funds from FY19 to FY21	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
Multi-County	REG130001	21013 MTC		Toll Bridge Maintenance	Region-wide: Seven state-owned toll bridges: routine maintenance of bridge facilities	2017 TIP Update - Update the funding plan to add \$12M in FY19 and FY20 RM1 funds	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)	2040
Multi-County	REG130002	21013 MTC		Toll Bridge Rehabilitation Program	Bay Area: On 7 state-owned toll bridges: Rehabilitation program	2017 TIP Update - Update the funding plan to add \$263M in RM1 funds	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)	2040
Multi-County	REG130003	230419 MTC-SAFE		FSP and Call Box Program	Regionwide: Manage congestion by preventing and/or addressing minor & major highway incidents/events including FSP and Call Box.	2017 TIP Update - Update the funding plan to add \$2M in FY17 CON Local funds	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
Multi-County	REG130005	21011 MTC		Transit Oriented Affordable Housing	Bay Area Region: Establish a land acquisition and land banking financing fund to maximize the production of affordable housing near transit stations	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Multi-County	REG150002	21017 Caltrans		GL: FTA 5311 Rural Area FY15	GL: FTA Section 5311 Rural Area Program, Non-ITS portion. Projects include capital and operating assistance. Projects consistent with 40 CFR Part 93.126 Exempt Table 2	2017 TIP Update - Update the funding plan to reprogram all funds from FY15 to FY17	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Multi-County	REG150003	230716 Caltrans		GL: Elderly&Persons with Disability Prog FY13-FY14	Region-Wide: Elderly & persons with Disabilities. Prog Lump Sum Listing; Project incl. Veh. replacements, minor expansion & office equip. Consist with 40 CFR Part 93.126 Exempt Table 2	2017 TIP Update - Update the funding plan to reprogram all funds from FY15 to FY17	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Multi-County	REG150004	22423 MTC		GL: Lifeline Cycle 4 5307 JARC	GL: 5307 JARC Set-aside FY13 Small UA and FY14-FY16 Large and Small UA. Various 5307 (former JARC) projects in large and small urbanized areas. Project is consistent with 40 CFR Part 93.126 Exempt	2017 TIP Update - Update the funding plan to reprogram all funds from FY15 to FY17	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Multi-County	REG150005	21011 BART		Transit-Oriented Development Pilot Planning Progra	Oakland and San Francisco: Develop a comprehensive TOD strategy that fills the remaining gaps in transportation management and development implementation in the Transbay corridor	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040

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Multi-County	REG150006	22481	Caltrain	Caltrain Station Management Toolbox	Caltrain: Systemwide: Develop tools to plan for transit-oriented development and multi-modal access improvements along the corridor. (Other Federal funds are FTA TOD Planning Program funds)	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
Multi-County	REG170001	22425	MTC	Regional Planning Activities and PPM - MTC	Regional: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	2017 TIP Update - Add a new exempt project to the TIP with \$2M in RIP and \$9.6M in STP and \$1.2M in Local transferred from REG090038	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Multi-County	REG170002	230419	MTC	Transportation Management Systems	Regionwide: Implement a collective approach to freeway operations and management, including field devices that monitor travel conditions and disseminate information; response to freeway incidents; and	2017 TIP Update - Amend a new exempt project into the TIP with \$3.0M in FY17 CON Local funds	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
Multi-County	REG170003	230550	MTC	511 Carpool and Vanpool Programs	Regional: Operate Carpool and Vanpool Programs	2017 TIP Update - Amend a new exempt project into the TIP with \$2.9M in FY19 CON Local funds and \$16.4M in FY21 RTP-LRP funds	EXEMPT (40 CFR 93.126) - Continuation of ride-sharing and van-pooling promotion activities at current levels	2030
Multi-County	SM-03006B	22481	Caltrain	Caltrain: Systemwide Track Rehab & Related Struct.	Caltrain: Replace jointed rail and upgrade existing main line track and related civil structures on the Caltrain Corridor.	2017 TIP Update - Update the funding plan to remove \$11.4M in FY17 CON 5337 and \$2.85M in FY17 CON Local funds	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in existing right-of-way	2040
Multi-County	SM-050041	22481	Caltrain	Caltrain: Signal/Communication Rehab. & Upgrades	Caltrain: Systemwide: Rehabilitate existing signal system and upgrade/replace communication equipment.	2017 TIP Update - Update the funding plan to remove \$1.2M in FY17 5337 and \$300K in FY17 Local funds and retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
Multi-County	VAR130002	22423	MTC	GL: JARC FY12 Small UA & Rural	GL: JARC FY12 Small UA & Rural. Various JARC projects in small urbanized areas and nonurbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	2017 TIP Update - Update the funding plan to reprogram all funds from FY15 to FY17	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Multi-County	VAR130003	230716	MTC	GL: New Freedom FY12 Small UA & Rural	Regional: Various Cycle 7 (FY12) New Freedom projects in small urbanized and rural areas.	2017 TIP Update - Update the funding plan to reprogram all funds from FY15 to FY17	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Multi-County	VAR130005	230716	MTC	GL: New Freedom FY12 Large UA	GL: New Freedom FY2012 Large UA. Various Cycle 5 (FY12) New Freedom projects in large urbanized areas	2017 TIP Update - Update the funding plan to reprogram all funds from FY15 to FY17	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Multi-County	VAR150001	21017	MTC	GL: FTA 5311 Rural Area FY16	GL: FTA Section 5311 Rural Area Program, Non-ITS portion. Projects include capital and operating assistance. Projects consistent with 40 CFR Part 93.126 Exempt Table 2	2017 TIP Update - Update the funding plan to reprogram funds from FY16 to FY17	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Multi-County	VAR150002	240727	Caltrans	GL: Pavement Resurf and/or Rehab-Fed Discretionary	Regionwide: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation	2017 TIP Update	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Multi-County	VAR150003	240727	Caltrans	GL: Bike and Ped Facilities - Fed Discretionary	Regionwide: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)	2017 TIP Update	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Multi-County	VAR170001	240747	Caltrans	GL: Safety Improvements - SRTS	GL: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Shoulder imprvmts, increasing sight dist, traffic control devices, signals, Pavement marking, Lighting	2017 TIP Update - Add a new grouped listing of projects into the TIP	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

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Multi-County	VAR170002	240746	Caltrans	GL: Highway Safety Improvement Program	GL: Safety Imprv - Highway Safety Improvement Program. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories.	2017 TIP Update - Split this grouped listing out from VAR110007. Funds programmed in FY17 and later will be reflected in this listing. Prior year funding will be included in	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation	2040
Multi-County	VAR170004	240745	Caltrans	GL: Pavement Resurfacing/Rehab SHS - Highway Maint	GL: Pavement Resurf/Rehab State Highway System - Highway Maintenance. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or	2017 TIP Update - Add a new grouped listing to the TIP with \$15.9M in Highway Maintenance funds	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Multi-County	VAR170005	240745	Caltrans	GL: Safety Improvements - SHOPP Mobility Program	Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories	2017 TIP Update - Add new grouped listing funded with \$66,965 in SHOPP funding. Prior year funding for this program is programmed under VAR110001	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
Multi-County	VAR170006	240745	Caltrans	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	Regionwide: Various Locations: Projects consistent with 40CFR93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow	2017 TIP Update - Add new grouped listing funded with \$509.9M in SHOPP funding. Prior year funding for this program is programmed under VAR110003	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Multi-County	VAR170007	240745	Caltrans	GL: Safety Imprv. - SHOPP Collision Reduction	Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories	2017 TIP Update - Add new grouped listing funded with \$342.0M in SHOPP funding. Prior year funding for this program is programmed under VAR110004	EXEMPT (40 CFR 93.126) - Guardrails, median barriers, crash cushions	2040
Multi-County	VAR170008	240745	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories	2017 TIP Update - Add new grouped listing funded with \$120.1M in SHOPP funding. Prior year funding for this program is programmed under VAR110005	EXEMPT (40 CFR 93.126) - Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes	2040
Multi-County	VAR170009	240745	Caltrans	GL: Safety Improvements - SHOPP Mandates	Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories	2017 TIP Update - Add new grouped listing funded with \$49.9M in SHOPP funding. Prior year funding for this program is programmed under VAR110042	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Multi-County	VAR170010	240745	Caltrans	GL: Bridge Rehab and Reconstruction - SHOPP	Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).	2017 TIP Update - Add new grouped listing funded with \$276.1M in SHOPP funding. Prior year funding for this program is programmed under VAR110044	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)	2040
Multi-County	VAR170011	240745	Caltrans	GL: Shoulder Imprv - SHOPP Roadside Preservation	Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Fencing,Safety roadside rest areas	2017 TIP Update - Add new grouped listing funded with \$5.6M in SHOPP funding. Prior year funding for this program is programmed under VAR130001	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc	2040
Multi-County	VAR170012	240748	Caltrans	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	GL: Local Bridge Rehab/Recon. - Local Highway Bridge Program(HBP) or Highway Bridge Replacement and Rehabilitation (HBRR). Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories.	2017 TIP Update - Add a new grouped listing to the TIP along with \$372M in HBP funds. Prior year funding programmed in VAR110045	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)	2040
Napa	NAP030004	21017	NVTA	NVTA: ADA Operating Assistance	Napa: ADA operating assistance for paratransit service	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Napa	NAP030005	21017	NVTA	Napa: Bus Stop Improvements	Napa Vine: Various bus stop improvements throughout the Napa County transit service areas. Add City/County Bus Passenger Amenities especially ADA Bus Stop Improvements.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Construction of small passenger shelters and information kiosks	2040

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List of 2017 TIP Projects by Air Quality Status and County

County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
Napa	NAP090003	94073	NVTA	SR 12/29/221 Soscol Junction Interchange Study	In Napa County, study alternatives to construct new southbound Route 221 to southbound Route 29 flyover (including auxiliary lane to Route 12/Route 29). TIP project is for ENV and PSE only.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
Napa	NAP090005	21017	NVTA	NVTA: Replace Rolling Stock	NVTA: Replace rolling stock for fixed-route, paratransit, and community shuttle fleet.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	2040
Napa	NAP090008	21017	NVTA	NVTA Equipment Replacement and Upgrades	NVTA: Napa Vine service area: Replacement and upgrades to transit equipment	2017 TIP Update	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
Napa	NAP110014	240612	NVTA	Napa Valley Vine Trail Design and Construction	Napa County: Various locations: Design and construction of individual segments of Vine Trail.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Napa	NAP110023	230695	Napa County	Silverado Trail Phase H Rehab	County of Napa: On Silverado Trail from Howell Mtn to Zinfandel (Phase H); rehabilitate roadway retaining existing Class II bicycle lanes	2017 TIP Update	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Napa	NAP110026	240748	Napa County	Hardin Rd Bridge Replacement - 21C0058	Napa County: On Harding Rd at Maxwell Creek, 1.6M SE of Pope Cyn Rd: Replace existing one lane bridge with new 2-lane bridge to meet standards	2017 TIP Update	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Napa	NAP110027	240748	Napa County	Loma Vista Dr Bridge Replacement - 21C0080	Napa County: Loma Vista Dr over Soda Creek, 1.4 miles north of Silverado Trail: replace existing one lane bridge with new two lane bridge to meet standards	2017 TIP Update - Update the funding plan to reprogram \$3M in CON HBP from FY19 to FY21	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Napa	NAP110028	22746	Napa	California Boulevard Roundabouts	City of Napa: At at First Street/ California Blvd. and Second Street/ California Blvd: Construct roundabouts Caltrans: Construct roundabout at Northbound off-ramp of SR 29 and First Street	2017 TIP Update	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2020
Napa	NAP130003	230695	Napa County	Airport Boulevard Rehabilitation	In Napa County: On Airport Boulevard between SR 29 and Napa County Airport: Rehabilitate roadway and retrofit curb ramps at 3 intersections, retaining existing Class II bicycle lanes.	2017 TIP Update - Update the funding plan to reprogram all funds to FY22 and retain in the TIP for informational purposes	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Napa	NAP130004	240083	Napa	Highway 29/Napa Creek Bicycle Path Upgrade	Napa: On the North side of Napa Creek under Highway 29: Construct a Class 1 bicycle and pedestrian path	2017 TIP Update - Update the funding plan to reprogram ROW and CON funds from FY19 to FY21	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2020
Napa	NAP130007	230381	Caltrans	Hwy 29 Grayson Ave. Signal Construction	In St. Helena: At the intersection of Hwy 29 and Grayson Ave: Install three way signal with ADA ramp upgrades	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing. Update the implementing agency to Caltrans	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2020
Napa	NAP130008	240612	Yountville	Hopper Creek Pedestrian Bridge and Path Project	Yountville: Along Hopper Creek from Oak Circle Open Space to Mission St: Construct multi-use pathway and a pedestrian bridge across Hopper Creek	2017 TIP Update - Update the funding plan to reprogram \$100K in PSE RIP funds from FY17 to FY19 and \$400K in CON RIP funds from FY19 to FY20	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Napa	NAP130009	230695	Napa County	Silverado Trail Phase G Rehab	County of Napa: On Silverado Trail from Calistoga to Larkmead (Phase G); rehabilitate roadway retaining existing Class II bicycle lanes	2017 TIP Update - Update the funding plan to reprogram CON from FY17 to FY16 to reflect obligation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Napa	NAP130010	230695	Napa County	Silverado Trail Yountville-Napa Safety Improvement	In Napa County: On Silverado Trail at Yountville Crossroad: Construct intersection safety improvements; On Silverado Trail between Yountville and Napa: Install rumble strips	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040

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List of 2017 TIP Projects by Air Quality Status and County

County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
Napa	NAP150001	230518	Calistoga	SR 128 and Petrified Forest Intersection Imp	In Calistoga: On SR 128 and Petrified Forest Road, convert 4-way stop controlled intersection to a traffic signal.	2017 TIP Update - Update the funding plan to reprogram PSE to FY17, ROW to FY18 and CON to FY19	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2020
Napa	NAP150002	240748	Napa County	Garnett Bridge Greenwood Ave	In Napa County: On Greenwood Avenue between Myrtledale Road and SR 29 over Garnett Creek; replace one lane bridge damaged in earthquake with a two lane bridge	2017 TIP Update	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Napa	NAP150003	240612	NVTA	Napa Valley Vine Trail Calistoga-St. Helena Seg.	In Napa County: From Calistoga to St. Helena: Construct multi-use trail	2017 TIP Update - Update the funding plan to reprogram \$48K in ENV ATP, \$480K in PSE ATP and \$40K in ROW ATP to FY19 CON and change the sponsor and implementing agency to NVTA	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Napa	NAP170001	22425	MTC	Regional Planning Activities and PPM - Napa	Napa: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	2017 TIP Update - Add a new project to the TIP with \$275K in RIP transferred from NAP090002 and \$3.8M in STP and \$495K in Local transferred from REG090038	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Napa	NAP970010	21017	NVTA	Napa Vine Operating Assistance	Napa Vine: Operating assistance to support transit routes and services.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
San Francisco	SF-030013	94636	SFMTA	SFMTA: Wayside Fare Collection Equipment	Muni: Replacement of life-expired fare collection equipment.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	2040
San Francisco	SF-050014	94525	BART	BART/MUNI Direct Connection Platform	BART/MUNI: Powell Street Station: Provide a direct connection between BART & MUNI.	2017 TIP Update - Update the description to change scope to Powell Street Station and update the funding plan to reprogram CON from FY15 to FY17	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Francisco	SF-050024	94636	SFMTA	SFMTA:Train Control & Trolley Signal Rehab/Replace	SFMTA: Rehabilitate or replace elements of the Wayside/Central Train Control & trolley Signal Systems.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in existing right-of-way	2040
San Francisco	SF-050034	94636	SFMTA	Light Rail Vehicle Overhaul Program	Muni: Systematic overhaul of all light rail vehicles components in agency fleet.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
San Francisco	SF-070009	240471	Port of SF	Embarcadero Corridor Transportation Improvements	San Francisco: Embarcadero corridor (China Basin & Fisherman's Wharf); Improvements to transit services including signage, parking management strategies, bike/ped improvements & other outreach	2017 TIP Update - Update the mode and submode. Update the funding plan to reprogram \$1.0M in CON Local from FY16 to FY17 and \$3.5M in CON RTP-LRP funds from FY19 to FY21	EXEMPT (40 CFR 93.126) - Directional and informational signs	2040
San Francisco	SF-070027	230555	SF County TA	Yerba Buena Island (YBI) Ramp Improvements	San Francisco: On east side of the Yerba Buena Island Tunnel at SFOBB; Rehabilitate existing deficient bridges on the west side of the Island.	2017 TIP Update - Update the funding plan to reprogram \$47M in CON HBP and \$6.1M in CON LBSRA from FY19 to FY21 to match the latest information from Caltrans	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2020
San Francisco	SF-070029	21342	TBJPA	Transbay Transit Center - TIFIA Loan Debt Service	San Francisco, Transbay Transit Center: TIFIA Loan debt service for Phase 1 & 2. Update annual debt service amounts based on TIFIA loan agreement.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Planning and technical studies	2020
San Francisco	SF-070030	98593	SFMTA	SFGO-Corridor Management	Focused on the US 101 /Van Ness and Market Street corridors; Install new communications network and advanced traffic signal control systems with elements citywide.	2017 TIP Update - Update the funding plan to add \$2.0M in FY17 CON Local funds	EXEMPT (40 CFR 93.128) - Traffic signal synchronization projects	2030

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San Francisco	SF-070045	94636	SFMTA	SFMTA: Trolley Coach Replacement	SFMTA: Replace 60, 1994 60' articulated Trolley Coaches with either Motor Coaches or Trolley Coaches.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
San Francisco	SF-090011	240557	SF County TA	Oakdale Caltrain Station	San Francisco: Oakdale near Palou: Planning, preliminary engineering, and environmental work for a new Caltrain station and transit service adjustments to serve station.	2017 TIP Update - Update the funding plan to remove \$4.4M in Local Sales Tax funds from various years and phases. Reprogram \$50K in PE Local Sales Tax funds from FY12 to FY06 and \$750K in PE Local	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2020
San Francisco	SF-090031	94636	SFMTA	SF Muni - Preventive Maintenance	SF Muni - Preventive Maintenance	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
San Francisco	SF-090035	94636	SFMTA	SFMTA: Paratransit Vehicle Replacements	SFMTA: Paratransit service across San Francisco; preserve service and replace 67 paratransit vehicles	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
San Francisco	SF-110005	240490	SF DPW	Great Highway Restoration	San Francisco: Great Highway: From Sloat to Skyline Hwy: Ph 1. Restore and stabilize roadway, stop bluff slides, and protect infrastructure. Phase 2. Implement road diet by closing remaining SB lane and	2017 TIP Update - Update the Delivery Milestones section to account for delay in pre-construction schedule	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Francisco	SF-110010	240541	SFMTA	SFMTA Transportation Asset Management System	San Francisco: SFMTA wil implement an Enterprise Asset Management (EAM) system to inventory all of its major assets. By using an EAM system, SFMTA will be able to store data on age, condition, and	2017 TIP Update - Update the funding plan to reprogram and change the funding source of \$500K in FY11 PSE Sales Tax and \$1.5M in FY11 CON Sales Tax to FY16 CON Local funds and add \$9.0M	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
San Francisco	SF-110011	240681	SF County TA	Integrated Public-Private Partnership TDM Program	San Francisco: Implement pilot TDM strategies: (a) parking cash-out programs and TDM related approaches, and (b) Muni Partners shuttle coordination and expansion. Includes program evaluation.	2017 TIP Update - Update the funding plan to add \$10K in FY17 CON Local funds	EXEMPT (40 CFR 93.126) - Continuation of ride-sharing and van-pooling promotion activities at current levels	2040
San Francisco	SF-110037	240681	SFMTA	Linked Priced Electric Bikesharing	In San Francisco and select Bay Area cities: Apply ITS technology and differential pricing with the colocation of shared electric bicycles within City CarShare's existing systems	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Francisco	SF-110044	94525	BART	Regional Real-Time Transit Information at BART	In downtown Oakland and downtown San Francisco: at six key intermodal BART stations: add additional real time transit information displays	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Directional and informational signs	2040
San Francisco	SF-110050	94636	SFMTA	SFMTA: Replace 58 40' Neoplan Buses	SFMTA: Replace 58 40' Neoplan Buses originally in service in 2002 with 58 40' hybrid buses.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
San Francisco	SF-110053	21017	WETA	WETA: Replace Ferry Vessels	WETA: Fund the replacement of all existing ferry vessels for WETA when the vessels reach the end of their useful life of 25 years.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040

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San Francisco	SF-130008	240523	SF County TA	HOV Lanes on US 101 in SF - Project Development	San Francisco: US 101 from SF county line to Cesar Chavez: Planning, Preliminary Engineering, and Environmental to convert one existing lane in each direction to HOV lanes	2017 TIP Update - Update the funding plan to reprogram \$2.0M in Local from FY15 CON to FY17 PE	EXEMPT (40 CFR 93.126) - Planning and technical studies	2020
San Francisco	SF-130010	240546	SF County TA	Construct Treasure Island Bus Terminal Facility	San Francisco: Treasure Island: Construct Treasure Island Bus Terminal Facility	2017 TIP Update - Update the funding plan to reprogram \$2.0M in CON Private Joint Development from FY16 to FY18 and \$590K in ROW Local funds from FY15 to FY17	EXEMPT (40 CFR 93.127) - Bus terminals and transfer points	2020
San Francisco	SF-130014	240486	SF DPW	SF- Broadway Chinatown Complete Streets	In San Francisco: On Broadway between Columbus and the Broadway Tunnel; Design and construct a complete street project.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Francisco	SF-130018	240747	SFDPH	SF SRTS Non-Infrastructure Program	In San Francisco: Countywide: Expansion of the existing San Francisco SRTS education and outreach program.	2017 TIP Update - Update the funding plan to remove \$360K in FY17 CON CMAQ	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
San Francisco	SF-130020	240309	SFMTA	SFMTA: Purchase 60 foot expansion motor coaches	SFMTA: Purchase 35 60 foot expansion motor coaches	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2030
San Francisco	SF-130022	240731	SFMTA	Twin Peaks Connectivity Planning	San Francisco: on Twin Peaks: Develop a conceptual design that will improve access for people who walk or bicycle on Twin Peaks.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
San Francisco	SF-150001	240747	SF DPW	John Yehall Chin Safe Routes to School	In San Francisco: 4 intersections near 350 Broadway Street: Construct curb extensions and a raised crosswalk. □	2017 TIP Update - Update the description to reflect reduction in scope. Update the funding plan to remove \$156K in FY16 PSE ATP. Change the CON funding source from RTP-LRP to Local, remove \$184K	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Francisco	SF-150002	240493	SFMTA	San Francisco Safer Streets Campaign	San Francisco: Citywide: Provide high-visibility enforcement and education to reduce injuries and fatalities, caused by vehicles speeding, to people who walk and bicycle, and increase the number of people	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	2040
San Francisco	SF-150003	240747	SFDPH	San Francisco Safe Routes to School (ATP)	San Francisco: Citywide: Implement effective policy, education, enforcement and outreach strategies to increase walking, biking, transit, and carpooling for ALL students in school years 2015-17.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	2040
San Francisco	SF-150004	240488	SFMTA	SFMTA Station-Area Ped and Bicycle Access Imp.	San Francisco: Citywide within fixed guideway station area radii (per FTA eligibility): Improvements to pedestrian and bicycle access to the transportation stop/station.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Francisco	SF-150005	94636	SFMTA	SFMTA - Replacement of 40' Motor Coaches	SFMTA: 40' Neoplan Buses: Replace 40' Neoplan Buses originally in service in 2002 with (85) 40'hybrid buses.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
San Francisco	SF-150006	94636	SFMTA	SFMTA Replacement of 60' Motor Coaches	SFMTA: 60' Neoplan Buses: Replace 98 60' Neoplan Buses diesel buses originally in service in 2002 with 98 60' hybrid buses.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040

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San Francisco	SF-150007	94636	SFMTA	SFMTA Farebox Replacement	SFMTA: Systemwide: Refurbish or purchase existing fareboxes and necessary support equipment to improve reliability, functionality, and the overall customer experience.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	2040
San Francisco	SF-150009	240488	SFMTA	San Francisco Citywide Bicycle Wayfinding	San Francisco: Citywide: Implement an effective bicycle wayfinding signage system throughout San Francisco. This system will increase ridership by improving both the comfort of riding and the ability to	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Francisco	SF-150011	240486	SFMTA	San Francisco Vision Zero Safety Investment	San Francisco: along the Van Ness Corridor: Implement pedestrian and safety improvements including pedestrian bulbouts, pedestrian scale lighting, pedestrian countdown signals, ADA curb ramps, and	2017 TIP Update - Update the funding plan to reprogram funds from FY16 to FY17 and update the project description to specify location	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Francisco	SF-150012	240681	SF County TA	San Francisco Travel Smart Rewards Pilot Program	In San Francisco: Undertake a pilot program to mitigate congestion on BART by incentivizing riders to shift travel times	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
San Francisco	SF-150013	240543	SF County TA	SB I-280 Off-Ramp at Ocean Ave Realignment	San Francisco: I-280/Ocean Avenue Interchange: Realign the southbound I-280 off-ramp to Ocean Avenue into a T intersection with a new signal on Ocean Avenue	2017 TIP Update - Update the funding plan to reprogram \$500K in PSE Local from FY16 to FY17, \$1.5M in CON Local from FY17 to FY18, and \$2.9M in CON RTP-LRP from FY19 to FY21	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2040
San Francisco	SF-150014	94636	SFMTA	SFMTA 30' Motor Coach Mid-Life Overhaul	SFMTA: Approximately 86 hybrid coaches: Perform midlife overhauls	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
San Francisco	SF-150015	94636	SFMTA	SFMTA: Replacement of 40' Trolley Coaches	SFMTA: Replace approximately 21 40' ETI electric trolley buses originally in service in 2002 with 21 40' electric trolley buses.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	2040
San Francisco	SF-150016	240543	SF DPW	Lombard Street Vision Zero Project	In San Francisco: On Lombard/US-101 between Broderick St and Franklin St; Install curb extensions and other pedestrian safety and transit features. Project is phased.	2017 TIP Update - Update the funding plan to change the source for \$366K from Sales Tax to Local, and add \$3.7M in FY16 PSE Local, \$653K in FY17 CON ATP, and \$767K in FY17 CON Local funds	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
San Francisco	SF-150017	240747	SFDPH	SF Safe Routes to School 2017-2019	San Francisco: Citywide: Implement a pilot proposal that includes innovative educational, encouragement, and evaluation activities and deliverables to increase safe walking and biking by schoolchildren	2017 TIP Update - Update funding plan to remove \$386K in FY17 CON ATP funds	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
San Francisco	SF-170002	22425	MTC	Regional Planning Activities and PPM - SF County	San Francisco: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	2017 TIP Update - Add a new exempt project to the TIP with \$1.1M in RIP transferred from SF-090030 and \$4M in STP and \$518K in Local transferred from REG090038	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
San Francisco	SF-95037B	94636	SFMTA	SF Muni Rail Replacement Program	SFMTA: Systemwide - Phased design and replacement of trackway and related systems serving light rail and cable car lines.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in existing right-of-way	2040
San Francisco	SF-970073	94636	SFMTA	SFMTA: Cable Car Vehicle Renovation Program	San Francisco: Rehabilitate up to four Cable Car vehicles in one year - two undergoing reconstruction, one in major overhaul, and one in minor overhaul.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040

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List of 2017 TIP Projects by Air Quality Status and County

County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
San Francisco	SF-970170	94636	SFMTA	SFMTA: Trolley Overhead Recon. Program	San Francisco: LRT: Phased design and replacement of the overhead wires and related traction power system serving light rail and trolley coach lines.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).	2040
San Francisco	SF-990003	240536	SFMTA	Global Positioning System	Muni: Global Positioning System, Central Control, and Radio system replacement project.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing. Update the funding plan to add \$2.0M in FY16 CON Local funds	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
San Francisco	SF-990022	94636	SFMTA	SFMTA: ADA Paratransit operating support	Muni: ADA Paratransit Operating Subsidy.; provides funding for increased van/taxi services to people with disabilities who are prevented from using Muni's fixed route services.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
San Francisco	SF-99T002	94636	SFMTA	Cable Car Traction Power & Guideway Rehab	SFMTA: Cable Car Traction Power and Guideway Rehab; Repair various guideway and infrastructure & make improvements to the cable car system.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in existing right-of-way	2040
San Mateo	SF-010028	21627	Caltrain	Caltrain Electrification	Caltrain: From San Francisco to Gilroy: Electrification of the caltrain corridor from San Francisco to Tamien, including catenary poles, wires, power supply, track and signals, and Electric Multiple Units	2017 TIP Update - Update the fundign plan to reprogram all RTP-LRP to FY21	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2030
San Mateo	SM-010002	21893	Half Moon Bay	SR 92 Shoulder Widening & Curve Correction	Half Moon Bay: Rte 92 btw eastern city limits and Pilarcitos Creek; Widen shoulders, straighten curves and improve vertical sight distances. No additional travel lanes.	2017 TIP Update - Update the sponsor to Half Moon Bay. Update the funding plan to reprogram \$600K in PE Local Sales Tax from FY14 to FY17 and \$4.7M in CON RTP-LRP funds from FY19 to FY21	EXEMPT (40 CFR 93.126) - Shoulder improvements	2040
San Mateo	SM-010047	21606	Menlo Park	US 101 / Willow Road Interchange Reconstruction	Menlo Park: US 101 at Willow Road Interchange; Reconstruct and reconfigure interchange (No additional travel lanes).	2017 TIP Update - Update the project sponsor to Menlo Park and update the funding plan to reprogram \$4.32M in FY18 RIP from CON to CON-CE, change the source for \$5.8M in FY18 CON funds from RIP	EXEMPT (40 CFR 93.127) - Changes in vertical and horizontal alignment	2030
San Mateo	SM-010054	22481	Caltrain	San Mateo Bridges Replacement	City of San Mateo: Caltrain Corridor - Reconstruct existing Poplar, Santa Inez, Monte Diablo and Tilton railroad grade separation structures, including replacing the bridge decks, project is phased	2017 TIP Update - Update the funding plan to reprogram RTP-LRP from FY19 to FY21	EXEMPT (40 CFR 93.126) - Railroad/highway crossing	2040
San Mateo	SM-030023	94666	SamTrans	SAMTRANS: Preventive Maintenance	SamTrans: Preventative maintenance program for agency fleet.	2017 TIP Update - Update the funding plan to remove \$352K in FY17 CON STP and \$46K in FY17 CON Local funds	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
San Mateo	SM-050005	94525	BART	BART: Preventive Maintenance	BART: Systemwide; Preventive Maintenance	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
San Mateo	SM-050040	22481	Caltrain	Caltrain: ADA Operating Set-aside	Caltrain: ADA Paratransit Operating assistance set-aside	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
San Mateo	SM-050051	240590	SamTrans	SR 82 - El Camino Real Grand Boulevard Initiative	El Camino Real Corridor: Ped. & transit facility enhancements, streetscape improvements including medians, wider sidewalks, bike routes & improved linkages to transit hubs & downtown.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	2040

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San Mateo	SM-050053	240143	Millbrae	US 101 Millbrae Ave Bike/Ped Bridge	Millbrae: Across US 101 north of and adjacent to the existing Millbrae Avenue bridge; Construct a new 10-ft wide Class 1 mixed-use bike/ped overcrossing.	2017 TIP Update - Update the funding plan to reprogram \$912K in PE Earmark from FY16 to FY17, \$150K in PE Local from FY16 to FY17, \$2.0M in CON RTP-LRP from FY19 to FY21 and remove \$9.4M in	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2020
San Mateo	SM-070002	22274	CCAG	San Mateo Countywide ITS Improvements	San Mateo County: County-wide; ITS improvements at various locations in San Mateo County.	2017 TIP Update - Update the funding plan to reprogram \$3.5M in CON RIP from FY18 to FY19, \$300K in ENV RIP and \$500K in PSE RIP from FY17 to FY18	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
San Mateo	SM-070004	240086	East Palo Alto	Bay Rd Bicycle/Ped Improvements Phase II & III	E. Palo Alto: On Bay Rd btw Clarke/Illinois & Tara Rd (Ph II) & btw Tara Rd & Bay Trail (Ph. III);Improvements including resurface, streetscape, bike lanes, & other improvements.HPP #706 (remainder)	2017 TIP Update - Update the funding plan to reprogram PSE, ROW, and CON to FY17	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	SM-070006	21607	East Palo Alto	US 101 University Ave Interchange Improvements	E. Palo Alto: On University Ave across US 101 btw Woodland Ave and Donahoe St; Construct Bike Lane, modify NB and SB off-ramps and intersections with overcrossing with no new lanes for off-ramps. HPP	2017 TIP Update	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2020
San Mateo	SM-070029	21612	CCAG	Dumbarton Bridge to US101 Connection Study	East Palo Alto: Dumbarton Bridge at US 101; Study of various connections between the Dumbarton Bridge and Highway 101. SAFETEA Earmark HPP #3062 (\$400K)	2017 TIP Update	EXEMPT (40 CFR 93.126) - Planning and technical studies	2030
San Mateo	SM-070049	94666	SamTrans	Facility/Equipment Rehabilitation/Replacement	SAMTRANS: Operating/maintenance facility/equip rehabilitation/replacement, including the provision of facility improvements for admin, maintenance, and operations at the Central Administrative facility,	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	2040
San Mateo	SM-110012	240086	San Bruno	San Bruno Transit Corridor Pedestrian Imps	San Bruno: El Camino Real from San Bruno Avenue to Sneath Lane, San Bruno Avenue from El Camino Real to Huntington Avenue and Huntington Avenue from San Bruno Avenue to Sneath Lane. Streetscape	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	2040
San Mateo	SM-110022	230550	CCAG	San Mateo County SR2S Program	San Mateo County: Countywide: Provide modularized safe routes to school programs and projects that focuses on education, encouragement, evaluation and enforcement components to all interested	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2030
San Mateo	SM-110047	21613	San Mateo	SR92/El Camino Real (SR82) Ramp Modifications	San Mateo: At the SR92/El Camino Real (SR82) interchange: Modify existing on/off rampsto improve the ingress and egress of the interchange.	2017 TIP Update - Update the funding plan to reprogram \$16.0M in CON Local Sales Tax from FY19 to FY17, \$2M in CON RIP from FY17 to FY18 and \$3M in RIP from FY17 CON and FY18 CON-CE	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2030
San Mateo	SM-110054	94666	SamTrans	Reconfiguration of San Carlos Transit Center	San Carlos Transit Center: Reconfigure and rehabilitate the current transit center to facilitate improved safety and connections between SamTrans fixed-route bus service, Caltrain commuter rail, local	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).	2040

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San Mateo	SM-110062	94666	SamTrans	Samtrans - Replace 62 1998 Gillig Buses	Samtrans: Replace 62-40' 1998 Gillig Buses, which have exceeded their useful life.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
San Mateo	SM-110064	22423	San Mateo	North Central Pedestrian Improvement Program	North Central San Mateo: Various locations south of Cypress Avenue: pedestrian infrastructure improvements including new curb ramps, crosswalks, curb extensions, lighting, and advanced stop bars	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-110065	22423	Redwood City	Middlefield Rd and Woodside Rd Intersection Improv	In Redwood City: At the intersection of Middlefield Rd and Woodside Rd; modify intersection to provide pedestrian facilities.	2017 TIP Update	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
San Mateo	SM-110067	21011	CCAG	Local PDA Planning - San Mateo	San Mateo County Various Agencies: Planning assistance to local jurisdictions to support transportation investments and improve their performance in Priority Development Areas (PDAs), focused on	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
San Mateo	SM-110068	94666	SamTrans	SAMTRANS: Replacement of Articulated Bus Fleet	SAMTRANS: 60' articulated buses: Replace up to 55 2002 60' NABI diesel articulated buses that have exceeded their useful life.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
San Mateo	SM-130002	230697	Redwood City	Redwood City Various Streets Overlay	Redwood City: On Whipple Ave from Upland Rd to El Camino Real, Whipple Ave from US101 to Veterans Blvd, and Veterans Blvd from US101 to Whipple Ave: Rehabilitate the roadway, add new striping, and	2017 TIP Update - Retain this project in the TIP for informational purposes as it is in construction	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	SM-130003	230430	SSF	SSF Citywide Sidewalk Gap Closure Project	South San Francisco: Various Streets: closes gaps in the existing pedestrian infrastructure	2017 TIP Update	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-130004	230697	San Mateo	Mount Diablo Ave. Rehabilitation	In the City of San Mateo: Monte Diablo Avenue from N Quebec St to N Kingston St.: Rehabilitation of local streets and roads and addition of ADA compliant curb ramps, bicycle improvements and pedestrian	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	SM-130008	230430	Menlo Park	Menlo Park-Variou Streets Bike /Ped Improvements	Menlo Park: Various locations: Implement bicycle and pedestrian safety improvements	2017 TIP Update - Retain this project in the TIP for informational purposes as project is in construction	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-130009	230697	Millbrae	Millbrae Various Streets and Roads Preservation	Millbrae: Various Locations: Rehabilitate and replace pavement and miscellaneous concrete improvements including installing wheel chair curb ramps.	2017 TIP Update - Update the funding plan to reprogram CON from FY17 to FY16 to match obligation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	SM-130011	240086	Daly City	John Daly Boulevard Bicycle /Ped Improvements	Daly City: On John Daly Blvd between Top of the Hill - Mission Street transit hub and the Daly City BART Station at Delong Street and Los Banos Ave: Implement bike/ped improvements	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-130012	240086	San Carlos	San Carlos Streetscape and Ped Improvments	San Carlos: Around the intersection of El Camino Real and Arroyo Ave: Grand Boulevard Initiatives (GBI), implement bike/ped improvements and bus pad and add pedestrian activation to a mid-block signal	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

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San Mateo	SM-130013	240086	SSF	SSF Grand Blvd Project: Chestnut to Arroyo	South San Francisco: El Camino Real between Chestnut Ave/Westborough Blvd to Arroyo Ave: Design and construct improved pedestrian crossings with corner bulbouts, median refuges, expanded bus stop	2017 TIP Update	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-130015	230430	San Mateo Co	Semicircular Rd Bicycle / Ped Access Improvements	San Mateo County: On Semicircular Road between Middlefield Road and 5th Avenue; Replace existing sidewalk with ADA compliant sidewalk and install sharrows and school crossing signs; four nearby	2017 TIP Update - Retain this project in the TIP for informational purposes as contract is not yet closed	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-130016	240086	Pacifica	Palmetto Avenue Streetscape	In Pacifica: Palmetto Avenue from Bella Vista Avenue to Clarendon Road: Pavement rehabilitation and pedestrian sidewalk improvements.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-130017	240086	Belmont	Ralston Avenue Pedestrian Route Improvements	Belmont: Ralston Ave. between South Rd. and Chula Vista Ave. (near Notre Dame de Namur University): Install pedestrian improvements	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-130018	230430	Belmont	Old County Road Bicycle/Pedestrian Improvements	Belmont: Old County Road from Ralston Ave to the Belmont/San Carlos City Limits: Implement bike and pedestrian route improvements	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-130019	240086	San Bruno	San Bruno Ave Street Medians Improvements	San Bruno: San Bruno Ave from Elm Ave to I-280: Implement pedestrian improvement including curb ramps, speed radar display signs, demolish existing landscape and replace and replace existing spray	2017 TIP Update	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-130020	21624	San Mateo	San Mateo Citywide Crosswalk Improvements	City of San Mateo: Various locations citywide: Install new high visibility crosswalks or upgrade existing crosswalks	2017 TIP Update	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-130022	230430	Redwood City	Middlefield Road Bicycle / Ped Improvements	In Redwood City: on Middlefield Road between Main Street and MacArthur Avenue; Modify roadway and utilities as needed to widen sidewalks and improve bike and pedestrian amenities. No vehicle travel	2017 TIP Update - Update the funding plan to reprogram and change the funding source of \$2.4M in CON from FY19 RTP-LRP to FY17 Local funds	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-130023	22274	Menlo Park	Menlo Park - Willow Rd Traffic Signal Modification	In Menlo Park: On Willow Road between Middlefield Road and Hamilton Avenue, modification of 9 traffic signals.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.128) - Traffic signal synchronization projects	2040
San Mateo	SM-130025	94666	SamTrans	SamTrans Service Plan (SSP)	SamTrans: System-wide: Offset a reduction in price for the Day Pass by \$1.00 and install new signage for new and modified bus routes	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
San Mateo	SM-130026	22481	Caltrain	Caltrain Control Point Installation	Caltrain mainline: In San Carlos: Install a new control point (rail crossover)	2017 TIP Update-Update the funding plan to reprogram \$1.5M in STP and \$190K in Local from FY17 to FY16 and \$1M in PE from FY17 to FY14, change source and year for \$945K from FY17 STP to FY21	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in existing right-of-way	2040
San Mateo	SM-130027	22481	Caltrain	Caltrain Off-peak Marketing Campaign	Caltrain: Systemwide: Undertake a marketing campaign targeting off-peak ridership	2017 TIP Update - Update the funding plan to reprogram \$6K in CON Local from FY17 to FY14	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
San Mateo	SM-130028	230430	East Palo Alto	US-101 Pedestrian/Bicycle Overcrossing	East Palo Alto: Between Clarke Avenue and Newell Road: Install a Pedestrian/Bicycle Overcrossing of US-101 to connect the west-side with the east-side of East Palo Alto for safe pedestrian/bicycle access.	2017 TIP Update - Update the funding plan to reprogram \$8.6M in CON ATP funds from FY16 to FY17	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-130029	94525	BART	Daly City BART Station Intermodal Improvements	Daly City: At Daly City BART Station: Improve transit operations; pedestrian & bicycle access; and safety & patron experience	2017 TIP Update	EXEMPT (40 CFR 93.127) - Bus terminals and transfer points	2040

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San Mateo	SM-130030	240590	SSF	SSF Grand Blvd Project: Kaiser Way to McLellan	South San Francisco: Along El Camino Real between Kaiser Way and McLellan Drive: Implement bike and pedestrian enhancements, street trees, rain gardens and median landscaping as well as	2017 TIP Update - Update the project name to specify location	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	2040
San Mateo	SM-130031	240731	SF City/County	Southern Skyline Blvd. Ridge Trail Extension	San Mateo County: On the east side of SR-35 "Upper Skyline Blvd" between the intersection of Hwy 92 and Hwy 35 southward approximately 6 miles to the SFPUC Peninsula Watershed: Construct Southern	2017 TIP Update	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-130032	230430	San Mateo Co	Midcoast Multi-Modal Trail	San Mateo County: On Highway 1 from Alto Avenue in Miramar to Coronado Street in El Granada: Construct 3,750 feet of multi-use trail	2017 TIP Update - Update the funding plan to reprogram \$565 in PE Local from FY15 to FY19 and \$6.0M in CON RTP-LRP from FY19 to FY21	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-150001	21011	Millbrae	Millbrae Priority Development Area Specific Plan	Millbrae: PDAs Citywide: Update the current Millbrae Transit Station Area PDA and expand PDA to also include El Camino Real Corridor.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
San Mateo	SM-150002	230430	San Mateo	City of San Mateo SR2S Program	City of San Mateo: Within a 0.1 to 0.5 mile radius around each of the 15 elementary and middle schools in the City: Develop and Implement a Safe Routes to School Program	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-150003	21011	Redwood City	Redwood City Dwntrwn Transit Area Impvmts-Streetcar	In Redwood City: Downtown: Planning study of Sequoia Station and streetcar feasibility	2017 TIP Update - Retain this project in the TIP for informational purposes as project is in construction	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
San Mateo	SM-150004	21011	Belmont	Belmont Village Specific/Implementation Plan	Belmont: Belmont Village PDA: Development of an Implementation Plan	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
San Mateo	SM-150005	94666	SamTrans	SAMTRANS: Replacement of 2003 Gillig Buses	SAMTRANS: 40' Gillig buses: Replacement of 60 2003 40' Gillig Buses that have reached the end of their useful life.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
San Mateo	SM-150006	230550	San Mateo	City of San Mateo Car Sharing Program	City of San Mateo: Citywide: Expansion of car sharing services in the City of San Mateo	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Continuation of ride-sharing and van-pooling promotion activities at current levels	2030
San Mateo	SM-150007	22481	Caltrain	Map Based Real-Time Train Display for Caltrain.com	Caltrain: Provide map based real-time displays for customers on caltrain.com, and provide open-data for third-party developers.	2017 TIP Update - Update the funding plan to reprogram CON from FY17 to FY16 to reflect FTA transfer	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
San Mateo	SM-150008	94666	SamTrans	SamTrans - Replacement of Non-Rev Vehicles	SamTrans: Non-revenue vehicles: Replace (15) non-revenue service support vehicles	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of support vehicles	2040
San Mateo	SM-150009	230430	San Carlos	US 101 Holly Pedestrian/Bicycle Overcrossing	San Carlos: At the US-101/Holly St Interchange: Construct a grade-separated multipurpose path that will connect pedestrian and bicyclist on the west side of Highway 101 to the east side of Highway 101	2017 TIP Update - Update the funding plan to add \$1.35M in CON RTP-LRP	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-150010	94666	SamTrans	SamTrans - Replacement of Cutaway Buses	SamTrans: Readi-Wheels Paratransit service: Purchase replacement cutaway buses	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040

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San Mateo	SM-150011	94666	SamTrans	SamTrans - Purchase of Replacement Minivans	SamTrans: Purchase ten new replacement minivans used for ADA Paratransit service	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
San Mateo	SM-150012	230430	Daly City	Daly City Central Corridor Bike/Ped Safety Imprmnt	In Daly City: On Junipero Serra Blvd and Eastmoor Ave/San Pedro Rd/E Market St/Guad Cyn Pkwy: Install bike and ped improvements; In Daly City/Uninc San Mateo County: On west side of Mission St/EI	2017 TIP Update	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-150013	240084	San Mateo Co	RWC 2020 Sustainable Transportation Encouragement	San Mateo County: In and around Redwood City: Safe Routes to School walk and bike audits, encouragement and education programs and community-wide transportation mode share change evaluation.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
San Mateo	SM-150014	240084	San Mateo County	Safe Routes to School for Health and Wellness	San Mateo County: Countywide: Implement a non-infrastructure educational program to increase the number of children who bike and walk to school with a focus on long term sustainability. Other State	2017 TIP Update - Update the funding plan to reprogram \$900K in FY16 CON ATP, \$120K in FY15 CON Other State, and \$25K in FY15 CON Local funds to FY17	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
San Mateo	SM-150015	230430	SSF	SSF Linden/Spruce Ave Traffic Calming Improvements	In South San Francisco: On Linden Avenue from California Ave to Miller Avenue and on Spruce Ave from Maple Ave to Lux Ave: install pedestrian/bicycling safety improvements including a class 3 bikeway.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-150016	230550	San Mateo	San Mateo Downtown Parking Tech Implementation	In San Mateo: Various Locations Downtown: Replace existing parking meters, and pay stations and install parking availability signs at City facilities.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Directional and informational signs	2030
San Mateo	SM-170001	240114	San Mateo Co	Hwy 1 Congestion throughput and safety improvement	In San Mateo County along 7 miles of Highway 1 between Pacifica in the north and Half Moon Bay in the south; Install raised medians, left turn lanes, acceleration lanes, and pedestrian crossings.	2017 TIP Update - Amend a new exempt project into the TIP with \$1.0M in FY17 ENV Local Sales Tax, \$500K in FY17 PE Local Sales Tax, \$5.5M in FY21 CON RTP-LRP, and \$150K in FY17 ENV Local funds	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2030
San Mateo	SM-170002	22425	MTC	Regional Planning Activities and PPM - San Mateo	San Mateo: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	2017 TIP Update - Add a new project to the TIP with \$1.1M in RIP transferred from SM-090024 and \$3.8M in STP and \$495K in Local transferred from REG090038	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
San Mateo	SM-990026	94666	SamTrans	SAMTRANS: ADA Paratransit Operating Subsidy	SamTrans: ADA Paratransit Operating Subsidy.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Santa Clara	SCL010019	230201	VTA	I-880 Coleman Avenue I/C Reconfiguration	In San Jose: I-880@Coleman; Reconst. Coleman Ave. bridge & realign, reconst. all ramps accessing I-880; add new direct connector ramp to SB I-880 from Airport & Newhall plus landscaping (Garvee	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.127) - Changes in vertical and horizontal alignment	2020
Santa Clara	SCL050001	94610	VTA	VTA: Standard & Small Bus Replacement	VTA: Standard and Small Bus Replacement	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Santa Clara	SCL050002	94610	VTA	VTA: Rail Replacement Program	VTA: Rail Replacement Program throughout the Light Rail system (no rail expansion).	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in existing right-of-way	2040

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List of 2017 TIP Projects by Air Quality Status and County

County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
Santa Clara	SCL050046	94610	VTA	VTA: ADA Operating Set Aside	VTA: ADA operating assistance set aside.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Santa Clara	SCL050049	94610	VTA	VTA: Rail Substation Rehab/Replacement	VTA: Guadalupe Light Rail Corridor; Rehabilitate electrical elements (such as disconnect switches, DC breakers, etc.) of traction power substations.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
Santa Clara	SCL050082	240508	San Jose	Bay Trail Reach 9 & 9B	In San Jose: Near Gold Street to the existing San Tomas Aquino Creek Trail; Design and construct 1.2 miles of commuter/transportation trail, pedestrian bridge, and underpasses with safety and	2017 TIP Update - Update the funding plan to reprogram ROW from FY15 to FY19, CON from FY19 to FY20 and RTP-LRP from FY19 to FY21	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL050083	240508	San Jose	Coyote Creek Trail (Hwy 237-Story Rd)	In San Jose: from Highway 237 to Story Road; Master plan entire system, design and construction of the trail.	2017 TIP Update - Update the funding plan to reprogram \$30M in RTP-LRP from FY19 to FY21	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL050091	230385	Palo Alto	Palo Alto - Citywide Traffic Signal upgrade	In Palo Alto: Replace the City's existing traffic signal central system and up to 35 traffic signal field controllers with associated communications gear.	2017 TIP Update - Update the funding plan to reprogram CON from FY15 to FY17	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2020
Santa Clara	SCL090002	230210	Santa Clara Co	San Tomas Expressway Box Culvert Rehabilitation	In Santa Clara: Design, environmental clearance, and construction for rehabilitating the box culvert under San Tomas Expressway.	2017 TIP Update - Retain this project in the TIP for informational purposes as resolution of Caltrans/MTC deobligating the unused funding to the Capital Expressway ITS and Bike/Ped Improvements	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)	2020
Santa Clara	SCL090031	240744	VTA	Santa Clara Caltrain Station Bike/Ped Tunnel	In Santa Clara: extend a grade-separated pedestrian tunnel at the Santa Clara Caltrain station.	2017 TIP Update - Update the funding plan to change the source for \$3M in FY15 CON funds from Local Sales Tax to Private Developer Fees and add \$3M in FY15 CON Private Developer fees and \$17K in	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL090041	94610	VTA	VTA: Photovoltaic Solar Panel Alternative Energy	VTA: On the Berryessa BART Station: parking structure: Install photovoltaic solar panels	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
Santa Clara	SCL090044	94610	VTA	VTA: TP OCS Rehab & Replacement	VTA: Rehabilitate and replace overhead catenary system (OCS) and associated components	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
Santa Clara	SCL110029	240508	San Jose	San Jose: Los Gatos Creek Reach 5 Underpass	In San Jose: Los Gatos Creek Trail between Auzerais Ave and Montgomery/Bird Ave. Construct Los Gatos Creek Trail (Reach 5b/c).	2017 TIP Update - Update the funding plan to reprogram \$2.0M in CON RTP-LRP funds from FY19 to FY21 and add \$500K due to changes in Caltrans bridge project that impacts the Reach 5 trail	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL110032	240508	Gilroy	Gilroy New Ronan Channel and Lions Creek Trails	In City of Gilroy: On Ronan channel levee from Sixth St to Leavesley Rd and Lions Creek levee from Kern to Tapestry Dr. build bicycle pedestrian trails.	2017 TIP Update - Update the funding plan to reprogram \$135K in CON Local funds from FY16 to FY17	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL110099	94610	VTA	VTA: Light Rail Bridge and Structure - SG Repair	Various Locations: Light rail bridge and structure defect investigation and repair. Stabilization measures to address Hamilton structure settlement.	2017 TIP Update - Retain this project in the TIP for informational purposes as additional federal funding is expected	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in existing right-of-way	2040
Santa Clara	SCL110100	94610	VTA	VTA: Kinkisharyo LRV Overhaul Program	VTA: Scheduled overhaul of Kinkisharyo Light Rail Vehicles.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040

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Santa Clara	SCL110104	94610	VTA	VTA: Light Rail Track Crossovers and Switches	VTA: In the light rail system: Add light rail crossovers and switches to priority areas where crossovers are not currently available to enhance operational flexibility.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in existing right-of-way	2040
Santa Clara	SCL110108	240748	Santa Clara Co	Isabel Bridge Replacement (37C0089)	In Santa Clara County: Isabel Bridge (Bridge No. 37C0089) on San Antonio Valley Road, 8.3 miles east of Kincaid Rd: Replace existing one lane bridge with a two-lane bridge	2017 TIP Update	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	SCL110121	22423	Santa Clara Co	East San Jose Pedestrian Improvements	East San Jose: Various Roads: Fill in sidewalk gaps and provide ADA enhancements within existing rights-of-way	2017 TIP Update - Update the funding plan to add \$68K in FY16 CON TDA3 funds	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL110125	240744	VTA	Local PDA Planning - Santa Clara	Santa Clara County Various Agencies: Planning assistance pass through to local jurisdictions to support transportation investments and improve their performance in Priority Development Areas (PDAs).	2017 TIP Update	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Santa Clara	SCL130004	240509	San Jose	San Jose - Meridian Bike/Ped Improvements	San Jose: Meridian between Auzerais and Douglas: Install new bicycle lanes and sidewalks; Meridian and Auzerais: Modify signal; Douglas and Meridian: Install new traffic signal; Both intersections: Install	2017 TIP Update	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL130006	240747	San Jose	San Jose Citywide SRTS Program	San Jose: Near various schools: Implement bike/ped improvements such as traffic control and guide signs, enhanced crosswalks and other improvements that encourage bicycling and walking to school.	2017 TIP Update	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
Santa Clara	SCL130007	21011	San Jose	Jackson Ave Bicycle and Pedestrian Improvements	In San Jose: Jackson Ave between McKee Rd and Alum Rock Ave: Construct pedestrian safety and transit access enhancements including two new traffic signals and the modification of one existing signal.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
Santa Clara	SCL130010	21011	San Jose	San Jose Pedestrian Oriented Traffic Signals	In San Jose: At various key intersections: implement traffic signal controlled crossings. This project is phased.	2017 TIP Update - Update the funding plan to reprogram \$213K in CON Local funds from FY16 to FY17	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
Santa Clara	SCL130011	21011	San Jose	St. Johns Bikeway and Pedestrian Improvements	In San Jose: On St. John St from N. Montgomery St to N. First St and along N. Almaden Blvd between W. Julian St and Carlisle St: Improve bicycle and pedestrian facilities including gap filling and signal	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL130016	240509	San Jose	East San Jose Bikeways	East San Jose: Various locations: make improvements to the bikeway network including the installation of new bikeways, traffic calming features, public bike racks, bike-friendly signal detection and	2017 TIP Update	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL130022	240509	Santa Clara Co	San Tomas Aquino Spur Multi-Use Trail Phase 2	In Santa Clara: From El Camino Real/SR 82 to Homestead Road: Construct San Tomas Aquino Spur Trail Phase 2	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL130026	21011	Saratoga	Prospect Rd Complete Streets	Saratoga: Prospect Road between Saratoga/Sunnyvale Rd and Lawrence Expressway and on Saratoga Ave between Highway 85 to the City Limits to the north (Lawrence Expressway): Reduce roads width to	2017 TIP Update	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL130027	240740	Saratoga	Saratoga Village Sidewalk Rehabilitation	In Saratoga: Along Big Basin Way between 6th street and Hwy 9: Rehabilitate sidewalk.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

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Santa Clara	SCL130028	240509	Sunnyvale	Sunnyvale/Saratoga Traffic Signal, Bike/Ped Safety	In Sunnyvale: On Sunnyvale-Saratoga Road at Mathilda: Upgrade the existing traffic signal and install new ramps, bike detection and ped signals.	2017 TIP Update - Update the funding plan to reprogram CON from FY17 to FY18	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL130029	240744	Sunnyvale	Fair Oaks Avenue Bikeway and Street Enhancements	In Sunnyvale: Various Locations on Fair Oaks Avenue: Construct bike lanes and complete sidewalk enhancements and rehabilitation to improve pedestrian safety.	2017 TIP Update - Update the funding plan to reprogram CON from FY17 to FY18	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL130030	240744	Sunnyvale	Maude Avenue Bikeway and Streetscape	Sunnyvale: On Maude Avenue between Mathilda Avenue and Fair Oaks Avenue: Install medians, modify roadway geometry and stripe bike lanes.	2017 TIP Update - Update the funding plan to reprogram CON from FY17 to FY18	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
Santa Clara	SCL130031	240509	Sunnyvale	Sunnyvale East and West Channel Multi-Use Trails	In Sunnyvale: Various locations on the Sunnyvale East Channel: construct multi-use paved trails.	2017 TIP Update - Update the funding plan to reprogram CON from FY17 to FY18	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL130032	240747	Sunnyvale	Sunnyvale SRTS Ped Infrastructure Improvements	In Sunnyvale: At 17 school sites: Install pedestrian enhancements for school route intersections	2017 TIP Update	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL130034	240747	Palo Alto	Arastradero Road Schoolscape/Multiuse Trail	In Palo Alto: Along the south side of Arastradero Road between the Hetch Hetchy Los Altos Pathway and Miranda Avenue: Reconstruct the sidewalk to a multi-use trail to support Safe Routes to School	2017 TIP Update - Update the funding plan to reprogram CON from FY17 to FY18	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL130037	230242	Santa Clara Co	Capitol Expressway ITS and Bike/Ped Improvements	In San Jose: Capitol Expressway: Upgrade traffic signals and ITS infrastructure and install pedestrian sensors and bike detection at all intersections to allow traffic responsive and adaptive signal timing and	2017 TIP Update	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2020
Santa Clara	SCL130040	240509	VTA	Montague Expy Ped Bridge at Milpitas BART	In Milpitas: At Milpitas BART Station: Over Montague Expressway: Construct a pedestrian bridge	2017 TIP Update - Update the funding plan to reprogram \$2.8M in CON CMAQ and 359K in CON Local from FY16 to FY17	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL130041	240509	Palo Alto	Adobe Creek/ Highway 101 Bicycle Pedestrian Bridge	Palo Alto: Where US 101 crosses Adobe Creek: Construct Bike/Ped Bridge. Project is phased	2017 TIP Update - Update the funding plan to add \$350K in FY17 CON Local funds and \$3.15M in FY22 CON RTP-LRP funds and reprogram \$4.35M in CON RIP from FY17 to FY22	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL130043	240740	Morgan Hill	Monterey Road Preservation	In Morgan Hill: On Monterey Road between East Dunne Avenue and East Middle Avenue; resurface roadway.	2017 TIP Update - Update the funding plan to reprogram \$1.4M in CON STP and \$179K in CON Local funds from FY16 to FY17	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Santa Clara	SCL130044	240745	VTA	I-880 Stevens Creek Landscaping	In San Jose, at the I-880/Stevens Creek interchange provide landscaping.	2017 TIP Update - Update the funding plan to reprogram \$3.0M in CON Local funds from FY15 to FY17	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc	2040
Santa Clara	SCL150001	21754	VTA	I-680 Soundwalls - Capitol Expwy to Mueller Ave	San Jose: on I-680 corridor between Capitol Expressway and Mueller Avenue: Construct soundwalls	2017 TIP Update - Update the funding plan to reprogram \$323K in RIP from CON to PSE and \$261K in RIP from CON to ROW and reprogram PSE from FY17 to FY18, ROW from FY18 to FY19 and CON	EXEMPT (40 CFR 93.126) - Noise attenuation	2040
Santa Clara	SCL150005	94610	VTA	VTA Train to Wayside Communication System Upgrade	VTA: Communications: Upgrade the existing DOS based train-to-wayside communications (TWC) system to a Windows based system while keeping the original system's operational functionality.	2017 TIP Update - Retain this project in the TIP for informational purposes as additional federal funds are expected	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	2040
Santa Clara	SCL150006	94610	VTA	VTA: Back-up Power for Elevated Stations	VTA: Various elevated stations: Replace the generators and automatic power bypass switch for elevated stations on the Guadalupe Light Rail line.	2017 TIP Update - Retain this project in the TIP for informational purposes	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040

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Santa Clara	SCL150008	94610	VTA	VTA Track Intrusion Abatement	VTA: Various locations along trackway: Installation of fencing, barriers, signage, flashing signs, and pavement markings.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in existing right-of-way	2040
Santa Clara	SCL150011	94610	VTA	VTA: N 1st Street LR Speed Improvements	VTA: North First Street: Implement light rail service and reliability improvements including fencing and signal timing	2017 TIP Update - Retain this project in the TIP for informational purposes as additional federal funding is expected	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	2040
Santa Clara	SCL150014	230419	VTA	I-280/Winchester Study	In San Jose: I-280/Winchester Interchange: Conduct planning activities to identify and evaluate improvements in the vicinity of the I-280/Winchester Boulevard interchange.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
Santa Clara	SCL150015	240747	Santa Clara Co	Gilroy Moves!	Santa Clara County: Gilroy: Non-infrastructure education and encouragement services to promote walking and biking in Gilroy.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Santa Clara	SCL150017	21011	Mountain View	Mountain View El Camino Real Streetscape Study	In Mountain View: On El Camino Real within the City Limits; Develop detailed designs for sidewalks, crosswalks, lighting, landscaping, bicycle facilities and bus stops. Project will not lead directly to	2017 TIP Update	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
Santa Clara	SCL150020	240744	San Jose	North 1st Street Urban Village Plan	In the City of San Jose: North 1st Street Urban Village area: Create a land use plan, Implementation guidelines and policies.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
Santa Clara	SCL150021	240744	San Jose	Berryessa BART Urban Village Plan	In San Jose: Around the Berryessa BART Station: Create new plans that will facilitate higher density uses and incentivize a mix of uses around the BART Station currently under construction.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
Santa Clara	SCL170001	22425	MTC	Regional Planning Activities and PPM - Santa Clara	Santa Clara: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	2017 TIP Update - Add a new project to the TIP with \$2.62M in RIP transferred from SCL090035 and \$6.1M in STP and \$787K in Local transferred from REG090038	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Santa Clara	SCL990046	94610	VTA	VTA: Preventive Maintenance	VTA: Preventive Maintenance of agency's fleet.	2017 TIP Update - Retain this project in the TIP for informational purposes as additional federal funding is expected	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Solano	SOL010006	21017	F-S Transit	Fairfield-Suisun Transit: Operating Assistance	Fairfield-Suisun Transit: Operating Assistance to support transit operations.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Solano	SOL010007	21017	Vacaville	Vacaville Transit: Operating Assistance	Vacaville Transit: Operating Assistance	2017 TIP Update	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Solano	SOL070012	240600	Solano County	Cordelia Hills Sky Valley	Cordelia Hill: Transportation enhancements including upgrade of pedestrian and bicycle corridors including open space acquisition along Cordelia Hill Sky Valley and McGary Road. Project is predominantly	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Solano	SOL070032	94683	SolTrans	SolTrans: Preventive Maintenance	SolTrans: Preventive maintenance of vehicles and equipment necessary for the maintenance of federally funded assets.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040

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Solano	SOL090033	94683	SolTrans	SolTrans: Bus Maintenance Facility Renovation	SolTrans: Bus Maintenance Facility Renovation, Construction of Compressed Natural Gas Facility and Upgrading electrical infrastructure for future electric bus charging	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing. Update the project description for clarity	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).	2040
Solano	SOL090034	94683	SolTrans	Bus Replacement (Alternative Fuel)	SolTrans: Replace eight 45' MCI commuter coaches as they reach their useful life.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	2040
Solano	SOL110019	240605	STA	Solano Safe Routes to School Program	In Solano County, Countywide: Implement Countywide Solano Safe Routes to School Program, including Planning, Education, and Encouragement events and materials.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	2040
Solano	SOL110025	94683	SolTrans	SolTrans: ADA Paratransit Operating Subsidy	SolTrans: ADA Paratransit Operating Subsidy	2017 TIP Update	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Solano	SOL110035	240600	Vallejo	Vallejo Downtown Streetscape	Vallejo: Various streets in the downtown area. Pedestrian enhancements including traffic calming, restriping, parking, signs, brick pavers, street furniture and art. Project is phased	2017 TIP Update	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	2040
Solano	SOL110040	94683	SolTrans	SolTrans: Operating Assistance	Solano County Transit: Operating Assistance	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Solano	SOL110041	21017	F-S Transit	Fairfield Transit: 2 Gillig Bus Replacements	Fairfield-Suisun Transit: Replace two 1996 Gillig buses with two new 40' transit hybrid buses	2017 TIP Update	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	2040
Solano	SOL130005	240556	Vacaville	Allison Bicycle / Ped Improvements	Vacaville: On Allison Drive from Nut Tree Parkway to Ulatis Creek: Install bike/ped infrastructure improvements, landscaping and a marquee sign	2017 TIP Update - Update the project scope to include crosswalk improvements, bike lockers and landscaping	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Solano	SOL130007	240731	Solano County	Suisun Valley Bicycle and Pedestrian Imps	Solano County: At Mankas Corner: Construct staging area with bicycle and pedestrian improvements; At Various Locations in Solano County: Add a Class II bike lane to enhance bike access to areas	2017 TIP Update - Update the funding plan to reprogram \$120K in CON Local from FY16 to FY17 and add \$250K in FY19 PE Local and \$6M in FY21 CON RTP-LRP	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Solano	SOL130012	240556	Dixon	Dixon SR2S Infrastructure Improvements	Dixon: Various locations along safe routes to schools: Implement pedestrian and bicycle improvements	2017 TIP Update	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Solano	SOL130014	240556	Rio Vista	SR 12 crossing with updated lighting	In Rio Vista: At SR12 crossing: Install new updated lighted crosswalk	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Solano	SOL130015	240605	Vallejo	Vallejo SRTS Infrastructure Improvements	In Vallejo: In the vicinity of Wardlaw Elementary School: Implement safety improvements including striping and signage improvements	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
Solano	SOL130017	240601	Vacaville	Transit Marketing and Public Outreach	Vacaville: Citywide: Marketing and public outreach of City Coach transit benefits	2017 TIP Update	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040

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Solano	SOL130019	94683	SolTrans	Bus Replacement (Commuter)	SolTrans: Replace 45' diesel commuter buses which have reached the end of their useful service life with 45' compressed natural gas buses.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Solano	SOL130020	240605	Suisun City	Driftwood Drive Path	Suisun City: Along S. Driftwood Dr from Marina Blvd to Josiah Cir, along E. Josiah Cir between Driftwood Dr and Whispering Bay Ln, and along E. Whispering Bay Ln from Josiah Cir to approx 200 ft south of	2017 TIP Update - Update the funding plan to add \$59K in FY16 TDA and retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Solano	SOL150001	240605	STA	Ingraining Walking & Rolling into School Culture	Solano County: Countywide: Implement a two pronged approach to ingrain a culture of walking & rolling within 15 selected schools. The project is a collaboration between STA and Solano County Dept. of	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	2040
Solano	SOL150002	98212	Vallejo	SR2T - Curtola Bike Path	Vallejo: On Curtola Pkwy between Lemon Street and Solano Avenue: Improve bike path	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Solano	SOL150003	240745	STA	SR12/Church Rd Intersection Improvements	Rio Vista: At SR12/Church Rd. Intersection: Add Standard Shoulders, EB Left Turn Lane, WB Acceleration Lane (720 ft) and Deceleration Lane (300 ft), Remove Trees in Clear Recovery Zone	2017 TIP Update - Update the funding plan to reprogram RTP-LRP from FY19 to FY21	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
Solano	SOL150004	98212	STA	STA SR2S Infrastructure & Non-infrastructure	Solano County: At 7 schools: Implement pedestrian infrastructure improvements; At 26 schools throughout the Cities of Benicia, Rio Vista & Vallejo: Providing education outreach	2017 TIP Update	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Solano	SOL170001	22425	MTC	Regional Planning Activities and PPM - Solano	Solano: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	2017 TIP Update - Add a new exempt project to the TIP with \$681K in RIP transferred from SOL090006 and \$3.8M in STP and \$495K in Local transferred from REG090038	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Sonoma	SON030005	21017	Son Co Transit	Sonoma Co Transit: Preventive Maintenance Program	Sonoma County Transit: Preventive maintenance program for agency fleet.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Sonoma	SON030012	21017	SantaRosa Bus	Santa Rosa City Bus: Transit Enhancements	Santa Rosa: Various Locations: Upgrade and improve transit facilities including amenities, accessibility, ADA compliance, pedestrian and bicycle access	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Construction of small passenger shelters and information kiosks	2040
Sonoma	SON050021	21017	Son Co Transit	Sonoma County Transit: Bus Stop Improvement	Sonoma County Transit: Throughout the service area: Acquire and install new bus stop shelters plus other improvements to bus stops	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Construction of small passenger shelters and information kiosks	2040
Sonoma	SON070008	240651	Son Co Reg Park	Bodega Bay Trail Segments 1B and 1C	Bodega Bay: Segments 1B and 1C parallel to Highway 1 from Salmon Creek Village to the southwest boundary; Construct bicycle and Pedestrian Trail (TLC Project).	2017 TIP Update - Retain this project in the TIP for informational purposes as construction will be completed in 2016 and mitigation will be completed in 2019	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Sonoma	SON070013	22425	NBFS	Ferry Service to Port Sonoma	SW Sonoma County; Port Sonoma; Construct multi-modal transit facility linking Ferry service to passenger rail, bus service, and auto traffic (Env. Phase Only).	2017 TIP Update	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
Sonoma	SON070020	21017	SantaRosa Bus	Santa Rosa City Bus Replacement Bus Purchase	Santa Rosa CityBus: Purchase 5 Hybrid Electric Replacement Buses and 4 clean diesel buses to replace aging fixed route buses to replace fixed route buses	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040

* Projects with conformity analysis years of 2040 reference programmatic projects or projects with a completion date after 2030 in Plan Bay Area

List of 2017 TIP Projects by Air Quality Status and County

County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
Sonoma	SON070026	22490	Sonoma County	Rehab King Ridge Bridge over Austin Crk 20C0433	In Sonoma County: On King Ridge Road, 2.3mi North of Fort Ross Road; rehabilitate one-lane bridge to 2 lanes and scour countermeasure	2017 TIP Update - Update the funding plan to reprogram \$3.3M in CON HBP from FY20 to FY21	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2030
Sonoma	SON090001	22490	Sonoma County	Replace Geysers Bridge over Sulpher Crk 20C0005	In Sonoma County: Bridge replacement: single lane bridges in Sonoma County with two lane bridge (Geysers Road Bridge 20C0005)	2017 TIP Update	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2030
Sonoma	SON090023	21017	SantaRosa Bus	Santa Rosa CityBus: Operating Assistance	Santa Rosa CityBus: Operating Assistance to Transit Agency	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Sonoma	SON090024	21017	SantaRosa Bus	Santa Rosa CityBus: Preventative Maintenance	Santa Rosa CityBus: Preventative Maintenance program for agency fleet	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Sonoma	SON090025	240748	Sonoma County	Replace Chalk Hill Bridge over Maacama Crk 20C0242	In Sonoma County - Replace existing bridge no. 20C0242, on Chalk Hill Rd, Over Maacama Creek, 1 Mi S of HWY (spandrel arch bridge with approach spans with new bridge)	2017 TIP Update	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Sonoma	SON090026	22490	Sonoma County	Replace Lambert Bridge over Dry Creek 20C0248	HBP: In Sonoma: Replace existing through truss bridge (Bridge No. 20C0248, Lambert Bridge Road, Over Dry Creek,0.4 Mi W of Dry Creek Rd.), that is in poor condition and has seismic deficiencies with	2017 TIP Update - Update the funding plan to remove \$57K in FY12 PE Other Local	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2030
Sonoma	SON090027	22490	Sonoma County	Replace West Dry Creek Bridge over Pena Ck 20C0407	In Sonoma: Replace existing four span T-beam concrete bridge (Bridge No. 20C0407, West Dry Creek Rd, Over Pena Creek, 0.7 Mi NW Yoakim Br Rd.) that is one-lane, seismically deficient and in poor	2017 TIP Update	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2030
Sonoma	SON090030	21017	Petaluma	Petaluma Transit: AVL System	Petaluma Transit: Purchase and install Automatic Vehicle Location (AVL) System on all vehicles in Petaluma Transit fixed route fleet.	2017 TIP Update - retain this project in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	2040
Sonoma	SON110024	240748	Sonoma County	Replace Bohan Dillon Bridge over Gualala 20C0435	In Sonoma: Bridge No.20C0435, Bohan Dillon Road over South Fork Gualala River, 0.1 Mi N Fort Ross Road. Replace existing one-lane bridge with a new two-lane bridge	2017 TIP Update	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Sonoma	SON110025	22490	Sonoma County	Replace Hauser Bridge over Gualala River 20C0240	In Sonoma: Bridge No.20C0240,Hauser Road Bridge over over South Fork Gualala River, 5 Mi east of Seaview Road. Replace existing one-lane bridge with a new two-lane bridge	2017 TIP Update	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2030
Sonoma	SON110026	240748	Sonoma County	Replace Freestone Flat Bridge over Salmon 20C0440	In Sonoma: Bridge No.20C0440,Freestone Flat Road Bridge over Salmon Creek, 0.2 Mi E. Bohemian Way. Replace existing one-lane bridge with a new two-lane bridge	2017 TIP Update	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Sonoma	SON110049	21017	Son Co Transit	Sonoma County Transit: Replacement Bus Purchase	Sonoma County Transit: Replace five 40' Orion V CNG transit coaches with five 40' CNG Low-Floor transit coaches.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Sonoma	SON110050	22423	Son Co Reg Park	Central Sonoma Valley Trail	In the unincorporated area of Sonoma County, construct 0.42 miles of a Class I bike trail. 1)Larson Park to Flowery Elementary School and 2) along Verano Avenue from Sonoma Creek to Main Street.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

* Projects with conformity analysis years of 2040 reference programmatic projects or projects with a completion date after 2030 in Plan Bay Area

List of 2017 TIP Projects by Air Quality Status and County

County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
Sonoma	SON110051	21017	Petaluma	Petaluma: Purchase 2 Paratransit Cutaways FY13	In Petaluma: Purchase two (2) paratransit vans for Petaluma Paratransit. One van replaces an older van in the current fleet and one van is for an expansion of the fleet.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Sonoma	SON110052	21017	Petaluma	Petaluma: Replace 2 Paratransit Cutaways FY14	In Petaluma: Replace two (2) paratransit vans for Petaluma Paratransit	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Sonoma	SON110054	22423	Healdsburg	Healdsburg Pedestrian Safety and Access Improvmnts	In Healdsburg: Install pedestrian safety crossing improvements adjacent to high school on Powell Ave. Install ADA improvements connecting high school and junior high school to library (Powell Ave, Prince	2017 TIP Update	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Sonoma	SON130002	230700	Petaluma	Petaluma Complete Streets	In Petaluma: On Lakeville St from E. Washington St to Caulfield Ln and on East D St from the D St Bridge to Lakeville St: Rehabilitate the roadway, including striping for Class 2 Bike Lanes and adding ADA	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Sonoma	SON130003	240651	Windsor	Jaguar Way/Windsor Road Bicycle /Ped Improvements	In Windsor: Around the intersection of Jaguar Way and Windsor Road, the entrance to Windsor High School: Install a traffic signal and construct approximately 300 feet of Class II bicycle lanes and sidewalk.	2017 TIP Update - Update the project description to reflect reduction in scope. Update the funding plan to add \$66K in FY15 PE General Fund and \$620K in FY16 CON General Fund	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
Sonoma	SON130006	240651	Santa Rosa	Downtown Santa Rosa Streetscape	Santa Rosa: Third St between Morgan and B St: Implement pedestrian improvements to channelize pedestrians to use the north side of Thrid Street at Morgan STreet and at B Street; On Santa Rosa Avenue	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
Sonoma	SON130007	240651	Rohnert Park	Rohnert Park Streetscape and Pedestrian Imps	Rohnert Park: At Various locations in the Central Rohnert Park PDA: Install pedestrian and bike facility improvements	2017 TIP Update - Update the funding plan to reprogram CON from FY16 to FY17	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Sonoma	SON130008	230700	Cotati	Cotati - Old Redwood Highway S. Preservation	In Cotati: On Old Redwood Highway, between East Cotati and Myrtle Avenue; rehabilitate roadway and add pedestrian features.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Sonoma	SON130009	230700	Rohnert Park	Rohnert Park Various Streets Preservation	In Rohnert Park: On Rohnert Park Expressway from State Farm Drive to Snyder Lane: Rehabilitation of roadway including digouts and overlay. Existing lane configuration and existing Class 2 bike lanes will	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Sonoma	SON130010	230700	Sonoma County	Sonoma County Various Streets & Roads Preservation	Sonoma County: Various locations: Rehabilitate pavement	2017 TIP Update	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Sonoma	SON130012	240651	Windsor	Conde Ln/Johnson St Pedestrian Improvements	In Town of Windsor: At the intersection of Conde Lane and Johnson Street: Realign intersection to eliminate stop signs on Conde Lane. Johnson Street becomes right in and right out only. Add RRFB	2017 TIP Update - Update the project description to reflect change in scope	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
Sonoma	SON130013	240651	Windsor	Bell Rd/Market St/Windsor River Rd Ped Improvement	In Windsor: At the intersection of Bell Road-Market Street and Windsor River Road: Install a traffic signal and install pedestrian and bicycle signal equipment.	2017 TIP Update - Update the expanded project description for clarity	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040

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List of 2017 TIP Projects by Air Quality Status and County

County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
Sonoma	SON130014	240561	Sonoma County	Sonoma County - Safe Routes to School Program	Sonoma County: Countywide: Comprehensive safe routes to school program to shift mode away from single family vehicular trips to bicycle/pedestrian/carpooling.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Sonoma	SON130015	230700	Sonoma County	Bodega Highway Pavement Rehabilitation	Bodega Hwy, beginning at the intersection of Sexton Lane and ending at the Sebastopol City Limits. The Project length is approximately 2 miles. The scope of work will includes pavement rehabilitation,	2017 TIP Update	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Sonoma	SON130016	240651	Cloverdale	Cloverdale - Safe Routes to School Phase 2	Cloverdale: Various Locations: Construct sidewalks and add Class II bike lanes	2017 TIP Update - Update the funding plan to reprogram \$250K in CON STP OBAG funds from FY16 to FY17 and change the source to CMAQ	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Sonoma	SON130020	240650	Petaluma	Petaluma Transit: Transit Signal Priority System	In Petaluma: Various intersections: Upgrade existing traffic signals to replace existing or install new Transit Signal Priority hardware on intersections within the City of Petaluma. Project is phased.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
Sonoma	SON150001	21011	Sonoma County	PDA Planning - Springs Area Plan	Sonoma Valley Springs Area: Planning to revitalize the area into a pedestrian and transit oriented mixed use corridor.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Sonoma	SON150002	21011	Sonoma County	PDA Planning - Airport Station/Specific Plan Amend	Sonoma County: Near the proposed Sonoma Marin Area Rail Transit Airport station: Develop a new station area plan and update of the 1984 Airport Industrial Area Specific Plan in order to transform the	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Sonoma	SON150003	240651	Santa Rosa	Jennings Ave Bike & Ped RR Crossing Corridor	In Santa Rosa: At Jennings Ave and SMART railroad tracks: Construct a bicycle and pedestrian crossing and develop a Safe Routes to School service program focusing on education and awareness for the	2017 TIP Update - Update the project purpose to enhancement and the expanded project description for clarity. Update the funding plan to reprogram \$1.6M in CON Local from FY16 to FY17 and remove	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Sonoma	SON150004	21017	Petaluma	Petaluma Transit: Purchase (1) Fixed Route Bus	Petaluma Transit: 40' hybrid bus: Purchase (1) new 40' Diesel Electric Hybrid Low Floor Standard Transit Bus for Petaluma Transit, replaces (1) 2003 Chevy C5500 29' medium duty bus that expended its	2017 TIP Update - retain this project in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Sonoma	SON150005	21017	Petaluma	Petaluma Transit: (3) Digital Two-Way Radios	Petaluma Transit: Radios: Purchase (3) Digital Two-Way Radios for (3) new Fixed Route Buses for Petaluma Transit (goes with bus replacement project in FY 15 and FY 16).	2017 TIP Update - retain this project in the TIP for informational purposes as the project is ongoing	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	2040
Sonoma	SON150007	21017	Petaluma	Petaluma Transit: ADA Set-Aside	Petaluma Transit: Annual ADA Set-Aside	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Sonoma	SON150008	21017	SantaRosa Bus	SantaRosa Bus: Bus Replacement Purchase	SantaRosa Bus: 40' Fixed Route Vehicle: Replace an aging 40' fixed route diesel bus for operation purposes.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Sonoma	SON150009	22190	Son Co TA	Highway 116/121 Intersection Improvement Project	In Sonoma County: At the intersection of State Routes 116 and 121, and Bonneau Road: Improve intersection	2017 TIP Update - Update the funding plan to change the funding source of \$2.0M in FY19 PSE from RTP-LRP to Local funds and reprogram \$22M in CON RTP-LRP from FY19 to FY21	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2020

* Projects with conformity analysis years of 2040 reference programmatic projects or projects with a completion date after 2030 in Plan Bay Area

List of 2017 TIP Projects by Air Quality Status and County

County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
Sonoma	SON150011	240561	Sonoma County	Sonoma SRTS High School Pilot	In Sonoma County: Countywide: Safe routes to school high school pilot program to shift mode away from single family vehicular trips to bicycle/pedestrian/carpooling/bussing.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Sonoma	SON150012	240735	Son Co Transit	Sonoma County Transit: Replacement CNG Buses	Sonoma County Transit: Replace two 40-foot compressed natural gas (CNG)-fueled buses.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Sonoma	SON150013	21017	Son Co Transit	Sonoma County Transit: Replace 2006 CNG Buses	Sonoma County Transit: Replace Two 40-foot CNG-fueled buses.	2017 TIP Update	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Sonoma	SON150014	21017	Petaluma	Petaluma Transit: Purchase (2) Fixed Route Buses	Petaluma Transit: (2) 35' hybrid buses: Purchase (2) new 35' Diesel Electric Hybrid Low Floor Standard Transit Bus for Petaluma Transit, replaces (2) 2003 Chevy C5500 29' medium duty buses that have	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2040
Sonoma	SON150015	21017	Petaluma	PetalumaTransit:Clipper Equip for FixedRoute Buses	Petaluma Transit: On 3 new Fixed Route buses: Install Clipper fare equipment	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	2040
Sonoma	SON150016	21017	Petaluma	PetalumaTransit:Comm Equip for 3 Fixed Route Buses	Petaluma Transit: On three (3) new Fixed Route Buses: Purchase and Install Automated Vehicle Locaton (AVL) and Transit Signal Priority Equipment	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	2040
Sonoma	SON150017	21017	SantaRosa Bus	SRCityBus Non-Revenue Vehicle and Capital Equipmnt	Santa Rosa City Bus: At Transit Mall: Implement transit enhancements and purchase a replacement non-revenue vehicle	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of support vehicles	2040
Sonoma	SON150018	21017	SantaRosa Bus	SR City Bus: Garage Hoist for Bus Repairs	Santa Rosa City Bus: Purchase a garage hoist for repairs of the buses	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
Sonoma	SON150019	21017	SantaRosa Bus	Implementation of Reimagining CityBus	Santa Rosa CityBus: Systemwide: Operating Assistance for implementing Reimagining CityBus	2017 TIP Update	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Sonoma	SON170001	240667	Windsor	Windsor River Road/Windsor Road/NWPRR Intersection	In Windsor: Windsor River Road/Windsor Road/SMART intersection: Rail crossing safety improvements, multi-use path, pedestrian and vehicle traffic improvements.	2017 TIP Update - Amend a new exempt project into the TIP with \$200K in FY16 PE General Fund, \$2M in FY19 CON Local, and \$6.6M in FY21 RTP-LRP	EXEMPT (40 CFR 93.126) - Railroad/highway crossing	2020
Sonoma	SON170002	22425	MTC	Regional Planning Activities and PPM - Sonoma	Sonoma County: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	2017 TIP Update - Add a new exempt project to the TIP with \$847K in RIP transferred from SON090008 and \$3.8M in STP and \$495K in Local transferred from REG090038	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040

* Projects with conformity analysis years of 2040 reference programmatic projects or projects with a completion date after 2030 in Plan Bay Area

Appendix A2
List of Projects in the Final 2017 Transportation Improvement Program
with Updated Conformity Analysis Years

Projects in the 2017 TIP with Updated Conformity Analysis Years

County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
Alameda	ALA050002	21451	San Leandro	SR 185- E. 14th St/ Hesperian Blvd/150th Ave	San Leandro: 150th/E. 14th/Hesperian; construct NB left turn Ln from Hesperian to E.14th, EB left turn Ln from E.14th to 150th Av & SB Ln from Hesperian to 150th and other traffic circulation	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT	2030
Alameda	ALA090016	240562	Hayward	Rt 92/Clawiter/Whitesell Interchange Improvements	Hayward: Rt 92/Clawiter Rd. Upgrade existing Clawiter interchange. Add ramps and overcrossing for Whitesell St. extension. Signalize ramp intersections.	2017 TIP Update - Update the funding plan to reprogram \$1.9M in CON Local from FY16 to FY20 and \$42.3M in CON RTP-LRP from FY19 to FY21	NON-EXEMPT	2030
Alameda	ALA090019	230091	ACTC	Corridor Mobility Program & Adaptive Ramp Metering	Central Alameda County: I-880/ I-238/ I-580. Install monitoring and signalization I-880, I-238 and I-580.	2017 TIP Update - Update the funding plan to change the source for \$5M in CON funds from Local to RTP-LRP and reprogram \$146K in PE Local from FY15 to FY17, \$2M in CON Local from FY17 to	NON-EXEMPT	2030
Alameda	ALA090020	230054	Hayward	I-880 Auxiliary lanes at Industrial Parkway	Hayward: Construct auxiliary lanes on I-880. NB between Industrial Pkwy and Alameda Creek and SB between Industrial Pkwy and Whipple Rd	2017 TIP Update - Update funding plan to reprogram \$1.5M in PE Local from FY16 to FY19. Reprogram and change source of \$250K in ROW from FY16 Local to FY22 RTP-LRP, \$6.0M in CON RTP-LRP from	NON-EXEMPT	2030
Alameda	ALA090021	230052	Hayward	I-880 NB and SB Auxiliary lanes	Hayward: NB and SB I-880 between West A and Winton. NB I-880 between A St and Paseo Grande.	2017 TIP Update - Update funding plan to reprogram \$927K in PE Local from FY17 to FY19 and remove \$1.1M in FY17 PE Local. Reprogram and change funding source of \$2.3M in ROW from FY19 Local to	NON-EXEMPT	2030
Alameda	ALA090026	22760	Port of Oakland	Outer Harbor Intermodal Terminals (OHIT)	In Oakland: OHIT, a proposed intermodal rail complex, will be located on the former Oakland Army Base and adjacent land. This listing only includes segments implemented by the Port of Oakland. For City	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT	2030
Alameda	ALA090027	22082	Port of Oakland	7th St Grade Separation and Port Arterial Improvem	In Oakland: (1) 7th Street Grade Separation project; (2) Middle Harbor Road Improvements project; and (3) Intelligent Transportation Systems and Technology (ITST) Master Plan	2017 TIP Update - Update project name and description to change the scope. Update funding plan to change the source for \$33M from Local to Sales Tax and \$3.5M from Local to RTP-LRP, add \$16.5M in	NON-EXEMPT	2030
Alameda	ALA110001	240014	WETA	Central Bay Operations and Maintenance Facility	WETA: Construct a central bay operations and maintenance facility.	2017 TIP Update - Update the funding plan to add \$531K in FY11 PE, \$913K in FY13 CON, \$750K in FY14 CON, \$7.25M in FY15 CON, and \$16M in FY17 CON Prop 1B funds and reprogram \$3M in CON	NON-EXEMPT	2020
Alameda	ALA110002	240025	ACTC	I-880/Industrial Parkway West Interchange	At I-880/Industrial Parkway West , reconstruct interchange, add on/off-ramp lanes, widen ramp lanes, provide HOV bypass lanes and routine accommodation for bicyclists and pedestrians.	2017 TIP Update - Update the funding plan to reprogram funds between years, change the source for \$2M in Local to RTP-LRP and add \$12.6M in RTP-LRP funds	NON-EXEMPT	2030
Alameda	ALA130001	21484	Fremont	Widen Kato Rd from Warren Avenue to Milmont Drive	In Fremont: Widen Kato Road from Warren Avenue to Milmont Drive. Widen Kato Road to four lanes and install bike lanes on both sides of the roadway and modify traffic signal at Kato Rd/Milmont Ave.	2017 TIP Update - Update the funding plan to reprogram \$2M in CON Local from FY18 to FY20 and \$10.3M in CON RTP-LRP funds from FY19 to FY21	NON-EXEMPT	2030
Alameda	ALA130005	240038	Dublin	Dougherty Road widening	Dublin: Dougherty Road from Sierra Lane to North City Limit: Widen from 4 lanes to 6 lanes	2017 TIP Update - Update the funding plan to reprogram and change the funding source of \$920K in FY14 ROW Local and \$7.6M in FY15 CON Local to FY15 CON Sales Tax and add \$2.1M. Add \$1.1M in	NON-EXEMPT	2020

* Projects with conformity analysis years of 2040 reference programmatic projects or projects with a completion date after 2030 in Plan Bay Area

Projects in the 2017 TIP with Updated Conformity Analysis Years

County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
Alameda	ALA130006	240250	Dublin	Dublin Boulevard widening	In Dublin: Dublin Blvd between Sierra Court and Dublin Court: Widen from 4 lanes to 6 lanes.	2017 TIP Update - Update the funding plan to change the source for \$2.9M from Other Local to Sales Tax, add \$130K in CON Sales Tax and reprogram funds between years and phases	NON-EXEMPT	2020
Alameda	ALA130034	22042	ACTC	I-680 NB HOV/HOT Lane	Route I-680: from South of Auto Mall Parkway to State Route 84 in Alameda County, construct NB HOV/HOT Lane.	2017 TIP Update - Update scope to change southern limit from SCL County Line to Auto Mall Pkwy and update the funding plan to change the source for \$180M in RTP-LRP to Sales Tax and TCRP, remove	NON-EXEMPT	2030
Alameda	ALA150001	240062	ACTC	Route 84 widening, Pigeon Pass to I-680	In Alameda County: On SR-84 from Pigeon Pass to I-680 (PM 17.9/22.0): Widen roadway from 2 lanes to 4 lanes; On I-680 from SR 84 to north of Andrade Creek: Construct aux lane; On I-680: extend NB	2017 TIP Update - Update the funding plan to add \$4M in FY14 PE Sales Tax, \$2M in FY18 PE Sales Tax, \$2M in FY18 ROW Sales Tax, \$8.7M in PE RTP-LRP, \$17.5M in ROW RTP-LRP and \$106M in CON	NON-EXEMPT	2030
Alameda	ALA170001	230110	ACTC	State Route 262 (Mission Blvd) Improvements	In Fremont: Mission Blvd/I-680 IC: widen Mission Blvd to 3 lanes each direction through IC, rebuild the NB and SB I-680 on and off ramps	2017 TIP Update - Add a new non-exempt project to the TIP with \$3.5M in Sales Tax and \$16.6M in RTP-LRP funds	NON-EXEMPT	2030
Alameda	ALA170004	240037	ACTC	I-880/West Winton Avenue Interchange	In Hayward: At I-880/West Winton Avenue I/C: Reconstruct I/C including reconfiguration of eastbound to southbound on ramp and new connection to Southland Mall Drive	2017 TIP Update - Add a new non-exempt project to the TIP with \$3.5M in Sales Tax, \$1.5M in Other Local and \$16M in RTP-LRP	NON-EXEMPT	2030
Alameda	ALA170005	240052	ACTC	I-880/Whipple Road Interchange Improvements	In Union City/Hayward: at I-880/Whipple Rd Interchange: Implement full interchange improvements including northbound off-ramp, surface street improvements and realignment, and bike/ped	2017 TIP Update - Add a new non-exempt project into the TIP with \$3M in Sales Tax and \$57M in RTP-LRP funds	NON-EXEMPT	2030
Alameda	ALA170009	240059	ACTC	Widen I-680 NB and SB for EL from SR-84 to Alcosta	Alameda County: Northbound and southbound I-680 from Route 84 to Alcosta Boulevard: Widen for express lanes	2017 TIP Update - Amend a new nonexempt project into the TIP with \$1.5M in FY18 PE Sales Tax and \$321M in RTP-LRP funds	NON-EXEMPT	2030
Alameda	ALA978004	94506	ACTC	East-West Connector in Fremont & Union City	In Fremont & Union City: From I-880 to Route 238; Construct new 4-lane roadway and widen existing roadways. Project is phased	2017 TIP Update - Update the funding plan to add \$11M PE Sales Tax and \$30.5M in ROW Sales Tax, change the source for \$76M in Local funds to RTP-LRP, reprogram \$2M in Con Sales Tax from FY10 to	NON-EXEMPT	2030
Contra Costa	CC-010023	21205	CCTA	I-680/SR 4 I/C Reconstruction - Phases 1, 2, 4 & 5	At I-680/SR4: Reconstruct I-680/SR4 I/C, provide 2 lane direct connector from NB 680 to WB SR4 w/slip ramps at Pacheco Blvd, and 2 lane direct EB SR4 to SB I-680. Phases 1, 2, 4 & 5. Env Doc covers all	2017 TIP Update - Update the funding plan to reprogram \$4.5M in PSE Sales Tax from FY19 to FY21, \$500K in ROW Sales Tax from FY17 to FY20, and \$360M in RTP-LRP from FY19 to FY21	NON-EXEMPT	2030
Contra Costa	CC-030002	21210	Hercules	Hercules Intercity Rail Station	In Hercules: From I-80/SR-4 to the future train station: Extend John Muir Pkwy to provide direct access including Bayfront Bridge over Refugio Creek, Bay Trail West Gap Closure, Refugio Creek Restoration,	2017 TIP Update - Update the description to reflect increase in scope. Update the funding plan to add \$4.5M in FY16 CON Sales Tax and \$4.1M in FY15 CON Local	NON-EXEMPT	2030
Contra Costa	CC-050028	22353	CCTA	I-680 SB HOV Lane Completion	Contra Costa County: I-680 from North Main Street to Livorna in the southbound direction: Construct a HOV lane	2017 TIP Update - Update the funding plan to reprogram and change the fund source of \$16.1M in FY19 CON RTP-LRP to \$1.0M CON RM2 and to \$15.1M CON Express Tolls. Funds in FY 20. Remove \$2.9	NON-EXEMPT	2030

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Contra Costa	CC-050030	98198	CC County	Vasco Road Safety Improvements	Contra Costa County: Vasco Road from Walnut Blvd to the Alameda/Contra Costa County line: widen road and place concrete median barrier for 2.5 miles. Phase 1 completed a 1 mile widening segment.	2017 TIP Update - Update the funding plan to reprogram FY18 ROW and FY19 CON to FY21	NON-EXEMPT	2030
Contra Costa	CC-050076	22355	Richmond	I-80/Central Avenue Interchange Modification	I-80/Central Ave; Ph1 Construct new signals and CMS's to redirect I-80 WB on-ramp traffic during weekend peak periods to I-580. Ph2 connect Pierce to San Mateo to relocate signal at Pierce/Central Ave	2017 TIP Update - Update the funding plan to reprogram funds between years and phases and add \$3.6M in FY21 CON RTP-LRP	NON-EXEMPT	2030
Contra Costa	CC-070011	230250	Brentwood	SR4/Brentwood Boulevard Widening - North (Phase I)	Brentwood: Widen SR4/Brentwood Boulevard from 2 to 4 lanes; Phase I: From Havenwood Avenue to Homecoming Way, including widening of bridge over Marsh Creek. traffic signal modifications, and	2017 TIP Update - Update the description to change the project limits to Havenwood to Homecoming Way. Update the funding plan to reprogram local funds between years and phases including	NON-EXEMPT	2030
Contra Costa	CC-070022	22351	CCTA	I-680 NB HOV Lane Extension	Walnut Creek/Pleasant Hill/Concord: On I-680 between Main St and SR242; Extend Northbound HOV lanes.	2017 TIP Update - Update funding plan to change the fund source of \$6.0M in XGEN and \$1.0M in FY19 ROW RTP-LRP to Sales Tax. Reprogram \$40.0M in CON RTP-LRP from FY19 to FY21, \$2.0M in ENV	NON-EXEMPT	2030
Contra Costa	CC-070026	98194	Concord	Commerce Avenue Extension	Concord: Commerce Avenue over Pine Creek to Waterworld Parkway; Extend roadway.	2017 TIP Update - Retain this project in the TIP for informational purposes	NON-EXEMPT	2030
Contra Costa	CC-070035	22360	CCTA	Reconstruct I-80/San Pablo Dam Rd Interchange	San Pablo: I-80/San Pablo Dam Rd I/C: Reconstruct I/C-relocating WB El Portal on-ramp to the full I/C northwards, providing access to McBryde through a new road from SPDR I/C, and replacing Riverside	2017 TIP Update - Update the funding plan to reprogram \$7.1M in CON Local from FY19 to FY20, \$9.2M in CON RIP from FY18 to FY20, \$57.7M in CON RTP-LRP, \$4.3M in ROW RTP-LRP, and \$1.9M in PSE	NON-EXEMPT	2030
Contra Costa	CC-070046	230218	El Cerrito	Del Norte Area TOD Complete Street Imps	El Cerrito del Norte BART Station Area: Complete Streets improvements to access, circulation and safety for bicyclists, pedestrians, local and regional bus, rapid bus, and automobile connections to BART	2017 TIP Update - Update description to include converting one-way sts to two-way and AQ description to non-exempt. Update funding plan to change the source for \$691K from Local to RTP-LRP, add	NON-EXEMPT	2030
Contra Costa	CC-070062	22122	WETA	Richmond Ferry Service	WETA: Implement new ferry transit service between Richmond and San Francisco.	2017 TIP Update - Update the expanded description. Update the funding plan to reprogram \$2.0M in FY14 CON Prop 1B to various years and phases. Add \$6.5M in FY13 CON Prop 1B, \$508K in FY17 CON	NON-EXEMPT	2020
Contra Costa	CC-070075	230291	CC County	Kirker Pass Road NB Truck Climbing Lanes	Unincorporated Contra Costa County: On Kirker Pass Road from Clearbrook Drive to approximately 1,000 feet beyond the crest of Kirker Pass Road; Construct northbound truck climbing lane and paved	2017 TIP Update - Update the funding plan to add \$4.2M in FY19 CON Local and \$203K in FY19 CON Local Sales Tax. Reprogram \$136K in ROW Local Sales Tax from FY16 to FY17 and \$777K in PE Local	NON-EXEMPT	2030
Contra Costa	CC-090019	240629	San Ramon	Bollinger Canyon Road Widening (Alcosta to SRVB)	San Ramon: Bollinger Canyon Road between Alcosta Blvd and San Ramon Valley Blvd: Widen from six to eight lanes. Project is phased.	2017 TIP Update - Reprogram Other Local CON funds from FY14 to FY15 and FY17	NON-EXEMPT	2020
Contra Costa	CC-090023	230212	Concord	Concord Clayton Road/Treat Blvd Intersection Imps.	Concord: Clayton Rd and Treat Blvd: Constructing geometric improvements and upgrade traffic signal to improve operational efficiency and increase capacity	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT	2020
Contra Costa	CC-090026	98115	Concord	Ygnacio Valley/Kirker Pass Roads Widening	Concord: Ygnacio Valley / Kirker Pass Roads from Michigan Boulevard to Cowell Road: widen from 4 lanes to 6 lanes	2017 TIP Update - Update the funding plan to reprogram PE to FY17, ROW to FY19 and CON to FY21	NON-EXEMPT	2030

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Contra Costa	CC-130043	230685	BAIFA	CC I-680 Southern Segment Express Lanes	In Contra Costa County: On I-680 between Alcosta Boulevard and Livorna Road (northbound) and between Alcosta Boulevard and Rudgear Road (southbound); Convert existing HOV lanes to express lanes.	2017 TIP Update - Update the project name. Update the funding plan to reprogram \$317K in FY15 ROW Express Tolls and \$128K in FY14 PE Express Tolls to FY15 CON and add \$4.5M. Add \$3.4M in FY13	NON-EXEMPT	2020
Contra Costa	CC-130046	21205	CCTA	I-680 / SR 4 Interchange Reconstruction - Phase 3	In Pacheco: At the I 680/Route 4 interchange: Widen SR4 in the median to provide a third lane in each direction from Morello Avenue to Port Chicago (SR242). Work includes widening of bridges within	2017 TIP Update - Update the funding plan to change the source for \$31.5M from RIP to RTP-LRP, add \$3.2M in RTP-LRP and \$5.87M in Sales Tax and reprogram funds between years and phases	NON-EXEMPT	2030
San Francisco	SF-010038	21549	SF DPW	Bayview Transportation Improvements	In San Francisco: From US 101 to the Hunters Point Shipyard along: 25th, I280-Illinois; Cesar Chavez, US101-Illinois; Illinois, 25th-Cargo; Cargo, Illinois-Jennings; Jennings, Cargo-Evans; Evans, Cesar	2017 TIP Update-Update the description to clarify scope and update the funding plan to reprogram \$212K in Local from FY15 ROW to FY17 CON, \$288K in Local ROW from FY15 to FY19, \$500K in CON	NON-EXEMPT	2030
San Francisco	SF-050002	230290	TBJPA	Transbay Terminal/Caltrain Downtown Ext. Ph. 2	San Francisco: Transbay Terminal; Extend Caltrain commuter rail service from Fourth/Townsend to Transbay Transit Center.	2017 TIP Update - Update the funding plan to remove \$360M in RTP-LRP and reprogram remaining RTP-LRP from FY19 to FY21	NON-EXEMPT	2030
San Francisco	SF-070003	22415	SFMTA	Historic Streetcar Extension to Fort Mason	San Francisco: From Fisherman's Wharf through National Park Service lands in Aquatic Park to Fort Mason; Extend the E-line or the current F-line service.	2017 TIP Update - Update the funding plan to reprogram RTP-LRP funds from FY19 to FY21 and add \$18.6M in FY21 PE RTP-LRP	NON-EXEMPT	2030
San Francisco	SF-070004	230164	SF County TA	Geary Bus Rapid Transit	Muni: On Geary Boulevard; Design and implement a BRT project.	2017 TIP Update - Update the funding plan to change the source for \$6.8M in RTP-LRP to Sales Tax and \$6.8M in RTP-LRP to Local and reprogram funds between years and phases	NON-EXEMPT	2030
San Francisco	SF-090012	240309	SFMTA	Additional Light Rail Vehicles to Expand Muni Rail	SFMTA: Procure 20 expansion light rail vehicles (LRVs).	2017 TIP Update - Update the funding plan to change the source and program year for \$2M in CON funds from FY19 RTP-LRP to FY20 Other Local and reprogram \$122M in RTP-LRP from FY19 to FY21	NON-EXEMPT	2030
San Francisco	SF-090018	240309	SFMTA	Oakdale-Palou Interim High-Capacity Bus Corridor	Muni: Transit Preferential improvements for the Palou Avenue corridor, including bus bulbs, up to six traffic signals with transit signal priority, new bus shelters and pedestrian safety treatments.	2017 TIP Update - Update the funding plan to reprogram RTP-LRP funds from FY19 to FY21	NON-EXEMPT	2030
San Francisco	SF-090032	240171	SFMTA	SFMTA: Muni Forward Capital Implementation Program	SFMTA: Design and construction of investments focused on reliability improvements, travel time reductions, and Muni route updates. This is a phased project.	2017 TIP Update - Update the funding plan to add \$17M in Sales Tax and \$134M in Local	NON-EXEMPT	2030
San Francisco	SF-110002	240358	SFMTA	Mission Bay/UCSF Multi-Modal Transportation Imps.	San Francisco: Mission Bay: street additions, connections, realignments, improvements and enhancements; widen I-280/Mariposa off-ramp; and construct a transit loop for the T-third light rail line.	2017 TIP Update - Update the funding plan to remove \$35.0M in RTP-LRP, reprogram RTP-LRP from FY19 to FY21 and reprogram \$2M in CON from FY15 to FY17	NON-EXEMPT	2030
San Francisco	SF-130001	240155	SF DPW	SF- Better Market Street Transportation Elements	In San Francisco: Market St from Steuart St to Octavia Blvd: improve roadway, including resurfacing, sidewalk and transit boarding improvements, transit connections, traffic signals, transportation	2017 TIP Update - Update the funding plan to change the source for \$1M in CON from RTP-LRP to Local and reprogram ROW Local from FY16 to FY18, CON Local from FY17 to FY19 and CON RTP-LRP from	NON-EXEMPT	2030

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San Francisco	SF-170001	240415	Port of SF	Mission Bay Ferry Terminal	San Francisco: At the eastern terminus of 16th St: Construct new ferry landing to service San Francisco Mission Bay and Central Waterfront as a part of the Bay area ferry transit system	2017 TIP Update - Add a new project into the TIP with \$3.4M in FY16 PE Local Operating Funds, \$1M in FY17 PE Local, \$1M in FY9 CON Local, \$8.5M in FY21 CON RTP-LRP, and \$3.6M in FY21 PSE RTP-LRP	NON-EXEMPT	2030
San Francisco	SF-990004	240309	SFMTA	Islais Creek Motor Coach Facility	Muni: Islais Creek Motor Coach Facility; Develop a new operating division to replace the Kirkland motor coach operating facility when it is vacated for redevelopment. Phase 2 will construct a Maintenance	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT	2030
San Mateo	SM-050001	98204	Pacifica	SR 1 - Fassler to Westport Drive Widening	In Pacifica: Route 1 between Fassler Ave. & Westport Dr.; Add an additional lane in each direction.	2017 TIP Update - Update the funding plan to reprogram \$5.6M in PSE Sales Tax to FY18, \$700K in ROW Sales tax and \$6.9M in ROW RIP to FY19, \$1.9M in CON Local to FY20 and \$31M in CON RTP-LRP to	NON-EXEMPT	2030
San Mateo	SM-090004	22756	Brisbane	US 101/Candlestick Interchange	In San Mateo County: U.S. 101/Candlestick Point Interchange - Reconfigure interchange to allow for safer and better flow of traffic	2017 TIP Update - Update the funding plan to reprogram \$1.5M in CON Local and \$11.5M in CON RTP-LRP from FY19 to FY23 and \$400K in PE Local Sales Tax from FY15 to FY18	NON-EXEMPT	2030
San Mateo	SM-090009	21604	SMCTA	US 101 Aux lanes from Sierra Point to SF Cnty Line	San Mateo County: On US 101 from Sierra Point to SF County Line; Construct auxiliary lanes or managed lanes. Project also references RTP ID 240060 for managed lanes	2017 TIP Update - Update description. Update funding plan to reprogram \$4.3M in CON RTP-LRP from FY19 to FY21 and add \$60.7M. Reprogram and change the funding source of \$500K in ENV from	NON-EXEMPT	2030
San Mateo	SM-090015	22751	Half Moon Bay	Route 1 improvements in Half Moon Bay	In Half Moon Bay: On Route 1; Improve safety on Route 1, including adding protected left and right turn lanes at Route 1, adding through lanes on Route 1 at signalized intersections, and constructing new	2017 TIP Update - Update the funding plan to reprogram \$600K in PE Local Sales Tax from FY14 to FY17, \$2.0M in CON Local Sales Tax from FY18 to FY20, and \$4.4M in CON RTP-LRP from FY19 to FY21	NON-EXEMPT	2030
San Mateo	SM-110002	22120	WETA	WETA: Redwood City Ferry Service	WETA: Redwood City; Implement ferry transit service between Redwood City and San Francisco	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	NON-EXEMPT	2030
San Mateo	SM-170004	240067	Pacifica	Manor Drive Overcrossing and Milagra On Ramp	In Pacifica: Hwy 1 and Manor Drive I/C: Widen the existing overcrossing; Hwy 1 and Milagra: Construct a new on-ramp; Both intersections: install signals	2017 TIP Update - Amend a new nonexempt project into the TIP with \$16.0M in FY21 CON RTP-LRP and \$1.0M in FY17 ENV Local funds	NON-EXEMPT	2030
Santa Clara	SCL030006	21785	San Jose	US 101 / Blossom Hill I/C Reconst & Road Widening	San Jose: US-101/Blossom Hill Rd interchange; widen Blossom Hill Road and reconstruct interchange to provide an additional lane in each direction, including the bridge structure over US-101 plus other	2017 TIP Update - Update the funding plan to reprogram RTP-LRP from FY19 to FY21	NON-EXEMPT	2030
Santa Clara	SCL050009	22956	VTA	Capitol Expressway LRT Extension- Phase II	In the East Valley: The Capitol Avenue light rail line from the existing Alum Rock Transit Center to a rebuilt Eastridge Transit Center (2.6 miles): provide light rail extension	2017 TIP Update - Update the funding plan to reprogram and change the funding source of \$170M in CON funds from FY19 Sales Tax to FY21 RTP-LRP	NON-EXEMPT	2040
Santa Clara	SCL090003	230449	San Jose	San Jose Charcot Avenue Extension Over I-880	San Jose: Charcot Avenue Extension over I-880; Extend new 2-lane roadway with bike lanes and sidewalks providing new multi-modal connection to the North San Jose employment center.	2017 TIP Update - Update the funding plan to reprogram CON RTP-LRP from FY19 to FY21	NON-EXEMPT	2030

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Santa Clara	SCL090004	230452	San Jose	Downtown San Jose Bike Lanes and De-couplet	In San Jose: Ph 1: Reduce lanes, add bike lanes and bike/ped accessibility improvements on Almaden Ave and Vine St. Ph 2: Convert one-way couplets to two-way streets; reduce lanes; add bike lanes on:	2017 TIP Update - Update the funding plan to reprogram RTP-LRP from FY19 to FY21	NON-EXEMPT	2030
Santa Clara	SCL090016	230294	VTA	New SR152 Alignment Study	Santa Clara/ San Benito counties: Complete PA&ED for new alignment of SR152 between US101 and SR156 in Santa Clara and San Benito counties.	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing. Update the expanded project description for clarity	NON-EXEMPT	2030
Santa Clara	SCL090017	230273	Santa Clara Co	Montague Expwy Widening - Trade Zone-I-680	In Santa Clara County: Widen Montague Expressway between Trade Zone and I-680.	2017 TIP Update - Update the funding plan to reprogram \$2M in CON funds from FY19 to FY20 and \$11.5M in CON funds from FY19 to FY21	NON-EXEMPT	2030
Santa Clara	SCL090030	240439	VTA	SR 85 Express Lanes	In Santa Clara County: Implement roadway pricing on SR 85 carpool lane from US 101 in San Jose to US 101 in Mountain View.	2017 TIP Update - Update description and update the funding plan to change the source for \$17M in FY19 funds from RTP-LRP to Other Local, add \$5.5M in PE Local, add \$500K in ROW RTP-LRP and	NON-EXEMPT	2030
Santa Clara	SCL090040	98119	VTA	LRT Extension to Vasona Junction	In Campbell: Extend the light-rail line from the existing Winchester Station to a new Vasona Junction Station, near Route 85.	2017 TIP Update - Update the funding plan to reprogram \$1M in CON Local from FY16 to FY20 and \$150M in CON RTP-LRP funds from FY19 to FY21	NON-EXEMPT	2040
Santa Clara	SCL110002	240466	VTA	Santa Clara County - US 101 Express Lanes	In Santa Clara County: From Dunne Avenue in Morgan Hill to San Mateo County line in Palo Alto: Implement roadway pricing on US 101 carpool lane	2017 TIP Update - Update description. Update funding plan to add \$1.2M in RTP-LRP and \$4.8M in Local funds and reprogram funds between years and phases	NON-EXEMPT	2030
Santa Clara	SCL110006	230200	San Jose	San Jose - Autumn Street Extension	In San Jose: Autumn St between Julian Street and San Carlos Street: Widen, partially realign, and extend Autumn Street to adequately accommodate projected traffic demand.	2017 TIP Update - Update the funding plan to reprogram RTP-LRP from FY19 to FY21	NON-EXEMPT	2030
Santa Clara	SCL110008	240463	VTA	SR 237 Express Lanes: Zanker Rd to Mathilda Ave	In Santa Clara County: Implement roadway pricing on SR 237 carpool lane.	2017 TIP Update - Update the funding plan to add \$5.9M in Local funds and \$8.1M in CON RTP-LRP and reprogram funds between years and phases	NON-EXEMPT	2030
Santa Clara	SCL110009	240119	VTA	El Camino Real Bus Rapid Transit	In Santa Clara County: Implement Bus Rapid Transit improvements on El Camino Real/The Alameda including: dedicated guideways, signal prioritization, low-floor boarding, ticket vending machines,	2017 TIP Update - Update the funding plan to reprogram CON RTP-LRP funds from FY19 to FY21	NON-EXEMPT	2030
Santa Clara	SCL130001	240443	VTA	SR 237/US 101/Mathilda Interchange Modifications	In Sunnyvale: Modify US 101/Mathilda and SR 237/Mathilda interchanges to relieve congestion and improve local circulation.	2017 TIP Update - Update project sponsor. Update the funding plan to add \$4M in CON RTP-LRP, change the source for \$4M from Local to RTP-LRP and reprogram funding among years	NON-EXEMPT	2030
Santa Clara	SCL130002	240477	VTA	SR 237 Express Lanes : Mathilda Avenue to SR 85	In Santa Clara County: Build new HOV/express lanes on SR 237 between Mathilda Avenue and SR 85.	2017 TIP Update - Update the funding plan to reprogram \$2M in ENV Local to FY18, \$2M in PSE Local and \$1.2M in ROW Local to FY20, \$3.2M in RTP-LRP to FY21 ENV, \$13.3M in RTP-LRP to FY21 PSE,	NON-EXEMPT	2030
Solano	SOL030002	21341	Fairfield	Fairfield/Vacaville Intermodal Rail Station	In Fairfield: Capitol Corridor; Construct train station with passenger platforms, pedestrian undercrossing, highway overcrossing, park and ride lot,bike and other station facilities. Project is phased.	2017 TIP Update - Update the funding plan to reprogram \$1.3M in CON Prop-1B and \$298K in Private-Developer funds from FY15 to FY17 and \$14.7M in CON RTP-LRP from FY19 to FY21	NON-EXEMPT	2030

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Solano	SOL110001	240581	MTC	I-80 Express Lanes - Fairfield & Vacaville Ph I&II	I-80 in Solano County from Red Top Rd to I-505: Convert existing HOV to HOT & Construct new HOT lanes from Air Base Parkway to I-505. Project also references RTP ID 230660	2017 TIP Update - Update the funding plan to reprogram \$2M in CON Local from FY16 to FY20 and \$219.6M in RTP-LRP from FY19 to FY21	NON-EXEMPT	2030
Solano	SOL110003	94151	STA	Jepson: Vanden Road from Peabody to Leisure Town	Jepson Parkway segment: Vanden Road project from Peabody Road to Leisure Town Road.	2017 TIP Update - Update the funding plan to reprogram \$19.4M in CON RTP-LRP from FY16 to FY17	NON-EXEMPT	2030
Solano	SOL110004	94151	STA	Jepson: Walters Rd Ext - Peabody Rd Widening	Jepson Parkway segment: Walters Road Extension - Peabody Widening.	2017 TIP Update - Update the funding plan to reprogram RTP-LRP funds from FY19 to FY21	NON-EXEMPT	2030
Solano	SOL110005	94151	STA	Jepson: Leisure Town Road from Vanden to Commerce	Jepson Parkway segment: Leisure Town Road from Vanden Road to Commerce. Project is phased	2017 TIP Update - Update the funding plan to reprogram \$19.4M in CON RIP funds from FY16 to FY17	NON-EXEMPT	2030
Solano	SOL110006	94151	STA	Jepson: Leisure Town Road (Commerce to New Ulatis)	Reconstruct and widen Leisure, from 900 feet South of Commerce Place to South of New Ulatis Creek	2017 TIP Update - Update the project limits and update the funding plan to reprogram \$6M in CON RIP from FY19 to FY22	NON-EXEMPT	2030
Solano	SOL110007	22795	Fairfield	Fairfield Transportation Center - Phase 3	In Fairfield: Fairfield Transportation Center; Construct second parking structure with approximately 600 automobile parking spaces and access improvements.	2017 TIP Update - Update the funding plan to reprogram \$600K in PSE TDA from FY16 to FY17 and \$6.9M in CON RTP-LRP from FY20 to FY21	NON-EXEMPT	2030
Solano	SOL110009	230635	Vacaville	Vacaville Intermodal Station - Phase 2	In Vacaville: Construction of a 137 stall surface parking lot.	2017 TIP Update - Update the description to reflect reduction in scope and update the funding plan to reprogram RTP-LRP from FY19 to FY21	NON-EXEMPT	2030
Sonoma	SON050001	240668	Sonoma County	Laughlin Bridge over Mark West Crk 20C0246	Mark West Creek Bridge: Laughlin Rd/Brickway Blvd Extension; Construct new 2 lane bridge.	2017 TIP Update - Update the regional air quality description from Exempt to Non-Exempt and update RTP ID reference to 240668	NON-EXEMPT	2030
Sonoma	SON070004	98147	Son Co TA	US 101 Marin/Sonoma Narrows (Sonoma)	Marin and Sonoma Counties: From SR37 in Novato to Old Redwood Highway in Petaluma, convert expressway to freeway, construct NB auxillary lane between Lakeville Highway and East Washigton Street,	2017 TIP Update - Update the funding plan to add \$827K in FY18 CON Earmark-HPP funds being transferred from SON050015 and reprogram CON RTP-LRP from FY19 to FY21	NON-EXEMPT	2030
Sonoma	SON150006	240529	Santa Rosa	US 101 Hearn Ave Interchange	Santa Rosa: US 101/Hearn Avenue over-crossing/interchange: Replace the US 101/Hearn Avenue over-crossing/interchange with a new over crossing/interchange including bike lanes, sidewalks, and re-	2017 TIP Update - Update funding plan to reprogram change the source for \$4.35M from RTP-LRP to Sales Tax and for \$800K from RTP-LRP to Other Local, reprogram funds between years and phases and	NON-EXEMPT	2030

* Projects with conformity analysis years of 2040 reference programmatic projects or projects with a completion date after 2030 in Plan Bay Area

Projects in the 2017 TIP with Updated Conformity Analysis Years

County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
Alameda	ALA170002	240318	ACTC	I-80/Ashby Avenue Interchange Improvements	Alameda County: I-80/Ashby IC: Reconstruct the interchange including constructing new bridge, two roundabouts and bike/ped improvements	2017 TIP Update - Amend a new project into the TIP with \$5.5M in FY19 PE Sales Tax, \$1.5M in FY19 ROW Sales Tax, \$4.0M in FY17 PE Sales Tax, and \$43.8M in FY21 CON RTP-LRP funds	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2030
Marin	MRN050001	21325	TAM	US 101 / Greenbrae Interchange Corridor Impts.	Marin: US 101 Greenbrae I/C Corridor Improvements: Sir Francis Drake To Tamalpais; Reconfigure interchange and close a gap in the non-motorized transportation network	2017 TIP Update - Update the funding plan to reprogram funds between years and phases	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Multi-County	REG110030	21627	Caltrain	Caltrain Positive Train Control System	CBOSS/PTC is an advanced train control system that allows for automated collision prevention, improved manual collision prevention, and improved headways. The FRA has mandated PTC be in place by	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2030
San Francisco	SF-130020	240309	SFMTA	SFMTA: Purchase 60 foot expansion motor coaches	SFMTA: Purchase 35 60 foot expansion motor coaches	2017 TIP Update - Retain this project in the TIP for informational purposes as it is ongoing	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minro expansions of the fleet	2030
San Mateo	SF-010028	21627	Caltrain	Caltrain Electrification	Caltrain: From San Francisco to Gilroy: Electrification of the caltrain corridor from San Francisco to Tamien, including catenary poles, wires, power supply, track and signals, and Electric Multiple Units	2017 TIP Update - Update the fundign plan to reprogram all RTP-LRP to FY21	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2030
San Mateo	SM-010047	21606	Menlo Park	US 101 / Willow Road Interchange Reconstruction	Menlo Park: US 101 at Willow Road Interchange; Reconstruct and reconfigure interchange (No additional travel lanes).	2017 TIP Update - Update the project sponsor to Menlo Park and update the funding plan to reprogram \$4.32M in FY18 RIP from CON to CON-CE, change the source for \$5.8M in FY18 CON funds from RIP	EXEMPT (40 CFR 93.127) - Changes in vertical and horizontal alignment	2030
San Mateo	SM-170001	240114	San Mateo Co	Hwy 1 Congestion throughput and safety improvement	In San Mateo County along 7 miles of Highway 1 between Pacifica in the north and Half Moon Bay in the south; Install raised medians, left turn lanes, acceleration lanes, and pedestrian crossings.	2017 TIP Update - Amend a new exempt project into the TIP with \$1.0M in FY17 ENV Local Sales Tax, \$500K in FY17 PE Local Sales Tax, \$5.5M in FY21 CON RTP-LRP, and \$150K in FY17 ENV Local funds	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2030
Sonoma	SON070026	22490	Sonoma County	Rehab King Ridge Bridge over Austin Crk 20C0433	In Sonoma County: On King Ridge Road, 2.3mi North of Fort Ross Road; rehabilitate one-lane bridge to 2 lanes and scour countermeasure	2017 TIP Update - Update the funding plan to reprogram \$3.3M in CON HBP from FY20 to FY21	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2030
Sonoma	SON090001	22490	Sonoma County	Replace Geysers Bridge over Sulpher Crk 20C0005	In Sonoma County: Bridge replacement: single lane bridges in Sonoma County with two lane bridge (Geysers Road Bridge 20C0005)	2017 TIP Update	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2030
Sonoma	SON090026	22490	Sonoma County	Replace Lambert Bridge over Dry Creek 20C0248	HBP: In Sonoma: Replace existing through truss bridge (Bridge No. 20C0248, Lambert Bridge Road, Over Dry Creek,0.4 Mi W of Dry Creek Rd.), that is in poor condition and has sesimic deficiencies with	2017 TIP Update - Update the funding plan to remove \$57K in FY12 PE Other Local	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2030
Sonoma	SON090027	22490	Sonoma County	Replace West Dry Creek Bridge over Pena Ck 20C0407	In Sonoma: Replace existing four span T-beam concrete bridge (Bridge No. 20C0407, West Dry Creek Rd, Over Pena Creek, 0.7 Mi NW Yoakim Br Rd.) that is one-lane, seismically deficient and in poor	2017 TIP Update	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2030

* Projects with conformity analysis years of 2040 reference programmatic projects or projects with a completion date after 2030 in Plan Bay Area

Projects in the 2017 TIP with Updated Conformity Analysis Years

County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Description of Change	Air Quality Description	Conformity Analysis Year*
Sonoma	SON110025	22490	Sonoma County	Replace Hauser Bridge over Gualala River 20C0240	In Sonoma: Bridge No.20C0240,Hauser Road Bridge over over South Fork Gualala River, 5 Mi east of Seaview Road. Replace existing one-lane bridge with a new two-lane bridge	2017 TIP Update	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2030

* Projects with conformity analysis years of 2040 reference programmatic projects or projects with a completion date after 2030 in Plan Bay Area

Appendix B
List of Projects in the Amended Plan Bay Area

**List of Projects in Plan Bay Area
(sorted by County, then by Reference Number)**

County	Reference Number	Investment Type	Project Description	Complete and Operational By:			2017 TIP	Regionally Significant
				2020	2030	2040		
Bay Area Region/Multi-County	21011	New Commitment	Transportation for Livable Communities (TLC) Program - Priority Development Area (PDA) Planning Grants: provide planning funds to support transit-oriented development in PDAs			Y	Y	
Bay Area Region/Multi-County	21012	Committed	Golden Gate Bridge Seismic Retrofit	Y			Y	
Bay Area Region/Multi-County	21013	Committed	State-Owned Toll Bridge Rehabilitation/Replacement/Retrofit			Y	Y	
Bay Area Region/Multi-County	21017	New Commitment	Small transit operators in Alameda, Contra Costa, Marin, Napa, Solano and Sonoma counties - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)			Y	Y	
Bay Area Region/Multi-County	21320	Committed	Golden Gate Bridge Moveable Median Barrier: installation of a moveable median barrier on the Golden Gate Bridge to provide a physical separation between opposing directions of traffic			Y	Y	
Bay Area Region/Multi-County	21342	Committed	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 1 - Transbay Transit Center)	Y			Y	
Bay Area Region/Multi-County	21627	New Commitment	Caltrain Service Frequency Improvements (6-Train Service during Peak Hours), Electrification (San Francisco to Tamien), and Communications-Based Overlay Signal System (CBOSS) and Positive Train Control System (PTC)		Y		Y	Yes
Bay Area Region/Multi-County	22001	Committed	Implement Sonoma-Marin Area Rail Transit District (SMART) Commuter Rail and Multi-Use Pathway Project (Initial Operating Segment)	Y			Y	Yes
Bay Area Region/Multi-County	22002	Committed	Extend High Occupancy Vehicle (HOV) lane on northbound I-880 from existing terminus at Bay Bridge approach to the Maritime on-ramp to provide HOV access from Maritime to Bay Bridge toll plaza			Y		Yes
Bay Area Region/Multi-County	22006	Committed	Improve ferry facilities/equipment including the Downtown Ferry Terminal and procuring additional spare ferry vessels		Y		Y	
Bay Area Region/Multi-County	22042	New Commitment	Widen I-680 northbound for express lanes from Route 237 to Route 84 (includes ramp metering and auxiliary lanes; included under MTC Regional Express Lane Network RTPID #240741)		Y		Y	Yes
Bay Area Region/Multi-County	22241	Committed	Fund Regional Measure 2 studies (Water Emergency Transportation Authority environmental studies, I-680/Pleasant Hill BART Connector Study)			Y	Y	
Bay Area Region/Multi-County	22243	Committed	Fund Regional Measure 2 Express Bus North improvements (includes park-and-ride lots and rolling stock)			Y	Y	
Bay Area Region/Multi-County	22244	Committed	Fund City CarShare			Y		
Bay Area Region/Multi-County	22245	Committed	Fund Safe Routes to Transit			Y	Y	
Bay Area Region/Multi-County	22423	New Commitment	Lifeline Transportation Program: fund programs and services that address transportation gaps specific to low-income communities			Y	Y	
Bay Area Region/Multi-County	22425	New Commitment	Planning funds for the Metropolitan Transportation Commission, Association of Bay Area Governments, Bay Conservation and Development Commission, and nine county congestion management agencies			Y	Y	

**List of Projects in Plan Bay Area
(sorted by County, then by Reference Number)**

County	Reference Number	Investment Type	Project Description	Complete and Operational By:			2017 TIP	Regionally Significant
				2020	2030	2040		
Bay Area Region/Multi-County	22481	New Commitment	Caltrain - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets); station improvements (e.g., platforms) are included			Y	Y	
Bay Area Region/Multi-County	22511	Committed	Provide ferry service between Berkeley/Albany and San Francisco			Y	Y	
Bay Area Region/Multi-County	22636	Committed	Implement BART transbay tube earthquake safety improvements (Phase 1)			Y	Y	
Bay Area Region/Multi-County	94089	Committed	Implement Presidio Parkway Project			Y	Y	
Bay Area Region/Multi-County	94152	Committed	Widen Route 12 (Jameson Canyon) from 2 lanes to 4 lanes from I-80 in Solano County to Route 29 in Napa County (Phase 1)	Y			Y	
Bay Area Region/Multi-County	94525	New Commitment	BART - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements, equipment, fixed facilities and other capital assets)			Y	Y	
Bay Area Region/Multi-County	94526	New Commitment	AC Transit - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)			Y	Y	
Bay Area Region/Multi-County	94527	New Commitment	Livermore Amador Valley Transit Authority (LAVTA) - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)			Y	Y	
Bay Area Region/Multi-County	94558	Committed	Central Contra Costa Transit Authority (CCCTA) - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)			Y	Y	Yes
Bay Area Region/Multi-County	94572	New Commitment	Golden Gate Transit - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)			Y	Y	
Bay Area Region/Multi-County	94610	Committed	Valley Transportation Authority (VTA) - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)			Y	Y	
Bay Area Region/Multi-County	94636	New Commitment	San Francisco Municipal Transportation Agency (SFMTA) - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)			Y	Y	
Bay Area Region/Multi-County	94666	New Commitment	SamTrans - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)			Y	Y	
Bay Area Region/Multi-County	94683	Committed	SolTrans - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)			Y	Y	
Bay Area Region/Multi-County	230088	New Commitment	Extend I-880 northbound express lanes from north of Hacienda Avenue to Hegenberger Road (included under MTC Regional Express Lane Network RTPID #240741)		Y			Yes
Bay Area Region/Multi-County	230221	Committed	Implement I-80 Integrated Corridor Mobility (ICM) project operations and management	Y			Y	
Bay Area Region/Multi-County	230222	Committed	Implement San Pablo Avenue SMART Corridors operations and management			Y		

**List of Projects in Plan Bay Area
(sorted by County, then by Reference Number)**

County	Reference Number	Investment Type	Project Description	Complete and Operational By:			2017 TIP	Regionally Significant
				2020	2030	2040		
Bay Area Region/Multi-County	230290	New Commitment	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 2 - Caltrain Downtown Extension)		Y		Y	Yes
Bay Area Region/Multi-County	230336	Committed	Implement recommendations from MTC's Transit Connectivity Plan				Y	
Bay Area Region/Multi-County	230419	New Commitment	Implement the Freeway Performance Initiative (FPI), which includes freeway ITS infrastructure, arterial management, incident management, emergency preparedness, traveler information/511, and operations and maintenance of ITS infrastructure				Y	Y
Bay Area Region/Multi-County	230550	New Commitment	Climate Policy Initiatives: fund initiatives that reduce greenhouse has emissions from cars and light duty trucks		Y		Y	
Bay Area Region/Multi-County	230581	Committed	San Francisco Ferry Berthing Improvements Program (Phase 1): improvements to existing ferry terminals and construction of new terminals to accommodate increases in ferry ridership	Y			Y	
Bay Area Region/Multi-County	230612	Committed	Conduct environmental and design studies related to implementing new ferry services in Antioch and Martinez				Y	Y
Bay Area Region/Multi-County	230627	Committed	Implement upgrades to Route 12 (Jameson Canyon) between Napa and Solano Counties (includes grade realignment and full safety barrier)	Y				
Bay Area Region/Multi-County	230656	Committed	Convert I-80 HOV lanes to express lanes from Route 4 to Bay Bridge bypass lane in each direction (included under MTC Regional Express Lane Network RTPID #240741)		Y			Yes
Bay Area Region/Multi-County	230657	Committed	Convert I-80 HOV lanes to express lanes from Carquinez Bridge to Route 4 in each direction (included under MTC Regional Express Lane Network RTPID #240741)		Y			Yes
Bay Area Region/Multi-County	230658	Committed	Widen I-80 in each direction for express lanes from Route 37 to Carquinez Bridge (included under MTC Regional Express Lane Network RTPID #240741)		Y			Yes
Bay Area Region/Multi-County	230659	Committed	Widen I-80 in each direction for express lanes from Red Top Road to Route 37 (included under MTC Regional Express Lane Network RTPID #240741)				Y	Yes
Bay Area Region/Multi-County	230660	Committed	Convert I-80 HOV lanes to express lanes from Red Top Road to Air Base Parkway in each direction (included under MTC Regional Express Lane Network RTPID #240741)		Y			Yes
Bay Area Region/Multi-County	230666	Committed	Widen I-580 for eastbound and westbound express lanes from Greenville Road to San Joaquin County line (included under MTC Regional Express Lane Network RTPID #240741)				Y	Yes
Bay Area Region/Multi-County	230668	Committed	Convert I-880 HOV lanes to express lanes between Hengenberger Road and Route 237 southbound, and Hacienda Drive to 237 northbound (included under MTC Regional Express Lane Network RTPID #240741)		Y			Yes
Bay Area Region/Multi-County	230672	Committed	Convert Route 92 westbound HOV lanes to express lanes from Hesperian Boulevard to San Mateo-Hayward Bridge toll plaza (included under MTC Regional Express Lane Network RTPID #240741)		Y			
Bay Area Region/Multi-County	230673	Committed	Convert Route 84 westbound HOV lanes to express lanes from I-880 to Dumbarton Bridge toll plaza (included under MTC Regional Express Lane Network RTPID #240741)		Y			
Bay Area Region/Multi-County	230684	Committed	Widen I-580/I-680 interchange in each direction for express lanes (included under MTC Regional Express Lane Network RTPID #240741)				Y	Yes

List of Projects in Plan Bay Area
(sorted by County, then by Reference Number)

County	Reference Number	Investment Type	Project Description	Complete and Operational By:			2017 TIP	Regionally Significant
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Bay Area Region/Multi-County	230685	Committed	Express Lanes on I-680: Widen I-680 northbound for express lane from Rudgear to North Main; Convert HOV lanes to express lanes between Benicia Bridge and Alcosta Boulevard in each direction (included under MTC Regional Express Lane Network RTPID #240741)	Y			Y	Yes
Bay Area Region/Multi-County	230686	Committed	Widen I-680 in each direction for express lanes between Martinez Bridge to I-80 (included under MTC Regional Express Lane Network RTPID #240741)			Y		Yes
Bay Area Region/Multi-County	230687	Committed	Widen I-680/I-80 interchange in each direction for express lanes (included under MTC Regional Express Lane Network RTPID #240741)			Y	Y	Yes
Bay Area Region/Multi-County	230712	Committed	Golden Gate Bridge Suicide Barrier - project development			Y		
Bay Area Region/Multi-County	230716	New Commitment	Implement Senior and Disabled Transportation Programs, including the New Freedom program			Y	Y	
Bay Area Region/Multi-County	240019	Committed	Implement station improvements along the Caltrain corridor associated with planned transit-oriented development (includes parking, bus, shuttle and bicycle and pedestrian access improvements)		Y			
Bay Area Region/Multi-County	240031	Committed	Implement system-wide access improvements at Caltrain stations associated with increased service (includes parking, bus, shuttle and bicycle and pedestrian access improvements)		Y			
Bay Area Region/Multi-County	240048	Committed	Caltrain South Terminal Track Capacity Expansion, Phase II and III - project development	Y			Y	
Bay Area Region/Multi-County	240059	Committed	Widen I-680 northbound for express lane from Route 84 to Alcosta Boulevard (included under MTC Regional Express Lane Network RTPID #240741)		Y			Yes
Bay Area Region/Multi-County	240061	Committed	Widen I-680 southbound for express lane from Alcosta Boulevard to Route 84 (included under MTC Regional Express Lane Network RTPID #240741)	Y				Yes
Bay Area Region/Multi-County	240140	Committed	Implement Caltrain at-grade crossing improvements	Y				
Bay Area Region/Multi-County	240581	Committed	Widen I-80 in each direction for express lanes from Air Base Parkway to I-505 (included under MTC Regional Express Lane Network RTPID #240741)		Y		Y	Yes
Bay Area Region/Multi-County	240583	Committed	Widen I-80 in each direction for express lanes from I-505 to Yolo County Line (included under MTC Regional Express Lane Network RTPID #240741)		Y			Yes
Bay Area Region/Multi-County	240587	Committed	Widen I-680 northbound for express lanes from Marina Vista Avenue to North Main Street (included under MTC Regional Express Lane Network RTPID #240741)		Y			Yes
Bay Area Region/Multi-County	240588	Committed	Widen I-680 southbound for express lanes from Marina Vista Avenue to Livorna Road (included under MTC Regional Express Lane Network RTPID #240741)		Y			Yes
Bay Area Region/Multi-County	240727	Committed	Implement transportation improvements serving the Golden Gate National Recreation Area			Y	Y	
Bay Area Region/Multi-County	240731	New Commitment	Priority Conservation Area (PCA) Program: provides funding to preserve open space and conservation areas			Y	Y	

**List of Projects in Plan Bay Area
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County	Reference Number	Investment Type	Project Description	Complete and Operational By:			2017 TIP	Regionally Significant
				2020	2030	2040		
Bay Area Region/Multi-County	240732	New Commitment	Regional Express Lane Network Grant Funding (included under MTC Regional Express Lane Network RTPID #240741)			Y		
Bay Area Region/Multi-County	240733	Committed	Regional Express Lane Network Reserve: net revenue from the Network will be held in reserve (included under MTC Regional Express Lane Network RTPID #240741)			Y		
Bay Area Region/Multi-County	240734	Committed	Regional Express Lane Network Operations and Maintenance, Rehabilitation, and Financing Cost (included under MTC Regional Express Lane Network RTPID #240741)			Y		
Bay Area Region/Multi-County	240735	New Commitment	Transit Performance Initiative: fund supportive infrastructure to achieve performance improvements in major transit corridors			Y	Y	
Bay Area Region/Multi-County	240736	New Commitment	Expand and enhance the SMART commuter rail system (Phase II) by constructing a one-station extension from San Rafael to Larkspur, constructing a one-station extension from North Santa Rosa to Windsor, implementing capacity improvements along the Initial Operating Segment (Sonoma County only), and completing the multi-use pathway from Larkspur to Cloverdale.			Y		Yes
Bay Area Region/Multi-County	240741	New Commitment	MTC Regional Express Lane Network			Y	Y	Yes
Bay Area Region/Multi-County	240744	New Commitment	One Bay Area Grant (OBAG) - net of funds not assigned to county priorities			Y	Y	
Bay Area Region/Multi-County	240745	Committed	Maintain and preserve the investment in the State Highway System (SHS) and its supporting infrastructure (SHOPP)			Y	Y	
Bay Area Region/Multi-County	240746	Committed	Highway Safety Improvement Program (HSIP)			Y	Y	
Bay Area Region/Multi-County	240747	Committed	Safe Routes to Schools			Y	Y	
Bay Area Region/Multi-County	240748	Committed	Maintain and preserve local bridges.			Y	Y	
Bay Area Region/Multi-County	240749	New Commitment	Section 130 State Rail Program			Y	Y	
Bay Area Region/Multi-County	240751	New Commitment	Clipper capital replacement costs for all operators are included and a portion of Clipper's operating costs			Y	Y	
Bay Area Region/Multi-County	240758	Committed	Richmond-San Rafael Bridge Access Improvement Project	Y			Y	Yes
Alameda	21093	Committed	Implement Route 92/Clawiter Road/Whitesell Street interchange improvements and local intersection improvements	Y				
Alameda	21100	New Commitment	Modify I-580/Vasco Road interchange, includes widening I-580 overcrossing to provide 8 lanes and bike lanes/shoulders, constructing auxiliary lanes on I-580 between Vasco and First Street, widening Vasco Road to 8 lanes between Northfront Road and Las Positas Road		Y			Yes
Alameda	21103	New Commitment	Construct grade separation structure on Central Avenue at Union Pacific Railroad crossing	Y			Y	
Alameda	21114	Committed	Construct grade separations on Washington Boulevard/Paseo Padre Parkway at the Union Pacific railroad tracks and proposed BART extension	Y				

**List of Projects in Plan Bay Area
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Alameda	21116	Committed	Widen I-580 for HOV and auxiliary lanes eastbound from Hacienda Road to Greenville Road and westbound from Greenville Road to Foothill Road	Y			Y	
Alameda	21123	New Commitment	Improve infrastructure at Union City Intermodal Station	Y			Y	
Alameda	21126	New Commitment	Construct Route 84 westbound HOV on-ramp from Newark Boulevard			Y		Yes
Alameda	21131	Committed	Build a BART Oakland Airport Connector between Coliseum BART station and Oakland International Airport	Y			Y	Yes
Alameda	21132	Committed	Extend BART from Fremont to Warm Springs	Y			Y	Yes
Alameda	21144	New Commitment	Reconfigure I-80/Gilman interchange, involves dual roundabout at interchange and bicycle/pedestrian improvements	Y			Y	
Alameda	21451	Committed	Construct additional turn- and bus-loading lanes on Hesperian Boulevard and East 14th Street		Y		Y	
Alameda	21472	Committed	Improve I-680/Bernal Avenue interchange	Y			Y	
Alameda	21473	Committed	Construct a 4-lane arterial connecting Dublin Boulevard and North Canyons Parkway			Y		
Alameda	21475	New Commitment	Reconstruct I-580/First Street interchange			Y		
Alameda	21477	New Commitment	Reconstruct I-580/Greenville road interchange			Y		
Alameda	21484	New Commitment	Widen Kato Road from Warren Avenue to Milmont Drive		Y		Y	Yes
Alameda	21489	New Commitment	Improve I-580/San Ramon Road/Foothill Road interchange, includes eliminating eastbound diagonal off-ramp and eastbound loop off-ramp and constructing new signalized intersection at off-ramp	Y			Y	
Alameda	22009	New Commitment	Expand Capitol Corridor intercity rail service from Oakland to San Jose - project development				Y	
Alameda	22013	Committed	Construct I-580 eastbound truck climbing lane at the Altamont Summit	Y				
Alameda	22062	New Commitment	Construct Irvington BART Station in Fremont		Y			Yes
Alameda	22063	Committed	Improve Route 238 corridor near Foothill Boulevard/I-580 by removing parking during peak periods and spot widening	Y			Y	
Alameda	22082	New Commitment	Implement Outer Harbor Intermodal Terminals project (includes 7th Street grade separation and roadway improvements)		Y		Y	
Alameda	22100	Committed	Replace overcrossing structure at I-880/Davis Street interchange and add additional travel lanes on Davis Street (includes ramp, intersection and signal improvements)	Y			Y	
Alameda	22455	New Commitment	Implement AC Transit East Bay Bus Rapid Transit (BRT)	Y			Y	Yes
Alameda	22509	Committed	Provide ferry service between Alameda/Oakland and San Francisco, and between harbor Bay and San Francisco			Y	Y	
Alameda	22664	New Commitment	Convert the I-580 westbound HOV lane to an express lane from Greenville Road to San Ramon Road/Foothill Road	Y			Y	Yes
Alameda	22670	Committed	Construct HOV lane for southbound I-880 from Hegenberger Road to Marina Boulevard (includes reconstructing bridges at Davis Street and Marina Boulevard)	Y			Y	
Alameda	22760	New Commitment	Construct Outer Harbor Intermodal Terminal (OHIT) on former Oakland Army Base at 7th Street/Maritime Street (includes expanded intermodal terminal for the Port, warehouses, and truck parking lot)		Y		Y	
Alameda	22769	New Commitment	Improve northbound I-880 interchange at 23rd and 29th Avenue, involves improving on- and off-ramp geometrics, modifying local streets, and landscaping/soundwalls	Y			Y	
Alameda	22776	New Commitment	Widen Route 84 from 2 lanes to 4 lanes from north of Pigeon Pass to Stanley Boulevard and from 2lanes to 6 lanes from Stanley Boulevard to Jack London Boulevard		Y		Y	Yes
Alameda	22779	New Commitment	Improve Route 262/I-880 interchange (Phase 2), which involves grade separation at Warren Avenue/Union Pacific Rail Road	Y				Yes
Alameda	22780	New Commitment	Implement AC Transit Grand-MacArthur Bus Rapid Transit (BRT)	Y				Yes
Alameda	22990	Committed	Widen Route 262 from I-880 to Warm Springs Boulevard (includes reconstructing Route 262/I-880 and Route 262/Kato Road interchanges) and reconstruct Union Pacific Railroad underpasses	Y				
Alameda	94012	Committed	Implement the Union City BART station transit-oriented development project, including construction of pedestrian grade separations under the BART and Union Pacific Railroad tracks and reconfiguring existing station to provide multimodal loop road (Phase 1)			Y	Y	

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(sorted by County, then by Reference Number)**

County	Reference Number	Investment Type	Project Description	Complete and Operational By:			2017 TIP	Regionally Significant
				2020	2030	2040		
Alameda	94506	New Commitment	Construct an east-west connector between I-880 and Route 238/Mission Boulevard (includes improvements to roadways and intersections along Decoto Road, Fremont Boulevard, Paseo Padre Parkway, Alvarado-Niles Road and Route 238/Mission Boulevard)		Y		Y	Yes
Alameda	98207	New Commitment	Construct Bus Rapid Transit facility from Alameda Naval Station to 12th Street BART station, improve freeway weaving at I-880/I-980 interchange, construct new on-ramp at Market Street/6th Street and off-ramp at Martin Luther King Way/5th Street, improve operations at Posey and Webster Tubes, construct park and ride on Mariner Square Drive near Posey Tube entrance, add Intelligent Transportation Systems (ITS) elements on Webster Street, Ralph Appezatto Memorial Parkway, 6th Street, 5th Street, Broadway, Harrison Street, and 7th Street (Phase 1)	Y			Y	Yes
Alameda	230052	Committed	Construct auxiliary lanes on I-880 near Winton Avenue in Hayward		Y		Y	
Alameda	230054	Committed	Construct auxiliary lanes on I-880 between Whipple Road and Industrial Parkway West		Y		Y	
Alameda	230066	Committed	Improve I-880/Marina Boulevard interchange (includes on-and off-ramp improvements, overcrossing modification and street improvements)	Y			Y	
Alameda	230083	Committed	Tri-Valley Transit Access: acquire right-of-way along I-580 from Hacienda Drive to the Greenville Road interchange to accommodate rail transit				Y	Y
Alameda	230091	Committed	Install traffic monitoring systems, signal priority and coordination, ramp metering, and HOV bypass lanes in the I-880, I-238 and I-580 corridors		Y		Y	
Alameda	230101	New Commitment	Implement Union City Passenger Rail Station and Dumbarton Rail Segment G improvement; and Union City BART Phase 2/Passenger Rail Station				Y	Yes
Alameda	230103	New Commitment	Construct grade separation over Decoto Road in the Decoto neighborhood	Y				
Alameda	230110	New Commitment	Improvement Route 262 Mission Boulevard cross connector, includes widen Mission Boulevard to 3 lanes in each direction throughout I-680 interchange, extend westbound right turn lane from Warm Springs to Mohave, extend westbound left turn lanes at Warm Springs, rebuild northbound and southbound I-680 on and off ramps		Y			Yes
Alameda	230114	New Commitment	Widen Auto Mall Parkway from 4-lanes to 6-lanes between I-680 and I-880	Y				Yes
Alameda	230132	New Commitment	Improve I-580/Isabel/Route 84 interchange, includes providing 6-lanes over I-580 at Isabel/Route 84 interchange and 4-lanes over I-580 at Portola flyover		Y			Yes
Alameda	230157	Committed	Construct a 2-lane gap closure on Las Positas Road from Arroyo Vista to west of Vasco Road	Y				
Alameda	230170	New Commitment	Improve 42nd Avenue and High Street, includes extending and aligning 42nd Avenue with Alameda Avenue to create road parallel to High Street, widening High Street between Oakport Street and Coliseum Way, realigning E. 8th Street near Alameda Avenue, and modifying traffic signals and other intersection improvements	Y			Y	
Alameda	230171	Committed	Improve Route 24/Caldecott Tunnel including bicycle and transit access and soundwall improvements	Y				
Alameda	240003	New Commitment	Construct I-80 bicycle-pedestrian bridge between 65th Street and Frontage Road	Y				
Alameda	240014	New Commitment	Construct WETA operations and maintenance facility in Alameda	Y			Y	
Alameda	240015	Committed	Construct a new interchange at Route 92/Whitesell Street and extend Whitesell Street to Clawiter Road (includes new on-ramp from southbound Clawiter Road to Route 92 westbound on a bridge over the Route 92 westbound off ramp to Whitesell Street)				Y	
Alameda	240018	New Commitment	Implement commuter service between Peninsula and East Bay (includes implementation of Phase 1 service as determined by on-going environmental work, railroad right-of-way acquisition, and environmental only for rail improvements)	Y				Yes
Alameda	240024	New Commitment	Implement Oakland Army Base infrastructure improvements (includes reconstructing Maritime Street, realigning Burma Road and Wake Avenue)	Y			Y	

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Alameda	240025	Committed	Reconstruct interchange at I-880/Industrial Parkway to provide a northbound off-ramp and a southbound HOV bypass lane on the southbound loop off-ramp (includes reconstruction of bridge over I-880)		Y		Y	
Alameda	240037	New Commitment	Reconstruct I-880/West Winton Avenue interchange, involves reconfiguring eastbound to southbound on ramp and new connection to Southland Mall Drive		Y			
Alameda	240038	New Commitment	Widen Doughery Road from 4-lanes to 6-lanes between Sierra Lane and North City Limit	Y			Y	Yes
Alameda	240047	New Commitment	Reconstruct I-880/A Street interchange, includes widening of A Street from 5 lanes to 6 lanes underneath overpass, adding additional freeway lane in each direction, modifying intersection and signal			Y		
Alameda	240050	Committed	Convert I-580 eastbound HOV lane to express lanes from Hacienda Road to Greenville Road	Y			Y	
Alameda	240051	New Commitment	Widen Union City Boulevard from 2-lanes to 3-lanes between Whipple Road and Industrial Parkway	Y				Yes
Alameda	240052	New Commitment	Improve I-880/Whipple Road interchange, includes northbound off-ramp, surface street improvements and realignment between Union City and Hayward city limits		Y			
Alameda	240055	New Commitment	Construct underpass on Tennyson Road between Whitman Avenue and Huntwood Avenue	Y				
Alameda	240062	New Commitment	Construct improvements for the Route 84/I-680 interchange, widen Route 84 from Pigeon Pass to I-680, and construct auxiliary lanes on I-680 between Andrade and Route 84		Y		Y	Yes
Alameda	240065	Committed	Widen Route 92/Industrial Boulevard Interchange (includes striping improvements on Industrial Boulevard to accommodate the existing lane)			Y		
Alameda	240076	Committed	Construct auxiliary lanes on I-580 eastbound between Isabel Avenue and North Livermore Avenue, and North Livermore Avenue and First Street (includes widening the Arroyo Las Positas Bridge at two locations and providing additional improvements to accommodate future express lanes)	Y			Y	
Alameda	240077	New Commitment	Implement Rapid Bus Service from Alameda Point to Fruitvale BART station		Y			
Alameda	240094	Committed	Implement Crow Canyon Road Safety Improvements Project (includes roadway realignment, shoulder widening, retaining wall systems, and guardrail modifications along Crow Canyon Road between E. Castro Valley Blvd. and the Alameda / Contra Costa county line)			Y	Y	
Alameda	240100	New Commitment	Replace Park Street Bridge between Park Street in Alameda and 29th Avenue in Oakland			Y		
Alameda	240101	New Commitment	Replace Fruitvale Bridge between Tilden Way in Alameda and Fruitvale Avenue in Oakland (includes widening for travel lanes)			Y	Y	
Alameda	240139	New Commitment	Widen the Stoneridge Drive overcrossing at I-680	Y				Yes
Alameda	240175	New Commitment	Construct second bridge on Bernal Bridge for bicycle and pedestrian access	Y				
Alameda	240179	New Commitment	Construct Downtown Berkeley Transit Center	Y				
Alameda	240180	New Commitment	Implement BART Metro/Bay Fair connection			Y		Yes
Alameda	240196	New Commitment	Extend BART from the Dublin/Pleasanton Station to Livermore - project development (funds for study, construction reserve)			Y	Y	
Alameda	240197	Committed	Implement Berkeley Pedestrian Master Plan	Y			Y	
Alameda	240200	Committed	Extend Stoneridge Drive from Trevor Parkway to El Charro Road and construct six traffic signals	Y				
Alameda	240202	New Commitment	Improve Route 13/Ashby Avenue corridor with traffic, bicycle, and pedestrian safety measures	Y				
Alameda	240206	Committed	Implement Berkeley Bicycle Plan	Y				
Alameda	240207	New Commitment	Extend Bay Trail by 1.3 miles from West Frontage Road to Berkeley Marina	Y				
Alameda	240208	New Commitment	Improve highway-rail grade crossings at four crossings in Fremont	Y				
Alameda	240226	New Commitment	Construct access improvements to Berkeley Ferry Terminal		Y			
Alameda	240227	New Commitment	Extend Bay Trail in Oakland, including bicycle/pedestrian bridge over Lake Merritt Channel and bicycle/pedestrian access around Oakland Estuary			Y	Y	
Alameda	240250	New Commitment	Widen Dublin Boulevard from 4-lanes to 6-lanes between Sierra Court and Dublin Court	Y			Y	Yes
Alameda	240254	New Commitment	Widen Greenville Road from 2-lanes to 4-lanes between I-580 and Patterson Pass Road	Y				Yes
Alameda	240261	New Commitment	Extend and widen Scarlett Drive from Dougherty Road to Dublin Boulevard and relocate Iron Horse Trail along Scarlett Drive in Dublin	Y				

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Alameda	240263	New Commitment	Modify Route 84/Peralta Boulevard (includes widening Peralta Boulevard from 1-lane to 2-lanes and a bike lane in each direction between Fremont Boulevard Mowry Avenue, and widening Mowry Avenue from 1-lane to 2-lanes and a bike lane in each direction between Thane Street and Mission Boulevard)	Y				Yes
Alameda	240264	New Commitment	Widen Fremont Boulevard to 6-lanes and 2-bike lanes from Grimmer Boulevard to I-880	Y				Yes
Alameda	240272	New Commitment	Widen Thornton Avenue from 2-lanes to 4-lanes between Gateway Boulevard and Hickory Street			Y		Yes
Alameda	240274	Committed	Union Pacific Railroad (UPRR) Capital Access Fee to operate Altamont Commuter Express (ACE) trains			Y		
Alameda	240281	Committed	Construct bicycle and pedestrian facilities from Fremont BART Station to Fremont Midown	Y				
Alameda	240295	Committed	Install security cameras at the Alameda and San Joaquin County ACE stations			Y		
Alameda	240297	Committed	Interoperable Communications Equipment for ACE			Y		
Alameda	240304	New Commitment	Extend platforms at ACE Stations in Alameda County and San Joaquin County			Y		
Alameda	240318	New Commitment	Reconstruct the Ashby Avenue interchange on I-80		Y			
Alameda	240324	New Commitment	Retrofit Miller Sweeney Bridge between Tilden Way and Fruitvale Avenue, includes bike lanes, median and sidewalks			Y		
Alameda	240347	New Commitment	Construct new segments and close existing gaps along Iron Horse Trail, East Bay Greenway, and Bay Trail		Y		Y	
Alameda	240350	New Commitment	Implement pedestrian safety improvements on Marin Avenue			Y		
Alameda	240372	New Commitment	Implement College Avenue/Broadway Corridor (Route 51) Improvements - Transit Priority Measures	Y			Y	
Alameda	240381	New Commitment	Implement Alameda County's Bicycle and Pedestrian program (includes pedestrian infrastructure, support facilities, maintenance, and education/promotion programs)			Y	Y	
Alameda	240382	New Commitment	Implement Alameda County's Transit Enhancements, Expansion, Safety and Operations and Maintenance Program, including Paratransit			Y	Y	
Alameda	240386	New Commitment	Local streets and roads operations and maintenance			Y	Y	
Alameda	240388	New Commitment	Implement highway and freeway safety improvements (includes interchange improvements, ramp metering, and soundwalls)			Y	Y	
Alameda	240389	New Commitment	Implement Alameda County's Bridge Improvements Program			Y	Y	
Alameda	240391	New Commitment	Support TODs/PDAs through multi-modal improvements and CEQA mitigation			Y	Y	
Alameda	240392	New Commitment	Implement promotion/outreach/education/planning studies about taking transit, biking, walking, and multi-modal access (includes Safe Routes to School program)			Y	Y	
Alameda	240393	New Commitment	Implements Alameda County's Transportation Demand Management (TDM) and Parking Management program (includes Guaranteed Ride Home, Safe Routes to School, Safe Routes to Transit, Travel Choice, Travel Training, Walk/Bike Promotions, and parking cash out)			Y	Y	
Alameda	240394	New Commitment	Implement Alameda County's Goods Movement Program (includes improvements for goods movement by truck and coordinated with rail and air)			Y	Y	
Alameda	240395	New Commitment	Improve Priority Development Areas (PDAs) with non-transportation infrastructure (includes sewer and storm water upgrades)			Y		
Alameda	240396	New Commitment	Implement Alameda County's Environmental Mitigation Program			Y		
Alameda	240397	New Commitment	Implement Alameda County's Transportation Technology and Revenue Enhancement Program			Y		
Alameda	240562	Committed	Upgrade Clawiter Road/Route 92 interchange (includes new ramps and an over-crossing for the Whitesell Street extension and ramp intersection signalization)		Y		Y	Yes
Alameda	240683	Committed	Expand Alamo Canal Trail from Dublin to Pleasanton	Y				
Alameda	240716	New Commitment	Construct bicycle and pedestrian bridge on Tennyson Road from Nuestro Parquecito to South Hayward BART station			Y		
Alameda	240717	New Commitment	Rehabilitate Solano Avenue (includes resurfacing and beautification)			Y		
Alameda	240718	New Commitment	Implement streetscape improvements on San Pablo Avenue (includes medians and rain gardens)			Y		
Alameda	240726	New Commitment	Implement project development phases for transportation projects in Alameda County, includes wide-range of highway, arterial, transit, and bicycle/pedestrian improvements			Y	Y	
Contra Costa	21134	New Commitment	Construct enhancements of the San Pablo Rapid service, including real-time passenger information, queue jump lanes, buses and on-board equipment, and passenger amenities	Y				Yes

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Contra Costa	21205	New Commitment	Improve I-680/Route 4 interchange (includes connecting northbound I-680 to westbound State Route 4, connecting eastbound State Route 4 to southbound I-680, and widening SR4 between Morello and SR242)		Y		Y	Yes
Contra Costa	21206	Committed	Implement landscaping for Caldecott Tunnel 4th Bore	Y				
Contra Costa	21208	New Commitment	Implement improvements to Richmond Parkway Transit Center	Y			Y	
Contra Costa	21210	Committed	Construct Capitol Corridor train station in Hercules		Y		Y	Yes
Contra Costa	21211	Committed	Extend BART/East Contra Costa Rail (eBART) eastward from the Pittsburg/Bay Point BART station into eastern Contra Costa County		Y		Y	Yes
Contra Costa	21214	Committed	Widen Wilbur Avenue over Burlington Northern Santa Fe Railroad from 2 lanes to 4 lanes	Y			Y	
Contra Costa	21225	New Commitment	Regional and local pedestrian and bicycle improvements, including overcrossing locations to be determined			Y	Y	
Contra Costa	22122	New Commitment	Provide ferry service from Richmond to San Francisco	Y			Y	Yes
Contra Costa	22350	New Commitment	Improve I-680/Route 4 interchange Phases 4 and 5 (includes connecting southbound I-680 to eastbound State Route 4, connecting westbound State Route 4 to northbound I-680, and constructing HOV flyover ramps from westbound State Route 4 to I-680 southbound from I-680 northbound to eastbound State Route 4)	Y				Yes
Contra Costa	22351	Committed	Construct an HOV lane on I-680 northbound between North Main Street and Route 242 (See Bay Area Region/Multi-County Project #240587)		Y		Y	
Contra Costa	22352	New Commitment	Construct Direct Access Ramps along I-680 in the vicinity of Norris Canyon Road		Y		Y	Yes
Contra Costa	22353	New Commitment	Construct an HOV lane on I-680 southbound between North Main Street and Livorna (See Bay Area Region/Multi-County Project #240588)		Y		Y	
Contra Costa	22355	New Commitment	Modify I-80/Central Avenue interchange, includes connecting Pierce Street to San Mateo Street and relocating traffic signal to San Mateo/Central Avenue intersection		Y		Y	
Contra Costa	22360	New Commitment	Reconstruct I-80/San Pablo Dam Road interchange, includes relocating of westbound El Portal on-ramp to the full interchange northwards, providing access to McBryde Avenue through a new connector road from San Pablo Dam Road interchange, and replacing Riverside Avenue pedestrian overcrossing		Y		Y	
Contra Costa	22388	New Commitment	Construct on- and off-ramp for State Route 242 at Clayton Road		Y		Y	Yes
Contra Costa	22390	New Commitment	Reconstruct State Route 4/Willow Pass Road ramps in Concord		Y		Y	
Contra Costa	22400	New Commitment	Conduct environmental and design studies to create a new alignment for SR239 and develop corridor improvements from Brentwood to Tracy - project development			Y	Y	
Contra Costa	22402	Committed	Implement the San Ramon School Bus Program, and continue the Lamorinda School Bus Program			Y	Y	
Contra Costa	22602	New Commitment	Construct auxiliary lane on I-680 in both directions between Sycamore Valley Road in Danville to Crow Canyon Road in San Ramon	Y			Y	Yes
Contra Costa	22604	New Commitment	Improve safety and operations of Vasco Road from Brentwood to Alameda County line - Phase 2 (includes potential realignment)			Y		
Contra Costa	22607	Committed	Widen and extend major streets, and improve interchanges in east Contra Costa County			Y	Y	
Contra Costa	22609	Committed	Widen and extend major streets, and improve interchanges in central Contra Costa County		Y		Y	
Contra Costa	22610	Committed	Widen and extend major streets, and improve interchanges in west Contra Costa County			Y	Y	
Contra Costa	22611	Committed	Implement a low-income student bus pass program in west Contra Costa County			Y		
Contra Costa	22613	Committed	Widen and extend major streets, and improve interchanges in southwest Contra Costa County (includes widening Camino Tassajara to 4 lanes between Danville and Windemere Parkway, and to 6 lanes from Windemere Parkway to Alameda County line)			Y		
Contra Costa	22614	New Commitment	Construct Martinez Intermodal Station (Phase 3), which includes additional 425 spaces and auto/pedestrian bridge			Y	Y	
Contra Costa	22637	Committed	Construct BART crossover at Pleasant Hill BART station	Y				
Contra Costa	94046	Committed	Improve interchanges and parallel arterials to Route 4			Y	Y	

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Contra Costa	94048	Committed	Improve interchanges and parallel arterials to I-80	Y				
Contra Costa	94532	Committed	Implement the Gateway Lamorinda Traffic Program (includes carpool lot in Lafayette, structural and safety improvements on Moraga Road, intersection realignments, turn lanes, pedestrian accommodation and signal coordination)			Y		
Contra Costa	98115	Committed	Widen Ygnacio Valley/Kirker Pass Roads from 4 lanes to 6 lanes from Michigan Boulevard to Cowell Road		Y		Y	
Contra Costa	98126	Committed	Improve interchanges and arterials parallel to I-680 and Route 24			Y		
Contra Costa	98133	Committed	Widen Pacheco Boulevard from 2 lanes to 4 lanes between Blum Road to Arthur Road		Y		Y	Yes
Contra Costa	98134	Committed	Widen Dougherty Road to 6 lanes from Red Willow to Contra Costa County line			Y	Y	
Contra Costa	98194	Committed	Extend Commerce Avenue to Waterworld Parkway, including construction of vehicular bridge over Pine Creek, installation of trails and a pedestrian bridge connecting Willow Pass Road to Concord Avenue/Route 242 interchange		Y		Y	
Contra Costa	98196	New Commitment	Construct an eastbound auxiliary lane on Route 24 between Gateway Boulevard and Brookwood Road/Moraga Way		Y			Yes
Contra Costa	98198	New Commitment	Improve safety and operations on Vasco Road in Contra Costa and Alameda counties		Y		Y	
Contra Costa	98222	Committed	Construct freeway-to-freeway direct connectors between Route 4 Bypass and Route 160	Y			Y	
Contra Costa	98999	Committed	Widen Route 4 from Somersville Road to Route 160 including improvements to interchanges	Y			Y	
Contra Costa	230084	Committed	Construct a railroad grade separation at the Richmond Waterfront on the Marina Bay Parkway	Y			Y	
Contra Costa	230123	New Commitment	Expand exist WestCAT maintenance facility to store addiitonal transit vehicles	Y				
Contra Costa	230127	New Commitment	Construct new WestCat satellite maintenance/administration facility		Y			
Contra Costa	230129	Committed	Expand WestCAT service, including purchase of vehicles			Y		
Contra Costa	230131	New Commitment	Provide expanded express bus service to Pinole and Hercules Ferry			Y		
Contra Costa	230185	New Commitment	Establish Express Bus Service and eBART support network	Y				
Contra Costa	230196	New Commitment	Transit Preferential Measures (TPM)s to improve bus speed and passenger safety, includes signal priority, passenger amenities, improved bus loading areas, and rider information	Y				
Contra Costa	230202	Committed	Widen Route 4 Bypass from 2 to 4 Lanes from Laurel Road to Sand Creek Road	Y			Y	
Contra Costa	230203	Committed	Construct Route 4 Bypass interchange at Sand Creek Road	Y			Y	
Contra Costa	230205	Committed	Widen Route 4 Bypass from 2 to 4 lanes from Sand Creek Road to Balfour Road		Y		Y	
Contra Costa	230206	Committed	Construct Route 4 Bypass interchange at Balfour Road (Phase 1)	Y			Y	
Contra Costa	230212	Committed	Improve Clayton Road/Treat Boulevard intersection and increase capacity (includes upgrading traffic signal and geometric improvements)	Y			Y	
Contra Costa	230216	New Commitment	Construct a two-lane bridge over Walnut Creek connecting Waterworld Parkway with Meridan Park Boulevard		Y		Y	
Contra Costa	230218	New Commitment	Conduct planning, engineering, environmental studies, and construct transportation improvements at the El Cerrito Del Norte BART station's Transit Oriented Development (TOD) project		Y		Y	
Contra Costa	230232	New Commitment	Improve State Route 4/Phillips Lane interchange to provide diamond configuration connecting Route 4 to an extension of Phillips Lane from Oakley Road	Y				
Contra Costa	230233	New Commitment	Extend James Donlon Boulevard to Kirker Pass Road by constructing a new 2-lane expressway		Y		Y	Yes
Contra Costa	230236	Committed	Widen Pittsburg-Antioch Highway from 2 lanes to 4 lanes		Y		Y	
Contra Costa	230237	New Commitment	Extend West Leland Road and construct a new 4-lane arterial road with raised median, bike lanes and sidewalks from San Marco Boulevard to Willow Pass Road		Y		Y	Yes
Contra Costa	230238	Committed	Widen California Avenue from 2 lanes to 4 lanes with 2 left-turn lanes	Y			Y	
Contra Costa	230239	Committed	Widen and improve Buskirk Avenue between Monument Boulevard and Hookston Road to provide 2 through lanes in each direction (includes road realignment, new traffic signals and bicycle/pedestrian streetscape improvements)	Y			Y	
Contra Costa	230240	New Commitment	Improve Contra Costa Boulevard from Boyd Road and 2nd Avenue, includes intersection geometry modificatins, new traffic signals, bike lane, sidewalks, bus shelters and landscaping	Y				

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Contra Costa	230247	New Commitment	Widen Lone Tree Way to 6-lanes from O'Hara Avenue to Brentwood Boulevard	Y				Yes
Contra Costa	230249	New Commitment	Construct grade separation underpass at Lone Tree Way and Union Pacific Railroad	Y			Y	
Contra Costa	230250	Committed	Widen Brentwood Boulevard from 2 lanes to 4 lanes between Marsh Creek and Delta Road		Y		Y	
Contra Costa	230253	Committed	Replace the old 2-lane Fitzgibbon Road with a new 4-lane divided arterial (includes shoulders, bicycle lanes, a park-and-ride lot and sidewalks)		Y		Y	
Contra Costa	230274	Committed	Widen Main Street to 6 lanes from Route 160 to Big Break Road		Y		Y	
Contra Costa	230288	Committed	Widen Empire Avenue from 2-lanes to 4-lanes between Lone Tree Way and Union Pacific Railroad right-of-way/Antioch city limits		Y		Y	
Contra Costa	230289	New Commitment	Create Main Street Downtown Bypass by constructing new roadway between Vintage Parkway and 2nd Street	Y				Yes
Contra Costa	230291	New Commitment	Construct northbound truck climbing lane from Clearbrook Drive in Concord to crest of Kirker Pass Road, includes 12-foot dedicated truck climbing lane, bike lane and 8-foot paved shoulder		Y		Y	
Contra Costa	230293	Committed	Provide transportation improvements on the east side of the Richmond BART station to accommodate redevelopment for a transit village			Y		
Contra Costa	230306	New Commitment	Improve safety on Alhambra Avenue by adding second southbound lane from Walnut Avenue to south side of State Route 4, includes signal modifications			Y		
Contra Costa	230307	New Commitment	Widen Camino Tassajara Road from 2 lanes to 4 lanes from Windemere Parkway to County line, includes 8-foot paved shoulders and bike lanes in both directions		Y		Y	Yes
Contra Costa	230308	New Commitment	Realign and improve safety and operations on Alhambra Valley Road		Y			
Contra Costa	230309	New Commitment	Provide rolling stock, infrastructure and information-technology for bus-rapid transit service in select corridors in Contra Costa County	Y				Yes
Contra Costa	230318	New Commitment	Extend North Richmond truck route from Market Avenue to Parr Boulevard, involves two lanes, shoulders on both sides and sidewalk on west side		Y		Y	
Contra Costa	230321	New Commitment	Construct Hercules Intermodal Station (Phase 2, 3 and 4), includes improvements to railroad tracks, construction of a platform and pedestrian bridge to platform, building station structure and plaza, building Ferry Station building, extending John Muir Parkway to 2-lanes in each direction, providing trail connections and adding 226 surface parking spaces		Y		Y	
Contra Costa	230397	New Commitment	Improve infrastructure to support WestCat service area, includes park and ride lots, signal prioritization, queue jump lanes and freeway drop ramps	Y				
Contra Costa	230505	Committed	East Side Improvements at the Richmond Intermodal Station	Y				
Contra Costa	230535	Committed	Realign Curves along Marsh Creek Road to improve safety and operations	Y				
Contra Costa	230538	Committed	Widen Bailey Road lanes and shoulders		Y			
Contra Costa	230542	Committed	Close a bicycle/pedestrian gap at San Pablo Avenue bridge in Pinole by upgrading the existing bridge or constructing a new dedicated bicycle/pedestrian bridge	Y				
Contra Costa	230596	Committed	Construct a six bay transit hub on Pacheco Boulevard (includes park-and-ride spaces, landscaping, lighting and passenger amenities on Blum Road at the I-680/Route 4 interchange)	Y			Y	
Contra Costa	230597	Committed	Implement I-80 Integrated Corridor Mobility Project (includes the installation/upgrade of corridor management elements along the I-80 corridor (Phase 1) and along parallel and connecting arterials (Phase 2) to allow sharing of real-time traveler information among public agencies and the public)	Y				
Contra Costa	230613	New Commitment	Provide ferry service between Hercules and San Francisco	Y				Yes
Contra Costa	230631	Committed	Double the existing rail track between Oakley and Port Chicago	Y				
Contra Costa	230693	New Commitment	Local streets and roads operations and maintenance			Y	Y	
Contra Costa	240074	New Commitment	Improve BART Station capacity, including additional vertical circulation and faregates, platform widening, trainscreens and doors and pad area expansion (initial phase)			Y		
Contra Costa	240167	New Commitment	Widen Brentwood Boulevard from 2 lanes to 4 lanes from Lone Tree Way and the north city limit, includes bike lanes, median islands, curb gutter, sidewalk, street lights and landscaping			Y	Y	Yes
Contra Costa	240333	New Commitment	Replace CCCTA existing diesel trolley fleet with electric trolleys and necessary infrastructure	Y				

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Contra Costa	240355	New Commitment	Add an eastbound mixed-flow lane on Route 4 from the lane drop 1,500 feet west of Port Chicago Highway to east of Willow Pass Road (west) on-ramp	Y				Yes
Contra Costa	240364	Committed	Implement paratransit programs			Y		
Contra Costa	240365	Committed	Implement Transportation for Livable Communities/streetscape projects			Y	Y	
Contra Costa	240367	Committed	Implement Contra Costa County's Safe Routes to Schools program			Y	Y	
Contra Costa	240457	New Commitment	Construct improvements at the Walnut Creek BART transit-oriented development, includes additional parking station access, capacity, safety and operational improvements		Y		Y	
Contra Costa	240459	New Commitment	Construct bicycle/pedestrian overcrossings for Route 4 Bypass	Y				
Contra Costa	240584	New Commitment	Add a westbound mixed-flow lane from east of Willow Pass Road (West) to the lane-add west of Willow Pass Road (West)	Y				Yes
Contra Costa	240624	Committed	Implement I-80 Integrated Corridor Mobility (ICM) Project Operations and Management - Local Portion - Maintenance	Y				
Contra Costa	240625	New Commitment	Construct eBART station in the Route 4 median at Railroad Avenue	Y				
Contra Costa	240629	New Commitment	Widen Bolinger Canyon Road from Alcosta to San Ramon Valley Boulevard	Y			Y	Yes
Contra Costa	240637	New Commitment	Enhance streetscape on 23rd Street in Richmond to encourage bicycle and pedestrian use	Y				
Contra Costa	240640	New Commitment	Make landside improvements for Richmond ferry service, includes expanded parking	Y				
Contra Costa	240641	New Commitment	Construct eastbound HOV lane on I-80 from Cummings Skyway to Carquinez Bridge (See Bay Area Region/Multi-County Project #230657)		Y			
Contra Costa	240649	New Commitment	Add 450 space parking structure to serve Hercules Rail Station and the Ferry Terminal		Y			
Contra Costa	240656	New Commitment	Widen bridge at Church Lane over San Pablo Creek	Y				
Contra Costa	240706	New Commitment	Purchase rolling stock for enhanced AC Transit service	Y				
Contra Costa	240707	New Commitment	Implement Computer Aided Dispatch Upgrades for AC Transit			Y		
Contra Costa	240708	New Commitment	Close gaps and develop three major trails in Alameda County, includes Iron Horse, Bay Trail, and East Bay Greenway Project)	Y				
Contra Costa	240725	New Commitment	Rehabilitate transit vehicles			Y		
Contra Costa	240738	Committed	Martinez Rail Corridor Improvements			Y	Y	
Marin	21306	New Commitment	Improve interchange at U.S. 101/Lucas Valley Road - project development	Y				
Marin	21325	New Commitment	Improve U.S. 101 Greenbrae/Twin Cities Corridor (includes modifying access ramps, new bus stops, improving transit stops and facilities, and adding pedestrian/bicycle facilities)			Y	Y	
Marin	98154	Committed	Implement Marin Sonoma Narrows Stage 1 (Marin County)	Y			Y	
Marin	98179	New Commitment	Improve U.S. 101/Tiburon Boulevard interchange - project development	Y				
Marin	230105	New Commitment	Replace Pacific Way Bridge	Y			Y	
Marin	230252	New Commitment	Improve local transit frequencies and service spans in Marin County			Y	Y	
Marin	230422	New Commitment	Install traffic signal and modify roadway at the intersection of Anderson Drive/East Sir Francis Drake Boulevard			Y		
Marin	240005	New Commitment	Implement local air quality and climate protection strategies countywide			Y		
Marin	240034	New Commitment	Construct Golden Gate Multi-modal transfer facility at Larkspur Ferry Terminal			Y	Y	
Marin	240039	New Commitment	Widen Novato Boulevard between Diablo Avenue and Grant Avenue			Y	Y	Yes
Marin	240041	New Commitment	Improve Downtown Novato Transit Facility	Y				
Marin	240043	New Commitment	Expand Marin Transit's Automated Vehicle Location (AVL) and real time system			Y		
Marin	240044	New Commitment	Construct multi-modal transit hubs/green mobility hubs	Y				
Marin	240045	New Commitment	Enhance facilities for Muir Woods Shuttle and West Marin Stagecoach	Y				
Marin	240078	New Commitment	Implement new technologies to manage transit systems			Y		
Marin	240456	New Commitment	Improve the intersection at Sir Francis Drake Boulevard/Red Hill Avenue/Center Boulevard (known as "The Hub") - project development			Y		
Marin	240552	New Commitment	Construct multi-use pathway connecting Calpark tunnel and the Ferry Terminal in Larkspur	Y			Y	
Marin	240644	New Commitment	Implement senior mobility program countywide (includes free transit passes for seniors, safe routes, subsidized rides and volunteer ride program)			Y		
Marin	240660	New Commitment	Improve local arterials parallel to U.S. 101 and I-580			Y		
Marin	240662	New Commitment	Implementation of Station Area Plans in anticipation of SMART			Y		

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Marin	240678	New Commitment	Implement bicycle and pedestrian improvements countywide including Safe Routes to School elements			Y	Y	
Marin	240691	New Commitment	Marin Sonoma Narrows HOV Lane and corridor improvements			Y		Yes
Marin	240712	New Commitment	Implement regional planning policies			Y		
Marin	240713	New Commitment	Evaluate multi-modal options including trolley, Ross Valley to San Rafael			Y		
Marin	240714	New Commitment	Local streets and roads operations and maintenance			Y	Y	
Marin	240715	New Commitment	Implement One Bay Area Grant Pilot Priority Conservation Area improvements			Y	Y	
Marin	240723	New Commitment	Transit operations and maintenance			Y	Y	
Marin	240724	New Commitment	Transit Capital			Y	Y	
Marin	240729	New Commitment	U.S. 101 Gap Closure - San Rafael			Y	Y	
Napa	22417	New Commitment	Implement Napa County's Safe Routes to School program	Y			Y	
Napa	22744	New Commitment	Improve traffic signalization countywide	Y				
Napa	22746	New Commitment	Construct round-a-bouts between California Blvd and Freeway Drive on First Street	Y			Y	
Napa	94073	New Commitment	Construct new southbound Route 221 to southbound Route 29 flyover, including auxiliary lane to Route 12/Route 29			Y	Y	
Napa	94075	New Commitment	Construct interchange at intersection of Route 12/Route 29/Airport Road		Y		Y	
Napa	230378	New Commitment	Construct curb cuts and accessibility improvements in St. Helena	Y				
Napa	230381	New Commitment	Improve signalization along Main Street from Sulpher Springs to Mills Lane in St. Helena	Y			Y	
Napa	230392	New Commitment	Extend Devlin Road from Airport Boulevard to Green Island Road	Y			Y	
Napa	230508	New Commitment	Construct corridor improvements in Yountville	Y				
Napa	230510	New Commitment	Construct Madison Ave. bypass to Route 29 in Yountville		Y			Yes
Napa	230518	New Commitment	Improve intersection at Petrified Forest Road/Route 128	Y			Y	
Napa	230695	New Commitment	Local streets and roads operations and maintenance			Y	Y	
Napa	240057	New Commitment	Construct corridor improvements along Route 29			Y	Y	
Napa	240082	New Commitment	Reconfigure northbound Route 29 off-ramp at Lincoln Avenue			Y		
Napa	240083	New Commitment	Construct a bicycle and pedestrian undercrossing along Napa Creek	Y			Y	
Napa	240085	New Commitment	Construct intersection improvements at Silverado Trail/Third Street/Coombsville Road/East Avenue	Y				
Napa	240123	New Commitment	Rehabilitate Green Island Road	Y				
Napa	240136	New Commitment	Widen intersection at Napa Junction Road/Route 29	Y				
Napa	240152	New Commitment	Implement lighted crosswalks at five intersections in St. Helena	Y				
Napa	240612	New Commitment	Build out countywide primary bicycle network			Y	Y	
Napa	240617	New Commitment	Create new road and transit configuration on Route 29 through American Canyon with connectivity to the Vallejo Ferry, including BRT, potential HOV, and other roadway innovations	Y				
San Francisco	21510	Committed	Extend the Third Street light Rail line from north of King Street to Clay Street in Chinatown via a new Central Subway, including the purchase of light-rail vehicles	Y			Y	Yes
San Francisco	21549	New Commitment	Implement Bayview Transportation Improvements		Y		Y	
San Francisco	22415	New Commitment	Extend historic streetcar service from Fort Mason along Fisherman's Wharf to Caltrain Station		Y		Y	Yes
San Francisco	22512	Committed	Provide capital improvements to support ferry service between Treasure Island to San Francisco	Y			Y	Yes
San Francisco	98593	New Commitment	Implement Sfgo Integrated Transportation Management System		Y		Y	
San Francisco	230161	New Commitment	Implement Bus Rapid Transit (BRT) on Van Ness Avenue from Mission Street to Lombard Street	Y			Y	Yes
San Francisco	230164	New Commitment	Implement Bus Rapid Transit (BRT) on Geary Boulevard from Van Ness Avenue to 33rd Avenue		Y		Y	Yes
San Francisco	230490	New Commitment	Re-build and widen Harney Way to 8-lanes		Y		Y	Yes
San Francisco	230555	Committed	Reconstruct ramps on the east side of the San Francisco-Oakland Bay Bridge's Yerba Buena Island tunnel	Y			Y	
San Francisco	240147	New Commitment	Implement Southeast Waterfront Transportation Improvements - Phase 1		Y		Y	Yes
San Francisco	240155	New Commitment	Implement Better Market Street - Transportation Elements		Y		Y	Yes

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San Francisco	240158	New Commitment	Implement EN TRIPS Circulation & Streetscape Improvement Projects - Phase 1 Transportation Improvements without Transit Effectiveness Project Recommended	Y				
San Francisco	240163	New Commitment	Implement Hunters Point Shipyard and Candlestick Point Local Roads Phase 1		Y		Y	
San Francisco	240171	New Commitment	Implement San Francisco's Transit Effectiveness Project (TEP)		Y		Y	Yes
San Francisco	240182	New Commitment	Implement BART Metro Program in San Francisco			Y	Y	Yes
San Francisco	240259	New Commitment	Construct Mission Bay Loop	Y				
San Francisco	240309	New Commitment	Expand SFMTA transit fleet		Y		Y	
San Francisco	240328	New Commitment	Implement Geneva Transit Preferential Streets (TPS) improvements on Geneva Avenue from Ocean Avenue to Prague (includes BRT on Geneva Avenue from Prague to U.S. 101 interchange)	Y			Y	Yes
San Francisco	240334	New Commitment	Construct Southern Intermodal Terminal and extend MUNI T-Line from Bayshore/Sunnydale to Caltrain Bayshore Station		Y			Yes
San Francisco	240344	New Commitment	Expand Sfpark	Y			Y	
San Francisco	240349	New Commitment	Widen I-280/Mariposa off-ramp	Y				Yes
San Francisco	240358	New Commitment	Implement Mission Bay New Roadway Network		Y		Y	
San Francisco	240370	New Commitment	Implement HOPE SF Street Grid Phase 1		Y		Y	
San Francisco	240399	Committed	Implement Parkmerced Street Network (includes a new street network, traffic calming, pedestrian improvements, biking improvements, streetscape improvements, and transit/shuttle stops)			Y	Y	
San Francisco	240400	Committed	Implement Treasure Island/Yerba Buena Island Street Network (includes a new street network, traffic calming, pedestrian improvements, biking improvements, streetscape improvements, and transit/shuttle stops)			Y	Y	
San Francisco	240415	New Commitment	Establish new ferry terminal at Mission Bay 16th Street		Y			
San Francisco	240471	New Commitment	Implement transit enhancements (including ADA compliance, directional signage, real-time arrival information, mobility and access improvements, passenger shelters, bus bulbs, informational kiosks, and other passenger amenities)			Y	Y	
San Francisco	240474	New Commitment	Implement San Francisco's Local Air Quality and Climate Protection strategies			Y		
San Francisco	240476	New Commitment	Plan for and expand parking management measures (includes demand based/variable pricing system for auto parking and parking cash out)			Y	Y	
San Francisco	240483	New Commitment	Enhance highways in San Francisco (includes signs and landscaping)			Y		
San Francisco	240486	New Commitment	Expand bicycle and pedestrian facilities			Y	Y	
San Francisco	240487	Committed	Rehabilitate Fort Mason and Presidio Ferry Piers	Y				
San Francisco	240488	New Commitment	Enhance bicycle and pedestrian facilities			Y	Y	
San Francisco	240490	New Commitment	Local streets and roads operations and maintenance			Y	Y	
San Francisco	240493	New Commitment	Implement safety improvements on local roads			Y	Y	
San Francisco	240523	New Commitment	Implement HOV Lanes on U.S. 101 in San Francisco - Planning, Preliminary Engineering, and Environmental	Y			Y	
San Francisco	240525	New Commitment	Construct HOV Ramp on I-280 and 6th Street - Planning, Preliminary Engineering, and Environmental	Y			Y	
San Francisco	240526	New Commitment	Transit Performance Initiative: Implement improvements to improve transit efficiency and performance at key intersections or choke points	Y			Y	Yes
San Francisco	240533	New Commitment	Rehabilitate bicycle and pedestrian facilities			Y	Y	
San Francisco	240534	New Commitment	Rehabilitate local bridges			Y	Y	
San Francisco	240536	New Commitment	Implement Transit Management Systems in San Francisco (includes fare management, transit GPS tracking systems)			Y	Y	
San Francisco	240537	New Commitment	Install transit safety and security improvements			Y		
San Francisco	240541	New Commitment	Maintain transit operations			Y	Y	
San Francisco	240542	New Commitment	Manage freeways and expressways in San Francisco (includes non-ITS elements, performance monitoring, and corridor studies)			Y		
San Francisco	240543	New Commitment	Modify local road intersections (includes safety upgrades, signalization, and realignment)			Y		

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San Francisco	240544	New Commitment	Implement San Francisco's Lifeline Transportation program			Y	Y	
San Francisco	240545	Committed	Extend light rail corridor into Parkmerced development project, add three new light rail stations and facilities, and add tail track and operator support facilities		Y	Y	Y	Yes
San Francisco	240546	Committed	Construct Treasure Island Bus Terminal Facility	Y			Y	
San Francisco	240551	New Commitment	Implement Road Diets for Bike Plan (includes conversion of traffic lanes for bicycle network improvements)	Y				
San Francisco	240557	New Commitment	Oakdale Caltrain Station - Planning, Preliminary Engineering, and Environmental	Y			Y	Yes
San Francisco	240666	New Commitment	Conduct local planning studies and outreach			Y		
San Francisco	240681	New Commitment	Implement Transportation Demand Management (TDM) measures			Y	Y	
San Francisco	240728	New Commitment	Implement San Francisco congestion pricing programs (includes Treasure Island Congestion Pricing and cordon pricing)			Y	Y	
San Francisco	240730	Committed	San Francisco Pricing Program: Mobility Improvements (includes transit-capital and maintenance improvements)			Y	Y	
San Mateo	21602	New Commitment	Reconstruct U.S. 101/Broadway interchange	Y			Y	
San Mateo	21603	New Commitment	Improve U.S. 101/Woodside Road interchange		Y		Y	
San Mateo	21604	New Commitment	Add northbound and southbound modified auxiliary lanes on U.S. 101 from Oyster Point to San Francisco County line		Y		Y	Yes
San Mateo	21606	New Commitment	Reconstruct U.S. 101/Willow Road interchange		Y		Y	
San Mateo	21607	Committed	Modify University Avenue overcrossing of U.S. 101 to improve operational efficiency and safety (includes widening of overcrossing, constructing new southbound off-ramp and auxiliary lane, and adding bicycle lanes)	Y			Y	
San Mateo	21608	Committed	Construct auxiliary lanes (one in each direction) on U.S. 101 from Marsh Road to Embarcadero Road	Y			Y	
San Mateo	21609	New Commitment	Improve local access at I-280/I-380 from Sneath Lane and San Bruno Avenue to I-380			Y		
San Mateo	21612	New Commitment	Improve access to and from the west side of Dumbarton Bridge on Route 84 connecting to U.S. 101, includes flyovers, interchange improvements, and conversion of Willow Road between Route 84 and U.S. 101 to expressway		Y		Y	Yes
San Mateo	21613	New Commitment	Widen Route 92 between San Mateo-Hayward Bridge to I-280, includes uphill passing lane from U.S. 101 to I-280		Y		Y	Yes
San Mateo	21615	New Commitment	Modify and reconstruct I-280/Route 1 interchange in northbound and southbound directions, including braided ramps		Y		Y	
San Mateo	21624	New Commitment	Implement incentive program to support transit-oriented development			Y	Y	
San Mateo	21892	New Commitment	Widen Woodside Road from 4-lanes to 6-lanes from El Camino to Broadway, includes adding shoulders			Y	Y	Yes
San Mateo	21893	New Commitment	Widen Route 92 between Half Moon Bay city limits and Pilarcitos Creek alignment, includes widening of travel lanes and shoulders			Y	Y	
San Mateo	22120	New Commitment	Provide ferry service from Redwood City to San Francisco		Y		Y	Yes
San Mateo	22226	New Commitment	Create intermodal transit center at the Caltrain Bayshore Station, includes cross platform transfers with 3rd Street light-rail at Caltrain Bayshore station and bus rapid transit and bus connections	Y				Yes
San Mateo	22227	New Commitment	Construct a 6-lane arterial from Geneva Avenue/Bayshore Boulevard intersection to U.S. 101/Candlestick Point interchange	Y				Yes
San Mateo	22229	Committed	Reconstruct U.S. 101/Sierra Point Parkway interchange (includes extension of Lagoon Way to U.S. 101)		Y			Yes
San Mateo	22230	New Commitment	Add auxiliary lane in each direction on I-280 between Westborough and Hickey Boulevard		Y			Yes
San Mateo	22232	Committed	Construct streetscape improvements on Mission Street (Route 82) from John Daly Boulevard to San Pedro Road			Y		
San Mateo	22261	New Commitment	Replace San Pedro Creek Bridge on Route 1	Y			Y	
San Mateo	22268	New Commitment	Provide connecting shuttle service between Caltrain stations and major activity centers			Y		Yes
San Mateo	22271	New Commitment	Widen Skyline Boulevard (Route 35) to 4-lane roadway from I-280 to Sneath Lane		Y			Yes
San Mateo	22274	New Commitment	Install an Intelligent Transportation System (ITS) and a Traffic Operation System countywide			Y	Y	

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San Mateo	22279	New Commitment	Construct new interchange at U.S. 101/Produce Avenue			Y	Y	
San Mateo	22282	New Commitment	Improve operations at U.S. 101 near Route 92		Y		Y	
San Mateo	22726	Committed	Implement ferry service between South San Francisco and Alameda/Oakland	Y				Yes
San Mateo	22751	New Commitment	Improve safety on Route 1, including adding protected left and right turn lanes at Route 1, adding through lanes on Route 1 at signalized intersections, and constructing new pedestrian/bicycle path		Y		Y	
San Mateo	22756	New Commitment	Reconstruct U.S. 101/Candlestick Point interchange to full all-directional interchange		Y		Y	
San Mateo	94644	New Commitment	Construct a westbound slow vehicle lane on Route 92 between Route 35 and I-280		Y		Y	Yes
San Mateo	98204	New Commitment	Construct Route 1 (Calera Parkway) northbound and southbound lanes from Fassler Avenue to Westport Drive in Pacifica		Y		Y	Yes
San Mateo	230417	Committed	Modify U.S. 101/Holly Street interchange (includes widening eastbound to northbound loop to 2 lanes and eliminating northbound to westbound loop)	Y			Y	
San Mateo	230428	Committed	Extend Blomquist Street over Redwood Creek to East Bayshore and Bair Island Road			Y	Y	
San Mateo	230430	New Commitment	Implement bicycle/pedestrian enhancements in San Mateo County			Y	Y	
San Mateo	230434	New Commitment	Implement local circulation improvements and traffic management programs countywide			Y		
San Mateo	230592	Committed	Improve streetscape and traffic calming along Bay Road, and construct new northern access connection between Demeter Street and University Avenue	Y				
San Mateo	230697	New Commitment	Local streets and roads operations and maintenance			Y	Y	
San Mateo	230704	Committed	Make Route 92 operational improvements to Chess Drive on- and off-ramps	Y				
San Mateo	240026	New Commitment	Add new rolling stock and infrastructure to support SamTrans bus rapid transit along El Camino Real from Palo Alto to Daly City	Y				
San Mateo	240027	Committed	Implement supporting infrastructure and Automated Transit Signal Priority to support SamTrans express rapid bus service along El Camino Real from Palo Alto to Daly City	Y				Yes
San Mateo	240028	New Commitment	Make incremental increase in SamTrans paratransit service			Y		
San Mateo	240060	New Commitment	Modify existing lanes on U.S. 101 from Whipple to County line to accommodate HOV/T lane		Y			
San Mateo	240064	New Commitment	Implement grade separations at select locations in San Mateo County			Y	Y	
San Mateo	240067	Committed	Widen overcrossing at Manor Drive over Route 1 to improve safety (includes installing traffic signals at both end of the overcrossing and new on-ramp for northbound Route 1 at Milagra Drive)		Y			Yes
San Mateo	240084	New Commitment	Implement San Mateo County's Safe Routes to Schools Program			Y		
San Mateo	240086	New Commitment	Implement San Mateo County's Transportation for Livable Communities Program			Y	Y	
San Mateo	240087	New Commitment	Implement non-capacity Increasing local road Intersection modifications and channelization countywide			Y		
San Mateo	240114	Committed	Implement operational and safety improvements on Route 1 between Half Moon Bay and Pacifica (includes acceleration lanes, deceleration lanes, turn lanes, bike lanes and enhanced crossings)		Y			
San Mateo	240115	Committed	Extend California Drive north to the intersection of Victoria Avenue and El Camino Real in Millbrae	Y				Yes
San Mateo	240133	Committed	Widen Millbrae Avenue between Rollins Road and U.S. 101 southbound on-ramp and resurface intersection of Millbrae Avenue and Rollins Road	Y				
San Mateo	240142	Committed	Implement intersection and signalization improvements at the Callan Boulevard/Serramonte Boulevard and Lake Merced Boulevard/Southgate Avenue intersections			Y		
San Mateo	240143	Committed	Construct new multi-purpose pedestrian/bicycle overcrossing across U.S. 101, north of and adjacent to existing Millbrae Avenue Bridge across U.S. 101	Y			Y	
San Mateo	240160	New Commitment	Construct southbound on- and off-ramps to U.S. 101 at Peninsula Avenue to add on and off ramps from southbound U.S. 101			Y		Yes
San Mateo	240161	New Commitment	Provide overcrossing at I-280/John Daly Boulevard		Y			Yes
San Mateo	240169	Committed	Implement adaptive signal system between I-280 and Santa Cruz Avenue	Y				
San Mateo	240174	Committed	Implement signal interconnect between signals on Willow Road from Middlefield Avenue to Bay Road	Y				Yes
San Mateo	240176	Committed	Widen Triton Drive between Foster City Boulevard and Pilgrim Drive	Y				
San Mateo	240346	New Commitment	Implement Redwood City Street Car			Y		
San Mateo	240511	New Commitment	Implement Transportation Environmental Enhancements countywide			Y	Y	
San Mateo	240590	New Commitment	Implement a complete streets design for Mission Street/El Camino Real as part of Grand Boulevard Initiative			Y	Y	

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Santa Clara	21702	New Commitment	Improve interchange at U.S. 101/Buena Vista Avenue		Y			
Santa Clara	21704	New Commitment	Improve I-280 downtown access between 3rd Street and 7th Street		Y			
Santa Clara	21714	New Commitment	Widen U.S. 101 from Monterey Street to Route 129 - project development	Y				Yes
Santa Clara	21722	New Commitment	Improve interchange at U.S. 101 southbound Trimble Road/De la Cruz Boulevard/Central Expressway		Y		Y	
Santa Clara	21754	New Commitment	Implement Valley Transportation Authority (VTA) soundwall program			Y	Y	
Santa Clara	21760	New Commitment	Double-track segments of the Caltrain line between San Jose and Gilroy		Y			
Santa Clara	21785	New Commitment	Widen interchange at U.S. 101/Blossom Hill Road		Y		Y	Yes
Santa Clara	21786	New Commitment	Widen interchange at U.S. 101/Hellyer Avenue		Y			
Santa Clara	21787	Committed	Expand the Palo Alto Caltrain Station and Bus Transit Center		Y			
Santa Clara	21790	Committed	Provide Santa Clara Valley Transportation Authority's (VTA) share of funds for additional train sets, passenger facilities and service upgrades for the ACE service from San Joaquin and Alameda counties			Y		
Santa Clara	21922	New Commitment	Implement Mineta San Jose International Airport APM connector			Y	Y	Yes
Santa Clara	22010	New Commitment	Construct second exit lane on I-280 to Foothill Expressway	Y				Yes
Santa Clara	22118	New Commitment	Extend Hill Road from East Main Avenue to Peet Avenue		Y			Yes
Santa Clara	22134	Committed	Construct a lane on southbound U.S. 101 using the existing median from south of Story Road to Yerba Buena Road; modify the U.S. 101/Tully road interchange to a partial cloverleaf			Y		
Santa Clara	22156	New Commitment	Improve connector ramp at Route 85 northbound to Route 237 eastbound (includes widening off-ramp from Route 85 to Route 237 eastbound, constructing auxiliary lane on Route 237 eastbound between Route 85 on-ramp to Middlefield Road; constructing off-ramp on Route 237 eastbound between Route 85 and Dana Street)	Y				Yes
Santa Clara	22164	New Commitment	Construct Route 237 westbound on-ramp from Middlefield Road to Route 237 westbound	Y				
Santa Clara	22175	New Commitment	Widen Almaden Expressway from Coleman Avenue to Blossom Hill Road		Y			Yes
Santa Clara	22179	New Commitment	Widen Central Expressway from 4-lanes to 6-lanes between Lawrence Expressway and San Tomas Expressway		Y			Yes
Santa Clara	22180	New Commitment	Construct auxiliary lanes on Central Expressway between Lawrence Expressway and Mary Avenue	Y			Y	
Santa Clara	22186	New Commitment	Widen San Tomas Expressway to 8-lanes between Route 82 to Williams Road		Y		Y	Yes
Santa Clara	22246	Committed	Implement bicycle and pedestrian improvements on Blossom Hill Road	Y				
Santa Clara	22809	New Commitment	Realign intersection at DeWitt Avenue/Sunnyside Avenue	Y				
Santa Clara	22811	New Commitment	Improve railroad crossing at Church Avenue/Monterey Highway (includes adjusting grade)	Y				
Santa Clara	22814	New Commitment	Extend deceleration lane on Foothill Expressway	Y				
Santa Clara	22822	New Commitment	Implement expressway traffic information and advisory systems (includes installation of electronic information changeable message signs, advisory radio, cable TV feeds and web page to provide real time traffic information)	Y				
Santa Clara	22829	New Commitment	Improve intersection at Fitzgerald Avenue (includes construction of a left-turn lane to Fitzgerald Avenue and bike lanes and sidewalks)	Y				
Santa Clara	22839	Committed	Convert the HOV lane on Central Expressway between Sam Tomas and De La Cruz to a general purpose lane	Y				
Santa Clara	22843	New Commitment	Widen Lawrence Expressway from Moorpark Avenue/Bollinger Road to south of Calvert Drive		Y			Yes
Santa Clara	22845	New Commitment	Construct auxiliary lane on southbound U.S. 101 from Ellis Street to eastbound Route 237	Y				Yes
Santa Clara	22854	New Commitment	Improve interchange at Oregon-Page Mill/I-280		Y		Y	
Santa Clara	22873	New Commitment	Improve circulation on Foothill Expressway and widen Loyola Bridge	Y				
Santa Clara	22878	New Commitment	Realign Wildwood Avenue to connect with Lawrence Expressway (includes new traffic signal at Lawrence Expressway/Wildwood Avenue intersection)	Y				
Santa Clara	22883	New Commitment	Close median and right-in-and-out access on Lawrence Expressway at De Soto Avenue, Golden State Drive, Granada Avenue, Lillick Drive, Buckley Street, and St. Lawrence/Lawrence Station on-ramp	Y				
Santa Clara	22895	New Commitment	Implement operational interchange improvements at San Tomas Expressway/Route 17		Y			

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Santa Clara	22910	New Commitment	Implement Intelligent Transportation System (ITS) facilities on the Santa Teresa Boulevard-Hale Avenue corridor between Day Road and Castro Valley Road	Y				
Santa Clara	22932	New Commitment	Add turn lane on Watsonville Road Center	Y				
Santa Clara	22944	Committed	Widen I-880 for HOV lanes in both directions from Route 237 in Milpitas to U.S. 101 in San Jose	Y				
Santa Clara	22956	New Commitment	Extend Capitol Expressway light rail to Eastridge Transit Center - Phase II			Y	Y	Yes
Santa Clara	22965	New Commitment	Improve interchange at U.S. 101/Mabury Road/Taylor Street		Y		Y	
Santa Clara	22979	New Commitment	Improve interchange at U.S. 101/Zanker Road/Skyport Drive/Fourth Street		Y		Y	
Santa Clara	98119	Committed	Extend high-rail transit from Winchester Station to Route 85 (Vasona Junction)			Y	Y	Yes
Santa Clara	230200	New Commitment	Extend Autumn Parkway from Julian Street to San Carlos Street and implement improvements from St. John Street to Park Avenue		Y		Y	
Santa Clara	230201	New Commitment	Widen Coleman Avenue from 4-lanes to 6-lanes between I-880 and Taylor Street	Y			Y	Yes
Santa Clara	230210	New Commitment	Rehabilitate San Tomas Expressway Box Culvert	Y			Y	
Santa Clara	230234	New Commitment	Realign Marcella Avenue		Y			
Santa Clara	230235	New Commitment	Extend Center Avenue to Marcella Avenue (includes constructing a bridge over Llagas Creek)		Y			Yes
Santa Clara	230242	New Commitment	Implement Capitol Expressway Traffic Operations System (TOS)	Y			Y	
Santa Clara	230246	New Commitment	Improve intersection at Lawrence Expressway/Prospect Road (includes providing a second left turn lane from Prospect Road eastbound to Lawrence Expressway northbound and modify existing traffic signals)	Y				
Santa Clara	230251	New Commitment	Implement Expressway TOS infrastructure improvements		Y		Y	
Santa Clara	230255	New Commitment	Implement signal improvements on Santa Teresa Boulevard and San Martin Avenue	Y				
Santa Clara	230262	New Commitment	Improve interchange at Montague Expressway/U.S. 101		Y		Y	
Santa Clara	230265	New Commitment	Improve grade intersection at Montague Expressway/Mission College Boulevard		Y			
Santa Clara	230266	New Commitment	Implement traffic signal improvements on Santa Teresa Boulevard and Tilton Avenue	Y				
Santa Clara	230267	Committed	Widen Montague Expressway to 8-lanes for HOV lanes between Lick Mill and Trade Zone boulevards and on Guadalupe River Bridge and Penitencia Creek Road		Y			
Santa Clara	230269	Committed	Construct a new interchange at Trimble Road and Montague Expressway	Y				
Santa Clara	230273	New Commitment	Widen Montague Expressway between Trade Zone and I-680		Y		Y	Yes
Santa Clara	230284	Committed	Montague Expressway & McCarthy/O'Toole Interchange Improvements		Y			
Santa Clara	230286	New Commitment	Implement bicycle and pedestrian improvements on Lawrence Expressway/Doyle Road	Y				
Santa Clara	230292	New Commitment	Implement Expressway and Cross Street signal coordination	Y				
Santa Clara	230294	Committed	Conduct environmental and design studies to widen and create new alignment for Route 152 (from Route 156 to U.S. 101)		Y		Y	
Santa Clara	230332	New Commitment	Construct grade separation at Rengstroff Avenue	Y				
Santa Clara	230356	Committed	Construct interchange at Lawrence Expressway and Arques Avenue		Y			
Santa Clara	230363	Committed	Construct interchange at I-880 and Montague Expressway (includes improvements to Montague Expressway)		Y		Y	
Santa Clara	230370	New Commitment	Improve interchange at I-680/Montague Expressway	Y				
Santa Clara	230385	New Commitment	Implement Palo Alto Street Smarts program	Y			Y	
Santa Clara	230407	New Commitment	Widen off-ramp at southbound Route 17/Hamilton Avenue		Y			Yes
Santa Clara	230410	New Commitment	Construct auxiliary lane on southbound U.S. 101 from Great America Parkway to Lawrence Expressway	Y				Yes
Santa Clara	230411	New Commitment	Construct auxiliary lane on eastbound Route 237 from Mathilda Avenue to Fair Oaks Avenue	Y				Yes
Santa Clara	230425	New Commitment	Improve interchange at Route 87/Capitol Expressway/Narvaez Avenue	Y				
Santa Clara	230445	New Commitment	Implement capacity increasing improvements at the intersection of Great America Parkway/Mission College Boulevard	Y				
Santa Clara	230449	Committed	Extend Charcot Avenue over I-880 as a new 2-lane roadway with bicycle and pedestrian improvements to connect to North San Jose employment center		Y		Y	Yes

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County	Reference Number	Investment Type	Project Description	Complete and Operational By:			2017 TIP	Regionally Significant
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Santa Clara	230452	New Commitment	Implement couplet conversion projects in downtown San Jose (includes converting one-way couplets to two-way, reducing lanes, and adding bike lanes along 10th Street/11th Street, Almaden Avenue/Vine Street, and 2nd Street/3rd Street)		Y		Y	
Santa Clara	230456	Committed	Widen Zanker Road from 4-lanes to 6-lanes	Y				
Santa Clara	230457	New Commitment	Widen Oakland Road from 4-lanes to 6-lanes between U.S. 101 and Montague Expressway	Y				Yes
Santa Clara	230466	New Commitment	Construct Caltrain grade separation at Branham Lane	Y				
Santa Clara	230471	Committed	Widen intersections and improve sidewalks throughout the city of Sunnyvale	Y				
Santa Clara	230492	New Commitment	Improve interchange at U.S. 101/Old Oakland Road	Y				
Santa Clara	230531	Committed	Construct auxiliary lanes on U.S. 101 in Mountain View and Palo Alto, from Route 85 to Embarcadero Road	Y				
Santa Clara	230532	Committed	Improve interchange at Route 237/North 1st Street	Y				
Santa Clara	230539	New Commitment	Implement Sunnyvale Downtown Specific Plan Transportation Improvements (includes intersection and streetscape enhancements, bikeways, signal improvements, and roadway reconfiguration)	Y				
Santa Clara	230574	Committed	Improve the Route 85/Cottle Road interchange	Y				
Santa Clara	230580	New Commitment	Improve interchange at Route 237/El Camino Real/Grant Road	Y				
Santa Clara	230637	New Commitment	Rehabilitate San Carlos Street Bridge	Y				
Santa Clara	230638	New Commitment	Construct Caltrain grade separation at Skyway	Y				
Santa Clara	230641	Committed	Implement bicycle and pedestrian improvements in North San Jose	Y				
Santa Clara	230642	New Commitment	Implement improvements on Bird Avenue pedestrian corridor	Y				
Santa Clara	230643	New Commitment	Implement improvements on Neiman Pedestrian Overcrossing	Y				
Santa Clara	230644	Committed	Implement miscellaneous intersection improvements in North San Jose		Y		Y	
Santa Clara	230645	Committed	Implement improvements to the North First Street Core Area grid		Y		Y	
Santa Clara	230705	Committed	Debt Service Payments	Y				
Santa Clara	240063	New Commitment	Improve Caltrain terminal at San Jose Diridon Station	Y				
Santa Clara	240117	Committed	Implement Rapid Transit improvements in the Santa Clara/Alum Rock route (includes dedicated guideways, signal prioritization, ticket vending machines, premium stations, real-time information, and specialized vehicles)	Y			Y	Yes
Santa Clara	240118	New Commitment	Implement Stevens Creek Rapid Transit Project	Y			Y	
Santa Clara	240119	New Commitment	Implement El Camino Rapid Transit Project		Y		Y	Yes
Santa Clara	240159	Committed	Implement King Road Rapid Transit Project	Y				Yes
Santa Clara	240374	Committed	Extend BART to Berryessa (includes environmental, preliminary engineering, property acquisition and construction phases)	Y			Y	
Santa Clara	240375	New Commitment	Extend BART from Berryessa to San Jose/Santa Clara (Phase 2)		Y		Y	
Santa Clara	240376	New Commitment	Implement improvements on Hacienda Avenue between Winchester Boulevard and San Tomas Aquino Road	Y				
Santa Clara	240377	New Commitment	Widen McClellan Road for bike lanes between Foothill Boulevard and Byrne Avenue	Y				
Santa Clara	240379	New Commitment	Extend Buena Vista Avenue from Santa Teresa Boulevard to Monterey Road	Y				Yes
Santa Clara	240385	New Commitment	Construct 4-lane bridge across Uvas Creek to allow the extension of Tenth Street to Santa Teresa Boulevard (Glen Loma Development).	Y				
Santa Clara	240398	New Commitment	Widen Los Gatos Boulevard from Camino Del Cerro to Samaritan Drive	Y				Yes
Santa Clara	240403	New Commitment	Widen Dixon Landing Road from 4-lanes to 6-lanes between North Milpitas Boulevard and I-880	Y				Yes
Santa Clara	240404	New Commitment	Widen Calaveras Boulevard overpass from 4-lanes to 6-lanes		Y		Y	Yes
Santa Clara	240405	New Commitment	Improve intersection at Dixon Landing Road/Milpitas Boulevard	Y				
Santa Clara	240408	New Commitment	Extend Butterfield Boulevard North (includes 4-lane arterial, bike lanes, sidewalks, lighting and signal modification)	Y				Yes
Santa Clara	240411	New Commitment	Implement improvements on Santa Teresa Boulevard between Main Avenue and DeWitt Avenue	Y				

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Santa Clara	240412	New Commitment	Extend Butterfield Boulevard South between Tennant Avenue and Watsonville Road (includes UPRR overpass structure, drainage channel, traffic signal upgrades, striping, median and landscaping, street lights, bike lanes and sidewalks)	Y				Yes
Santa Clara	240414	New Commitment	Improve intersection at Miramonte Avenue/Park Drive			Y		
Santa Clara	240419	New Commitment	Upgrade Saratoga Signal System	Y				
Santa Clara	240425	New Commitment	Widen intersection at El Camino Real/Lafayette Street	Y				
Santa Clara	240427	New Commitment	Implement pedestrian safety improvements on Route 9	Y			Y	
Santa Clara	240428	New Commitment	Implement Saratoga Signal Upgrade Project Phase II (includes providing traffic management system at Saratoga City Hall and communication equipment to all upgraded signals)	Y				
Santa Clara	240430	New Commitment	Implement streetscale improvements on Prospect Road between Saratoga Avenue and Saratoga-Sunnyvale Road	Y				
Santa Clara	240434	New Commitment	Implement sidewalk and pedestrian enhancements on Saratoga Avenue			Y		
Santa Clara	240436	New Commitment	Improve southbound U.S. 101 between San Antonio Road to Carlestone Road/Rengstorff Avenue			Y		
Santa Clara	240439	Committed	Route 85 express lanes between Route 87 and I-280: Convert HOV lane to express lane between U.S. 101 and I-280; Convert HOV lane and construct additional express lane between I-280 and Route 87; Convert HOV lane to express lane between Route 87 and southbound U.S. 101; Construct 1.1 mile auxiliary lane between South De Anza Boulevard northbound on-ramp and Stevens Creek Boulevard northbound off-ramp (included under VTA Express Lane Network RTPID #240742)		Y		Y	Yes
Santa Clara	240441	New Commitment	Improve interchange at U.S. 101/Oregon Expressway/Embarcadero Road			Y		
Santa Clara	240443	New Commitment	Extend Mary Avenue north across Route 237 (includes reconfiguring the Mathilda Avenue/U.S. 101 interchange, re-routing Moffett Park Drive and modifying the Route 237 eastbound/Mathilda Avenue northbound flyover)		Y		Y	Yes
Santa Clara	240463	Committed	Convert Route 237 HOV lanes to express lanes between North First Street and I-880 (included under VTA Express Lane Network RTPID #240742)		Y		Y	Yes
Santa Clara	240464	Committed	Convert Route 87 HOV lanes to express lanes between Route 85 and U.S. 101 (included under VTA Express Lane Network RTPID #240742)	Y				Yes
Santa Clara	240466	Committed	U.S. 101 express lanes between Whipple Avenue and Cochrane Road: Convert HOV lane to express lane between Whipple Avenue (in San Mateo County) and Santa Clara County line; Convert HOV lane into express lane and construct additional express lane between Santa Clara County line and Cochrane Road (included under VTA Express Lane Network RTPID #240742)		Y		Y	Yes
Santa Clara	240468	New Commitment	Improve connector ramp at Route 237 westbound to Route 85 southbound (includes auxiliary lanes on Route 85 between El Camino Real and Route 87)			Y		Yes
Santa Clara	240469	Committed	Implement express lanes on Route 17 between I-280 and Route 85 (included under VTA Express Lane Network RTPID #240742)		Y			Yes
Santa Clara	240470	New Commitment	Install pedestrian countdown signals in Sunnyvale	Y				
Santa Clara	240473	New Commitment	Improve braided ramps on northbound I-280 between Foothill Expressway and Route 85			Y		
Santa Clara	240477	Committed	Implement express lanes on Route 237 between Mathilda Avenue to Route 85 (included under VTA Express Lane Network RTPID #240742)		Y		Y	Yes
Santa Clara	240481	Committed	Convert Route 237 HOV lanes to express lanes between North First Street to Mathilda Avenue (included under VTA Express Lane Network RTPID #240742)	Y				Yes
Santa Clara	240482	Committed	Implement express lanes on I-680 from Calaveras Boulevard to Montague Expressway (included under VTA Express Lane Network RTPID #240742)	Y				Yes
Santa Clara	240484	Committed	Implement express lanes on I-880 between the Alameda County Line and U.S. 101; includes the extension of dual express lanes northbound I-880 between Route 237 and Mission Boulevard. (included under VTA Express Lane Network RTPID #240742)	Y				Yes
Santa Clara	240485	Committed	Implement express lanes on U.S. 101 between Cochrane Road and Masten Avenue (included under VTA Express Lane Network RTPID #240742)		Y			Yes
Santa Clara	240491	Committed	Implement express lanes on U.S. 101 between Masten Avenue and 10th Street (included under VTA Express Lane Network RTPID #240742)		Y			Yes
Santa Clara	240492	Committed	Implement express lanes on U.S. 101 between 10th Street and Route 25 (included under VTA Express Lane Network RTPID #240742)		Y			Yes

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Santa Clara	240494	New Commitment	Implement System Operations and Management Program for Santa Clara County			Y		
Santa Clara	240497	New Commitment	Implement San Jose Midtown bicycle and pedestrian enhancements	Y				
Santa Clara	240498	New Commitment	Widen Brokaw Bridge over Coyote Creek	Y				
Santa Clara	240506	New Commitment	Implement El Camino Real Regional Corridor improvements from Palo Alto Medical Foundation to Churchill Avenue	Y				
Santa Clara	240507	New Commitment	Improve Middlefield Road-Midtown Corridor (includes sidewalk enhancements, transit stop improvements, lighting improvements, and traffic signal improvements)	Y				
Santa Clara	240508	New Commitment	Implement the Community Design and Transportation (CDT) Program in Santa Clara County (includes streetscape improvements, bicycle and pedestrian access improvements, place-making improvements, and roadway and transit facility improvements)			Y	Y	
Santa Clara	240509	New Commitment	Develop projects and programs contained within VTA's Countywide Bicycle Plan, VTA's Bicycle Expenditure Program, and Local Bike Plans and programs.			Y	Y	
Santa Clara	240512	Committed	Implement Guadalupe Express light rail improvements			Y		Yes
Santa Clara	240513	Committed	Implement express lanes on I-280 between Leland Avenue and Magdalena Avenue (included under VTA Express Lane Network RTPID #240742)		Y			Yes
Santa Clara	240514	Committed	Implement express lanes on I-280 between US 101 and Leland Avenue (included under VTA Express Lane Network RTPID #240742)		Y			Yes
Santa Clara	240515	Committed	Implement express lanes on I-280 between southbound El Monte Road and Magdalena Avenue (included under VTA Express Lane Network RTPID #240742)		Y			Yes
Santa Clara	240516	Committed	Implement express lanes on I-680 between Montague Expressway and US 101 (included under VTA Express Lane Network RTPID #240742)		Y			Yes
Santa Clara	240517	Committed	Implement express lanes on I-880 between U.S. 101 and I-280 (included under VTA Express Lane Network RTPID #240742)		Y			Yes
Santa Clara	240518	Committed	Implement Tasman Express Long T (includes double-tracking of a single-tracked light rail segment on the Mountain View line to facilitate the extra line of service)			Y	Y	
Santa Clara	240519	Committed	Implement North First Street light rail speed Improvements			Y		Yes
Santa Clara	240532	New Commitment	Improve interchanges on Route 152 at Frazier Lake Road, Bloomfield Road, Watsonville Road, and Ferguson Road	Y				
Santa Clara	240554	New Commitment	Improve interchanges at Route 237/Mathilda Avenue and U.S. 101/Mathilda Avenue	Y				
Santa Clara	240570	New Commitment	Widen offramp at Trimble Road on Route 87	Y				Yes
Santa Clara	240591	Committed	Implement Capitol Expressway Light Rail Extension - Phase I (includes sidewalk, landscape and street lights on both sides of the expressway from Capitol Avenue to Tully Road)	Y				
Santa Clara	240603	Committed	Implement North San Jose Transit Improvements			Y		
Santa Clara	240611	New Commitment	Improve interchange at Route 85/El Camino Real	Y				
Santa Clara	240636	New Commitment	Construct 2-lane or 4-lane connection between Almaden Expressway and Winfield Boulevard (Chynoweth Ave. or Thornwood bridge will include construction of a new connector, bike lanes and sidewalks)	Y				
Santa Clara	240671	New Commitment	Improve interchange at I-280/Senter Road		Y			
Santa Clara	240710	New Commitment	Implement Lawrence Expressway/I-280 interchange project	Y				
Santa Clara	240740	New Commitment	Local streets and roads operations and maintenance			Y	Y	
Santa Clara	240742	Committed	VTA Express Lane Network			Y	Y	Yes
Solano	21341	Committed	Construct new Fairfield/Vacaville multimodal train station for Capitol Corridor intercity rail service (Phases 1, 2 and 3)		Y		Y	Yes
Solano	22629	Committed	Construct new Vallejo Baylink Ferry Terminal (includes additional parking, upgrade of bus transfer facilities and pedestrian access improvements)	Y			Y	
Solano	22632	Committed	Widen American Canyon Road overpass at I-80			Y	Y	
Solano	22634	Committed	Construct an adjacent 200-space, at-grade parking lot at the Vacaville Intermodal Station (Phase 1)	Y				
Solano	22794	New Commitment	Improve Curtola Transit Center, includes 420 space parking structure and transit plaza on existing park and ride lot, auto/carpool pick-up and circulation improvements	Y			Y	
Solano	22795	New Commitment	Improve Fairfield Transportation Center, includes 1,000 additional parking spaces		Y		Y	
Solano	22985	Committed	Implement transit hub in the Benicia Industrial Park	Y			Y	Yes

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Solano	94151	New Commitment	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road at I-80		Y		Y	Yes
Solano	98212	New Commitment	Expand bicycle and pedestrian facilities				Y	
Solano	230311	Committed	Widen and improve Peterson Road with the addition of a truck-stacking lane	Y				
Solano	230313	New Commitment	Improve interchanges and widen roadways serving Solano County Fairgrounds, including Redwood Parkway				Y	Yes
Solano	230322	Committed	Rebuild and relocate eastbound Cordelia Truck Scales Facility (includes a new 4-lane bridge across Suisun Creek and new ramps at eastbound Route 12 and eastbound I-80)	Y				
Solano	230326	New Commitment	Improve I-80/I-680/Route 12 Interchange (Phase 1), includes widen I-80 and I-680 and improve direct freeway to freeway connections		Y			Yes
Solano	230468	New Commitment	Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Airbase Parkway, add eastbound mixed-flow lane from Route 12 East to Airbase Parkway, and remove I-80/auto Mall hook ramps and C-D slip ramp	Y				Yes
Solano	230558	New Commitment	Provide Lifeline transit service countywide				Y	
Solano	230590	Committed	Widen Railroad Avenue on Mare Island to 4-lanes from G Street to Route 37	Y				
Solano	230635	New Commitment	Improve Vacaville Intermodal Station (Phase 2), includes parking garage		Y		Y	
Solano	240210	Committed	Implement I-505/Vaca Valley Parkway interchange improvements (includes widening southbound off-ramp at Vaca Valley Parkway, widening Vaca Valley Parkway to provide protected left turn pockets, and signalization of the southbound ramp intersection)	Y			Y	
Solano	240213	Committed	Implement I-80/Lagoon Valley Road interchange improvements (includes widening existing overcrossing from 2 to 4 lanes, widening the westbound ramp and intersection, widening and realigning the eastbound ramps, and signalization of both eastbound and westbound ramp intersections)	Y				
Solano	240313	Committed	Benicia Intermodal Facilities Project: Construct transit intermodal stations at Military West and West 14th, and Military West and First Street	Y			Y	
Solano	240556	New Commitment	Enhance bicycle and pedestrian facilities				Y	Y
Solano	240558	New Commitment	Rehabilitate bicycle and pedestrian facilities				Y	
Solano	240559	New Commitment	Improve ADA access at existing intercity transit centers				Y	
Solano	240572	New Commitment	Enhance transit information services (includes adding GPS devices and tracking hardware and software to all buses, and display media to bus stations)				Y	
Solano	240573	New Commitment	Install security cameras and monitoring equipment at Solano transit stations				Y	
Solano	240575	New Commitment	Rehabilitate major transit centers in Solano County				Y	Y
Solano	240576	New Commitment	Replace existing transit fleet				Y	
Solano	240578	New Commitment	Transit maintenance				Y	
Solano	240593	New Commitment	Implement safety improvements to state highways in Solano County				Y	
Solano	240594	Committed	Implement enhancements on highways in Solano County (includes landscaping, soundwalls, gateways, multi-modal enhancements, and hardscaping)				Y	Y
Solano	240595	New Commitment	Modify interchanges to improve operations, safety, multi-modal access, and improve signal timing				Y	
Solano	240596	New Commitment	Conduct corridor studies of Solano highways and freeways and install non-ITS performance measures				Y	
Solano	240599	New Commitment	Rehabilitate local bridges				Y	
Solano	240600	New Commitment	Local streets and roads operations and maintenance				Y	Y
Solano	240601	New Commitment	Implement Solano County's local air quality and climate protection strategies				Y	Y
Solano	240602	New Commitment	Implement ridesharing measures (includes ridematching, vanpool services, and commute trip planning/consulting)				Y	Y
Solano	240604	New Commitment	Implement local parking management programs				Y	
Solano	240605	New Commitment	Implement Solano County's Safe Routes to School program				Y	Y
Solano	240606	New Commitment	Implement Solano County's Safe Routes to Transit program				Y	
Solano	240608	New Commitment	Provide transit service to seniors and individuals with disabilities (separate from Lifeline)				Y	Y
Solano	240609	New Commitment	Rehabilitate transit guideways (includes docking facilities and channel maintenance for WETA ferries)				Y	

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Solano	240610	Committed	Local transportation planning and public outreach efforts				Y	
Solano	240719	New Commitment	Transit operations support				Y	
Solano	240720	New Commitment	Local Road Safety				Y	Y
Solano	240721	New Commitment	Maintain state highways in Solano County				Y	
Solano	240722	New Commitment	Implement Solano County's regional air quality and climate protection strategies				Y	
Solano	240739	Committed	Dredge Channel to Port of Stockton				Y	
Sonoma	21070	Committed	Realign Route 116 (Stage Gulch Road) along Champlin Creek to improve safety, adding shoulders to accommodate pedestrians and bicyclists	Y				
Sonoma	21902	Committed	Widen U.S. 101 for HOV lanes from Pepper Road to Rohnert Park Expressway (Central Phase A)	Y				Y
Sonoma	22190	New Commitment	Improve channelization and traffic signalization at Route 116/Route 121 intersection (includes Arnold Drive improvements)	Y				Y
Sonoma	22191	Committed	US 101 North Project - Phase B- Airport Boulevard interchange improvements and Airport Boulevard	Y				Y
Sonoma	22195	Committed	Improve U.S. 101/Old Redwood Highway interchange (includes modifying/replacing existing 2-lane interchange to at least a 5-lane interchange and improving ramps)	Y				Y
Sonoma	22197	New Commitment	Improve local circulation at various locations in Town of Penngrove (includes improvements to Main Street, Petaluma Hill Road, Adobe Road, Old Redwood Highway and U.S. 101/Railroad Avenue)		Y			
Sonoma	22204	New Commitment	Widen Fulton Road from 2-lanes to 4-lanes from Guerneville Road and Piner Road		Y			Yes
Sonoma	22207	New Commitment	Extend Farmers Lane from Bellevue Avenue to Bennett Valley Road as a 3-lane or 4-lane arterial (includes a bicycle lane and sidewalk)	Y				Yes
Sonoma	22438	New Commitment	Improve Bodega Highway west of Sebastopol (includes straightening curves near Occidental and adding turn pockets)	Y				
Sonoma	22490	New Commitment	Convert bridges in Sonoma County from 1-lane to 2-lane		Y			Y
Sonoma	22655	Committed	Widen U.S. 101 for HOV lanes (one in each direction) from Rohnert Park Expressway to Santa Rosa Avenue (includes interchange improvements and ramp metering)	Y				Y
Sonoma	22656	Committed	Improve U.S. 101/East Washington Street interchange (includes new northbound on-ramp and improvements to southbound on-ramp)	Y				Y
Sonoma	94691	New Commitment	Install traffic signal system on Route 121 and improve channelization at 8th Street	Y				
Sonoma	98147	New Commitment	Widen U.S. 101 in each direction with 1 HOV lane from Old Redwood Highway to the Marin/Sonoma County line		Y			Y
Sonoma	98183	Committed	Implement landscaping along the HOV lanes on U.S. 101 between Steele Lane and Windsor River Road	Y				Y
Sonoma	230341	Committed	Improve channelization and traffic signalization on Mirabel Road and Route 116	Y				
Sonoma	230368	New Commitment	Construct Suburban Center intersection improvements at Route 12 (Farmers Lane) and 4th Street				Y	
Sonoma	230700	New Commitment	Local streets and roads operations and maintenance				Y	Y
Sonoma	240359	Committed	Widen Rohnert Park Expressway from 2-lanes to 4-lanes between Snyder Lane and Petaluma Hill Road (includes new bike lanes in both directions, curb and gutter, sidewalk, landscaped median, and traffic signal devices/improvements at Petaluma Hill Road)	Y				
Sonoma	240360	New Commitment	Widen Snyder Lane from 2-lanes to 4-lanes between southside of "G" section and Southwest Boulevard	Y				Yes
Sonoma	240366	Committed	Widen of Golf Course Drive West (formerly Wilfred Avenue) from 2-lanes to 4-lanes between the 1999 City Limits west of Redwood Drive to the Urban Growth Boundary (includes four travel lanes, a bike lane on both sides, sidewalks, landscaping, and traffic signals at Redwood Drive, Labath Avenue, and Dowdell Avenue)	Y				
Sonoma	240524	New Commitment	Construct an interchange with bicycle and pedestrian enhancements at Route 12/Fulton Road				Y	
Sonoma	240529	New Commitment	Improve interchange at Hearn Avenue/U.S. 101		Y			Y
Sonoma	240547	New Commitment	Construct bicycle and pedestrian crossing at U.S. 101 and Copeland Creek		Y			
Sonoma	240561	New Commitment	Implement Sonoma County's Safe Routes to School program				Y	Y
Sonoma	240650	New Commitment	Enhance bus service frequencies in Sonoma County				Y	Y

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Sonoma	240651	New Commitment	Implement bicycle and pedestrian improvements countywide			Y	Y	
Sonoma	240667	New Commitment	Implement Windsor River Road/Windsor Road/NWPRR Intersection improvements. Re-configure intersection and improve railroad, vehicle, pedestrian interface.	Y				
Sonoma	240668	New Commitment	Widen Airport Boulevard from 2-lanes to 5-lanes between Ordiance Road and Aviation Boulevard		Y			Yes
Sonoma	240672	Committed	Implement Marin Sonoma Narrows Stage 1 (Sonoma County)	Y				
Sonoma	240709	New Commitment	Implement Sonoma County's Climate Initiatives program		Y		Y	
Sonoma	240737	New Commitment	Conduct environmental studies and preliminary design for the proposed SMART commuter rail extension from Windsor to Cloverdale (Phase III)			Y		

Appendix C
Travel Forecasting Assumptions (Plan Bay Area 2040: Technical Summary
of Predicted Traveler Responses to Planning Scenarios)

Plan Bay Area 2040: Technical Summary of Predicted Traveler Responses to Planning Scenarios

Technical Paper

Metropolitan Transportation Commission

May 2016

[https://metrotrans-my.sharepoint.com/personal/dory_mtc_ca_gov/documents/2016/05/26/release/predicted traveler responses to planning scenarios.docx](https://metrotrans-my.sharepoint.com/personal/dory_mtc_ca_gov/documents/2016/05/26/release/predicted%20traveler%20responses%20to%20planning%20scenarios.docx)

1 Introduction

This technical paper presents selected results from the analysis of alternatives performed in support of the Metropolitan Transportation Commission's (MTC's) and the Association of Bay Area Governments' (ABAG's) Plan Bay Area 2040 scenario planning effort. A brief overview of the technical methods used in the analysis as well as a brief description of the key assumptions made for each scenario precede the presentation of results.

For information regarding the broader Plan Bay Area 2040 effort, please see PlanBayArea.org.

2 Analytical Tools

To first describe the reaction of travelers to transportation projects and policies and to then quantify the impact of cumulative individual decisions on the Bay Area's transportation networks and environment, MTC maintains and applies an analytical tool known to transportation planners as a "travel model" (or "travel demand model", "travel forecasting model"). MTC's travel model is briefly described below, along with the following two supporting tools: a population synthesizer and a vehicle emissions model.

Population Synthesizer

MTC's travel model is an agent-based simulation. The "agents" in our case are individual households, further described by the persons which form each household. The travel model, therefore, attempts to simulate the behavior of individual households and persons who carry out their daily activities in a setting described by the input land development patterns and input transportation projects and policies. In order to use this type of simulation, each agent must be characterized in a fair amount of detail.

Software that creates lists of households and persons for travel model simulations are known as population synthesizers. MTC's population synthesizer attempts to locate households described in the 2000 Decennial Census Public Micro-sample (PUMS) data (i.e., those who responded to the old "long forms" used by the Census Bureau to collect detailed household information) in such a way that when looking at the population along specific dimensions spatially (at a level of detail below which the PUMS data is reported), the aggregate sums more or less match those predicted by other Census summary tables (when synthesizing historical populations) or the land use projections made by our land use modeling tools/procedures (when forecasting populations). For example, if our land use tools project that 60 households containing 100 workers and 45 children will live in spatial unit X in the year 2035, the population synthesizer will locate 60 PUMS households in spatial unit X and will select households in such a way that, when summing across households, the number of workers is close to 100 and the number of children is close to 45.

MTC's population synthesizer "controls" (i.e., minimizes the discrepancy between the synthetic population results and the historical Census results or the land use forecasts) along the following dimensions:

1. Household "type", i.e. individual household unit or non-institutionalized group quarters (e.g., college dorm);
2. Household income category;
3. Age of the head of household;
4. Number of persons in the household;
5. Number of children under age 17 in the household;
6. Number of employees in the household; and,

7. Number of units in the household's physical dwelling (one or more than one, as in an apartment building).

Travel Model

Travel models are frequently updated. As such, a bit of detail as to which version of a given travel model is used for a given analysis is useful. The current analysis uses MTC's *Travel Model One (version 0.5)*, released in January 2015, calibrated to year 2000 conditions and validated against year 2000, year 2005, and year 2010 conditions¹.

Travel Model One is of the so-called "activity-based" archetype. The model is a partial agent-based simulation in which the agents are the households and persons who reside in the Bay Area. The simulation is partial because it does not include the simulation of *individual* behavior of passenger, commercial, and transit vehicles on roadways and transit facilities (the model system does simulate the behavior of *aggregations* of vehicles and transit riders). In regional planning work such as is described here, the travel model is used to simulate a typical weekday – when school is in session, the weather is pleasant, and no major accidents or incidents disrupt the transportation system.

The model system operates on a synthetic population that includes households and persons which represent each actual household and person in the nine-county Bay Area – in both historical and prospective years. Travelers move through a space segmented into "travel analysis zones"² and, in so doing, burden the transportation system. The model system simulates a series of travel-related choices for each household and for each person within each household. These choices³ are as follows (organized sequentially):

1. Usual workplace and school location – Each worker, student, and working student in the synthetic population selects a travel analysis zone in which to work or attend school (or, for working students, one zone to work and another in which to attend school).
2. Household automobile ownership – Each household, given its location and socio-demographics, as well as each member's work and/or school locations (i.e., given the preceding simulation results), decides how many vehicles to own.
3. Daily activity pattern – Each household chooses the daily activity pattern of each household member, the choices being (a) go to work or school, (b) leave the house, but not for work or school, or (c) stay at home.

¹ Additional information is available here: <http://analytics.mtc.ca.gov/foswiki/Main/Development>.

² An interactive map of these geographies is available here: <http://analytics.mtc.ca.gov/foswiki/Main/TravelModelOneGeographies>.

³ These "choices", which often are not really choices at all (the term is part of travel model jargon), are simulated in a random utility framework – background information is available here: https://en.wikipedia.org/wiki/Choice_modelling.

4. Work/school tour⁴ frequency and scheduling – Each worker, student, and working student decides how many round-trips they will make to work and/or school and then schedules a time to leave for, as well as return home from, work and/or school.
5. Joint non-mandatory⁵ tour frequency, party size, participation, destination, and scheduling – Each household selects the number and type (e.g., to eat, to visit friends) of “joint” (defined as two more members of the same household traveling together for the duration of the tour) non-mandatory (for purposes other than work or school) round trips in which to engage, then determines which members of the household will participate, where and at what time the tour (i.e., the time leaving and returning home) will occur.
6. Non-mandatory tour frequency, destination, and scheduling – Each person determines the number and type of non-mandatory (e.g., to eat, to shop) round trips to engage in during the model day, where to engage in them, and at what time to leave and return home.
7. Tour travel mode – The tour-level travel mode choice (e.g., drive alone, walk, take transit) decision is simulated separately for each tour and represents the best mode of travel for the round trip.
8. Stop frequency and location – Each traveler or group of travelers (for joint travel) decide whether to make a stop on an outbound (from home) or inbound (to home) leg of a travel tour, and if a stop is to be made, where the stop is made, all given the round trip tour mode choice decision.
9. Trip travel model – A trip is a portion of a tour, either from the tour origin to the tour destination, the tour origin to a stop, a stop to another stop, or a stop to a tour destination. A separate mode choice decision is simulated for each trip; this decision is made with awareness of the prior tour mode choice decision.
10. Assignment – Vehicle trips for each synthetic traveler are aggregated into time-of-day-specific matrices (i.e., tables of trips segmented by origin and destination) that are assigned via the standard static user equilibrium procedures to the highway network. Transit trips are assigned to time-of-day-specific transit networks.

The *Travel Model One* system inherits without significant modification the representation of interregional and commercial vehicle travel from MTC’s previous travel model system (commonly referred to as *BA YCAST* or *BA YCAST-90*). Specifically, commercial vehicle demand is represented using methods developed for Caltrans and Alameda County as part of the *Interstate 880 Intermodal Corridor Study* conducted in 1982 and the *Quick Response Freight Manual* developed by the United States Department of Transportation in 1996. When combined, these methods estimate four classes of commercial travel, specifically: “very small” trucks, which are

⁴ A “tour” is defined as a round trip from and back to either home or the workplace.

⁵ Travel modeling practice use the term “mandatory” to describe work and school travel and “non-mandatory” to refer to other types of travel (e.g., to the grocery store); we use this jargon as well to communicate efficiently with others in our space. We neither assume nor believe that all non-work/school-related travel is non-mandatory or optional.

two-axle/four-tire vehicles; “small” trucks, which are two-axle/six-tire vehicles; “medium” trucks, which are three-axle vehicles; and, “combination” trucks, which are four-or-more axle vehicles.

Reconciling travel demand with available transportation supply is particularly difficult near the boundaries of planning regions because little is assumed to be known (in deference to efficiency, the model must have boundaries) about the land development patterns – the primary driver of demand – or supply details beyond these boundaries. The typical approach to representing this interregional travel is to first estimate the demand at each location where a major transportation facility intersects the boundary and to then distribute this demand to locations either within the planning region (which results in so-called “internal/external” travel) or to other boundary locations (“external/external” travel). MTC uses this typical approach and informs the process with Census journey-to-work flows (from the 2000 Decennial Census, specifically), which are allocated via simple method to represent flows to and from MTC’s travel analysis zones and 21 boundary locations, as well as the flows between boundary locations.

The travel of air passengers to the Bay Area’s airports is represented with static (across alternatives), year-specific vehicle trip tables. These trip tables are based on air passenger survey data collected in 2006 and planning information developed as part of MTC’s *Regional Airport Planning Study*⁶.

Vehicle Emissions Model

The MTC travel model generates spatially- and temporally-specific estimates of vehicle usage and speed for a typical weekday. This information is then input into an emissions model to estimate emitted criteria pollutants as well as carbon dioxide (used as a proxy for all greenhouse gases). For the current analysis, MTC used the *EMFAC 2014* version of the California Air Resources Board emissions factor software⁷.

⁶ Additional information is available here: <http://mtc.ca.gov/our-work/plans-projects/economic-vitality/regional-airport-plan>.

⁷ Additional information is available here: <http://www.arb.ca.gov/msei/msei.htm>.

3 Input Assumptions

In total, six scenarios were simulated and selected results are presented and discussed in the remainder of the document. Two categories of scenarios are included: historical and forecast. The historical scenarios include simulations representing conditions in 2005 and 2010, labeled “Year 2005” and “Year 2010”, respectively. The historical scenarios are provided to give the reader data for a scenario for which they are at least somewhat familiar. In deference to brevity, the Year 2005 results are only presented for the Air Quality and Climate Implications results section. The four forecast scenarios are labeled “0 – No Project”, “1 – Main Streets”, “2 – Connected Neighborhoods”, and, “3 – Big Cities”. Forecast scenario results are presented for a year 2035 simulation.

The above scenarios differ across four dimensions, namely: land use, roadway supply, transit supply, and prices. By land use, we mean the locations of households and jobs (of different types). Roadway supply is the physical network upon which automobiles, trucks, transit vehicles, bicycles, and pedestrian travel. Transit supply refers to the facilities upon which public transit vehicles travel (the roadway, along rail lines, ferry routes, and other dedicated infrastructure), as well as the stop locations, routes, and frequency of transit service. Prices include the monetary fees users are charged to board transit vehicles, cross bridges, operate and park private vehicles, and use express (also known as high occupancy toll) lanes.

In the remainder of this chapter, each of the six scenarios are discussed, organized by the above four dimensions; additional notes on “other assumptions” concludes the section. This organization should allow the reader to compare the input assumptions across scenarios.

Land Use

Additional information regarding the land development patterns is available in the May MTC Planning Committee packet⁸. Here, we provide a handful of details regarding the transformation of these land use inputs into the information needed by the travel model.

Prior to executing the travel model, the land development inputs provided by ABAG (control totals) and the UrbanSim model (distribution details) are run through the MTC population synthesizer as described above. The journey from control totals through UrbanSim and the population synthesizer introduces very minor inconsistencies between the ABAG-estimated regional control totals, which are carried through UrbanSim, and the totals implied by the synthetic population. These inconsistencies are presented in Table 1 below.

⁸ Available here: <http://mtc.legistar.com/gateway.aspx?M=F&ID=a78d1547-7db3-4dd2-afdb-2d14fe3aec71.pdf>.

Table 1: Demographic Statistics of Control and Simulated Populations

Alternative	Year	Households				Population		
		ABAG Results Households	Group Quarters	Synthetic Populatio n	Percent Difference [†]	ABAG Results	Synthetic Population	Percent Difference
Historical	2010	2,609,000	126,478	2,718,166	-0.6%	7,155,830	7,077,656	-1.1%
0 –No Project	2035	3,271,577	166,554	3,415,226	-0.7%	9,113,526	9,038,334	-0.8%
1- Main Streets	2035	3,271,577	166,554	3,415,224	-0.7%	9,113,526	9,044,388	-0.8%
2 –Connected Neighborhoods	2035	3,271,577	166,554	3,415,224	-0.7%	9,113,526	9,045,838	-0.7%
3 –Big Cities	2035	3,271,577	166,554	3,415,228	-0.7%	9,113,526	9,039,892	-0.8%

[†] –Individuals living in group quarters are considered individual households in the synthetic population and, subsequently, the travel model.

A key function of the population synthesizer is to identify each member of the representative population with one of eight “person type” labels. Each person in the synthetic population is identified as a full-time worker, part-time worker, college student, non-working adult, retired person, driving-age student, non-driving-age student, or child too young for school. The travel model relies on these person type classifications, along with myriad other variables, to predict behavior.

Figure 1 shows the distribution of person types for the Year 2010 scenario and the year 2035 scenarios. Note the growth in retirees and decline in unemployed adults in the forecast scenarios.

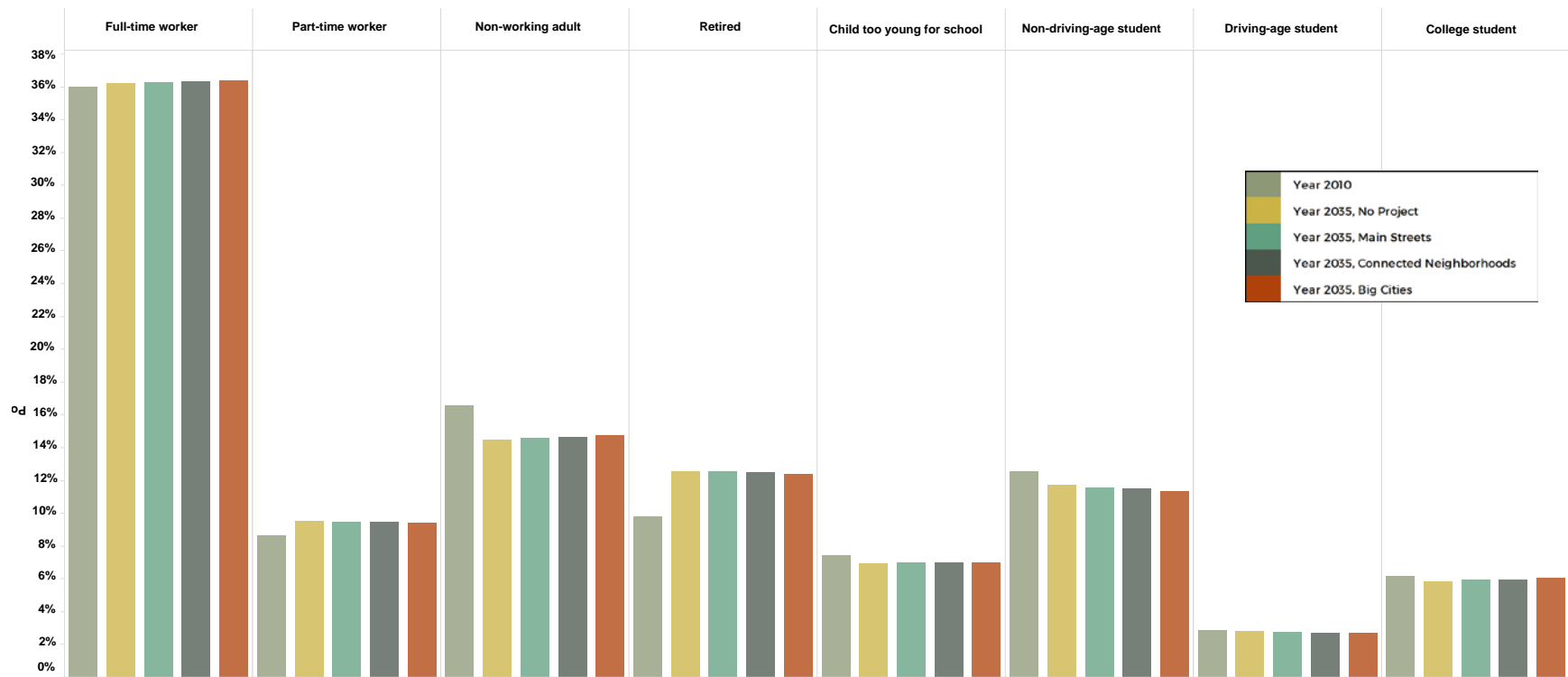


Figure 1: Person Type Distributions

Roadway Supply

The historical year 2010 scenario has a roadway network that represents the infrastructure in place in 2010.

The No Project scenario is the baseline network developed and used for the Plan Bay Area 2040 Project Performance Assessment⁹.

Various roadway projects, including express lanes, were added to the Main Streets, Connected Neighborhoods, and Big Cities networks in an attempt to respond to the changes in forecasted land development patterns. For additional details, please see the May MTC Planning Committee packet¹⁰.

A graphical depiction of the changes in the roadway network is presented in Figure 2 below. The chart shows the change in lane-miles (e.g., a one-mile segment on a four-lane road is four lane-miles) available to automobiles in simulation year 2035 relative to year 2010. In San Francisco, travel lanes are dedicated to transit vehicles in the forecast year, resulting in a reduction in lane-miles.

⁹ For additional information, please see

<http://metropolitantransportationcommission.github.io/performance/reference/>.

¹⁰ Available here: <http://mtc.legistar.com/gateway.aspx?M=F&ID=a78d1547-7db3-4dd2-afdb-2d14fe3aec71.pdf>.

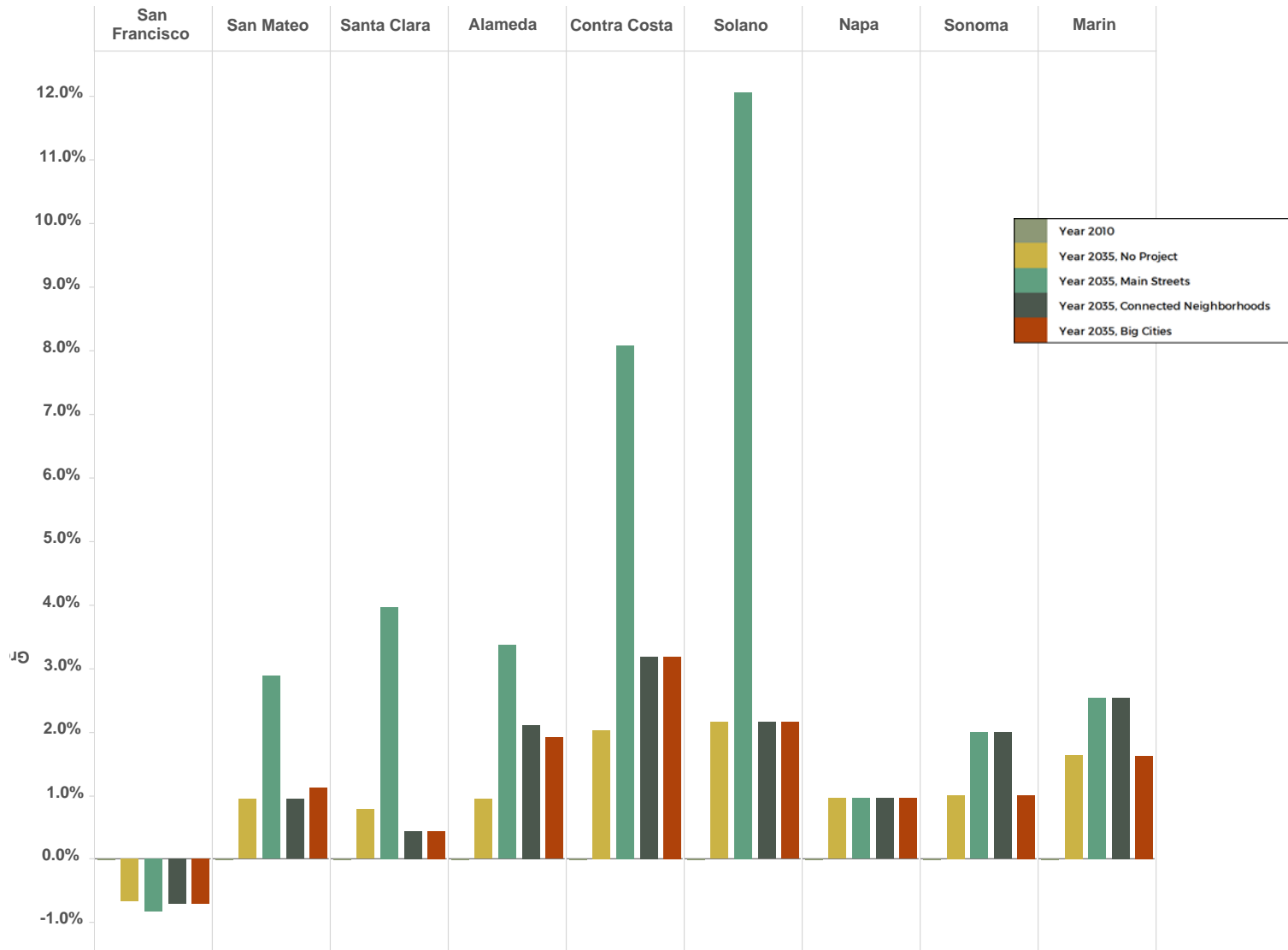


Figure 2: Change in Roadway Lane Miles from 2010

Transit Supply

The historical year 2010 scenario has a transit network that represents the infrastructure in place in 2010.

The No Project scenario is the baseline network developed and used for the Plan Bay Area 2040 Project Performance Assessment¹¹.

Various transit projects were added to the Main Streets, Connected Neighborhoods, and Big Cities networks in an attempt to respond to the changes in forecasted land development patterns. For additional details, please see MTC's May Planning Committee packet¹².

A graphical depiction of the changes in the roadway network is presented in Figure 3 below. The chart shows the change in passenger seat miles (e.g., a one-mile route segment with 20 passengers is 20 passenger seat miles) available to transit passengers in simulation year 2035 relative to year 2010.

¹¹ For additional information, please see <http://metropolitantransportationcommission.github.io/performance/reference/>.

¹² Available here: <http://mtc.legistar.com/gateway.aspx?M=F&ID=a78d1547-7db3-4dd2-afdb-2d14fe3aec71.pdf>.

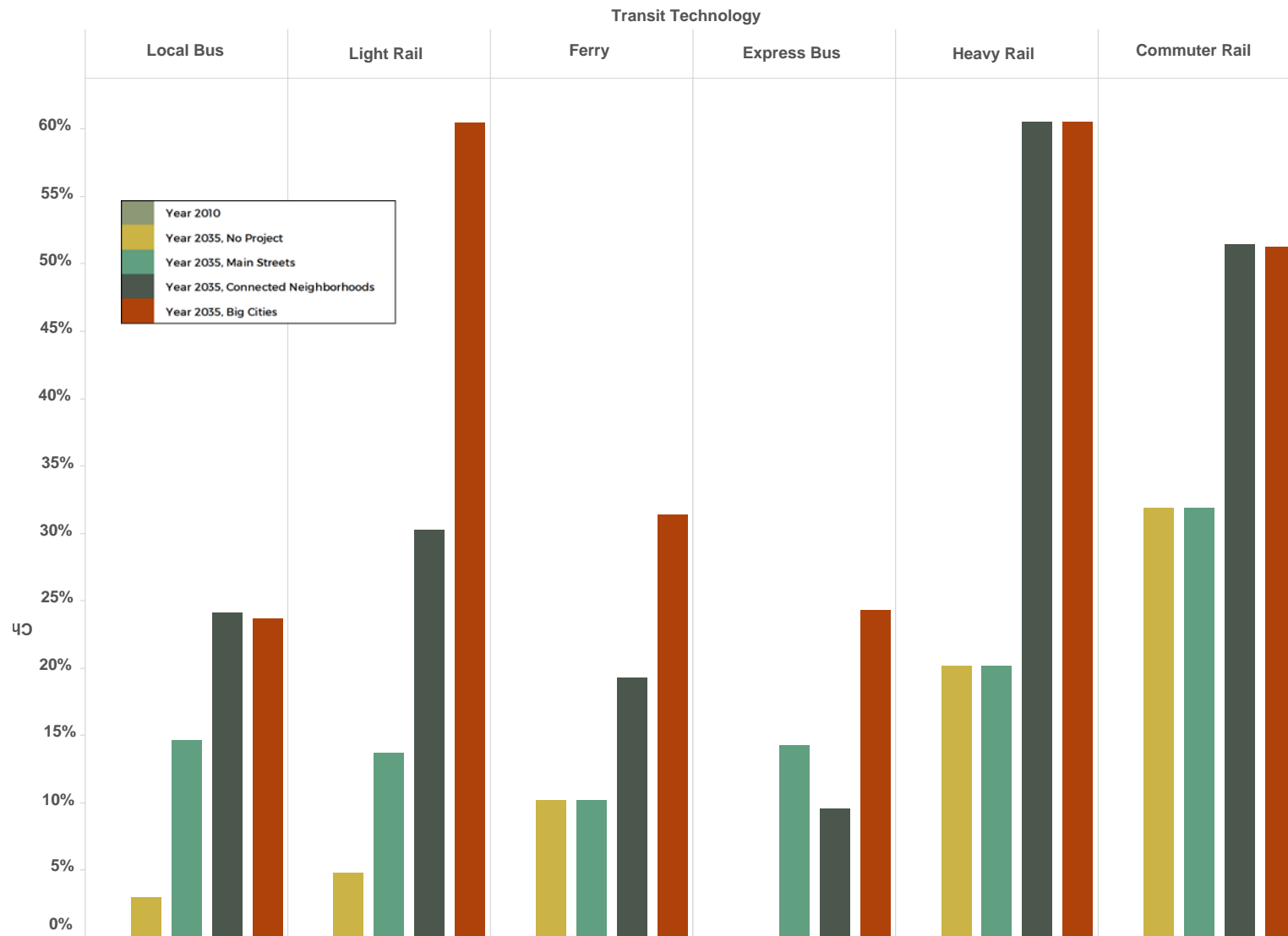


Figure 3: Change in Transit Passenger Seat Miles from Year 2010

Prices

The travel model system includes probabilistic models in which travelers select the best travel “mode” (e.g., automobile, transit, bicycle, etc.) for each of their daily tours (round trips) and trips. One determinant of this choice is the trade-off between saving time and saving money. For example, a traveler may have two realistic options for traveling to work, as follows: (i) driving, which would take 40 minutes (roundtrip) and cost \$10 for parking; or, (ii) taking transit, which would take 90 minutes (roundtrip) and cost \$4 in bus fare (\$2 each way). The mode choice model, as estimated in the early 2000s, includes coefficients that dictate how different travelers in different contexts make decisions regarding saving time versus saving money. These model coefficients value time in units consistent with year 2000 dollars, i.e. the model itself – not an exogenous input to the model – values time relative to costs in year 2000 dollars. Because re-estimating model coefficients is an “expensive” (in terms of staff time and/or consultant resources) process, it is done infrequently, which, in effect, “locks in” the dollar year in which prices are input to the travel model. In order to use the model’s coefficients properly, all prices must be input in year 2000 dollars. In the remainder of this document, prices are presented both in (close to) current year dollars, to facilitate easy understanding of the prices, and year 2000 dollars, which are the units required by the model coefficients.

Six different types of prices are explicitly represented in the travel model, as follows: (i) bridge tolls; (ii) express lane tolls; (iii) transit fares; (iv) parking fees; (v) perceived automobile operating cost and gas taxes; and, (vi) cordon tolls. A brief discussion on how the model determines each synthetic traveler’s value of time is presented next, after which the input assumptions across each of these price categories are presented.

Value of Time

The model coefficients that link the value of time with the other components of decision utilities remain constant between the baseline and forecast years, with the one exception of the coefficients on travel cost. These coefficients are a function of each synthetic individual’s value of time, a number drawn, in both the historical and forecast year simulations, from one of four log-normal distributions (see Figure 4). The means of these distributions are a function of each traveler’s household income. The value of time for children in a household is equal to two-thirds that of an adult. The means and shapes of these distributions remain constant across forecast years and scenarios.

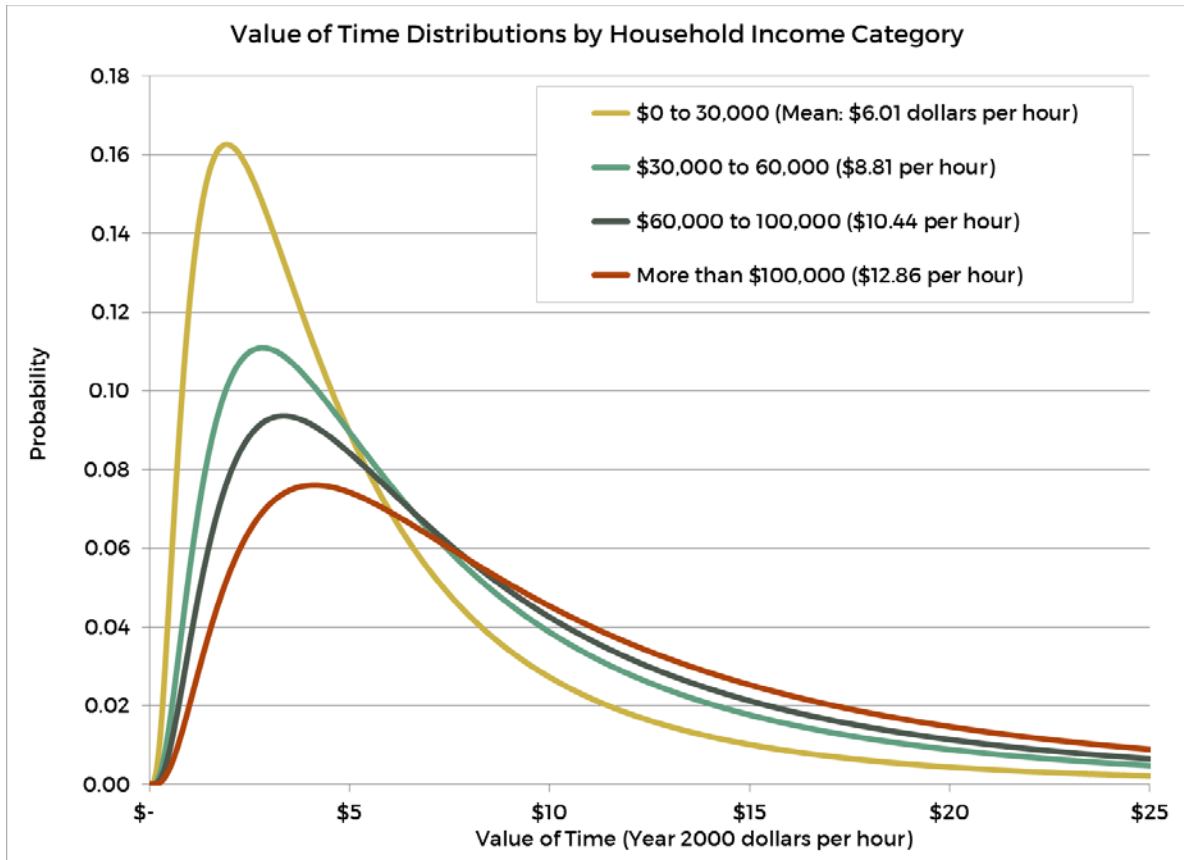


Figure 4: Value of Time Distribution by Household Income (Year 2000 dollars)

Bridge Tolls

The bridge tolls assumed in the year 2010 baseline scenario are shown below in Table 2. Please note that Table 2 includes the price of tolls in year 2010 expressed in both year 2000 and year 2015 dollars.

The No Project scenario assumes the toll schedule in place as of July 1, 2012. This schedule is consistent with the year 2010 tolls presented in Table 2, though there are differences in the tolls for multi-axle vehicles, which are not shown in Table 2¹³.

The bridge tolls assumed in Main Streets, Connected Neighborhoods, and Big Cities are summarized in Table 3. Again, the price of tolls in year 2035 are expressed in year 2000 and year 2015 dollars.

¹³ Complete details are available here: <http://bata.mtc.ca.gov/getting-around#/>.

Table 2: Year 2015 Common Peak Period Bridge Tolls[†]

Bridge	2-axle, single occupant toll		2-axle, carpool* toll	
	\$2000	\$2015	\$2000	\$2015
San Francisco/Oakland Bay Bridge	\$4.82	\$6.00	\$2.01	\$2.50
Antioch Bridge	\$4.02	\$5.00	\$2.01	\$2.50
Benicia/Martinez Bridge	\$4.02	\$5.00	\$2.01	\$2.50
Carquinez Bridge	\$4.02	\$5.00	\$2.01	\$2.50
Dumbarton Bridge	\$4.02	\$5.00	\$2.01	\$2.50
Richmond/San Rafael Bridge	\$4.02	\$5.00	\$2.01	\$2.50
San Mateo Bridge	\$4.02	\$5.00	\$2.01	\$2.50
Golden Gate Bridge	\$4.02	\$5.00	\$2.41	\$3.00

[†] – The full toll schedule includes off-peak tolls and tolls for 3- or more axle vehicles.

* – Carpools are defined as either two-or-more- or three-or-more-occupant vehicles, depending on the bridge, and only receive a discount during the morning and evening commute periods (source: bata.mtc.ca.gov; goldengatebridge.org).

Table 3: Year 2035 Common Peak Period Bridge Tolls for Scenarios 1, 2, and 3[†]

Bridge	2-axle, single occupant toll		2-axle, carpool* toll	
	\$2000	\$2015	\$2000	\$2015
San Francisco/Oakland Bay Bridge	\$5.72	\$8.00	\$2.86	\$4.00
Antioch Bridge	\$5.01	\$7.00	\$2.50	\$3.50
Benicia/Martinez Bridge	\$5.01	\$7.00	\$2.50	\$3.50
Carquinez Bridge	\$5.01	\$7.00	\$2.50	\$3.50
Dumbarton Bridge	\$5.01	\$7.00	\$2.50	\$3.50
Richmond/San Rafael Bridge	\$5.01	\$7.00	\$2.50	\$3.50
San Mateo Bridge	\$5.01	\$7.00	\$2.50	\$3.50
Golden Gate Bridge	\$4.47	\$6.25	\$3.04	\$4.25

[†] – The full toll schedule includes off-peak tolls and tolls for 3- or more axle vehicles.

* – Carpools are defined as either two-or-more- or three-or-more-occupant vehicles, depending on the bridge, and only receive a discount during the morning and evening commute periods (source: bata.mtc.ca.gov; goldengatebridge.org).

Express Lane Tolls

MTC's travel model explicitly represents the choice of travelers to pay a toll to use an express lane (i.e., a high-occupancy toll lane) in exchange for the time savings offered by the facility relative to the parallel free lanes. To exploit this functionality, the analyst must assign a travel price by time of day and vehicle class on each express lane link in the network. To efficiently and transparently simulate the impacts of the express lanes on behavior, we segment the express lane network in the scenarios into logical segments, with each segment

receiving a time-of-day-specific per mile fee. To illustrate the detail involved in this coding, Figure 5, Figure 6, and Figure 7 (abstractly) present the morning commute period price for the year 2035 simulations. Please note that the simulated prices are not perfectly optimal – meaning, MTC did not analyze each corridor iteratively to find the price that maximized a pre-defined operational goal. Rather, the prices are adjusted a handful of times in an attempt to keep congestion low and utilization high. Importantly, the prices are held constant over four-hour morning (6 to 10 am) and evening (4 to 7 pm) commute periods. MTC’s travel model assumes that congestion is uniform over the entire four-hour commute periods. We know this is not true, but make this assumption as a simplification. The peak one-hour within the four-hour commute period would require a higher toll than those simulated in the model.

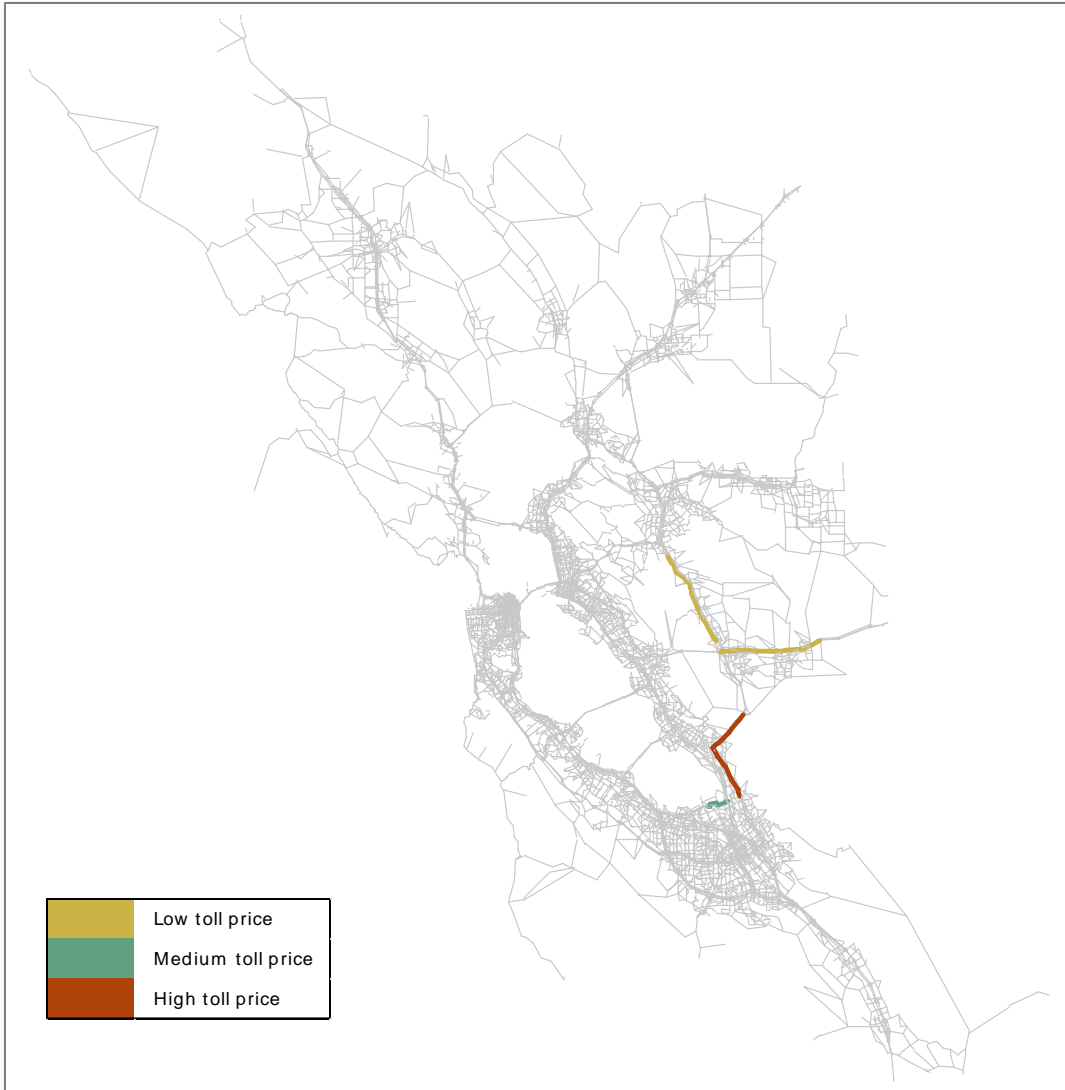


Figure 5: Morning Commute Express Lane Prices for Scenario 0 - No Project and Scenario 2 – Connected Neighborhoods

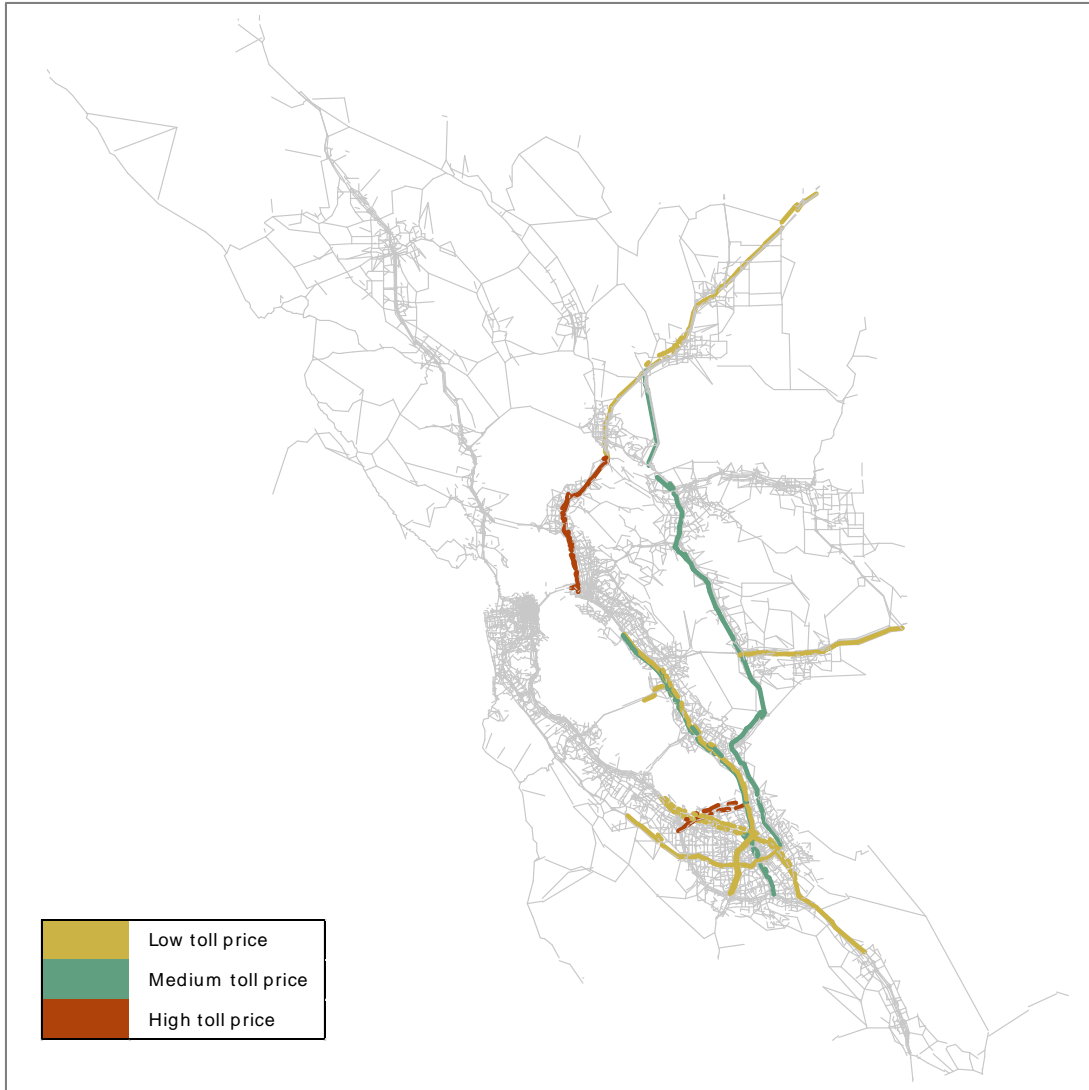


Figure 6: Morning Commute Express Lane Prices for Scenario 1- Main Streets

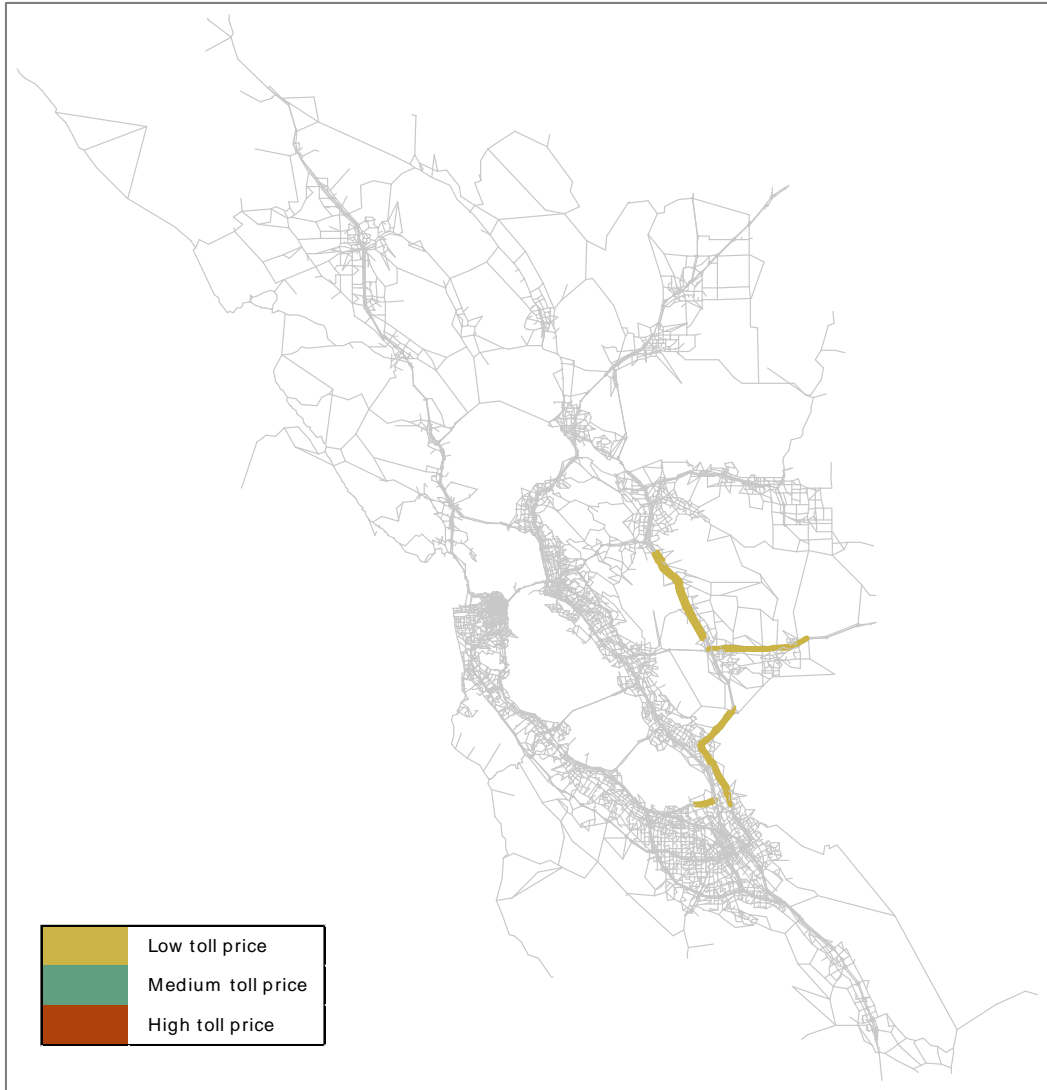


Figure 7: Morning Commute Express Lane Prices for Scenario 3 - Big Cities

Transit Fares

The forecast year transit networks pivot off a year 2015 baseline network, i.e. the alternatives begin with 2015 conditions and add/remove service to represent the various alternatives. The transit fares in 2015 are assumed to remain constant (in real terms) in all of the forecast years. We are, therefore, explicitly assuming that transit fares will keep pace with inflation and that transit fares will be as expensive in the forecast year as they are today, relative to parking prices, bridge tolls, etc. As a simplification, we assume travelers pay the cash fare to ride each transit service. Table 4 includes fare prices in year 2015 expressed in both year 2000 and year 2015 dollars (i.e., the table does *not* include information about the cost of taking transit in the year 2000).

Table 4: Year 2015 Common Transit Fares

Operator	Base fare	
	\$2000	\$2015
San Francisco Municipal Transportation Agency (Muni)	\$1.57	\$2.25
Alameda/Contra Costa Transit (AC Transit) –Local buses	\$1.47	\$2.10
Santa Clara Valley Transportation Authority (VTA) –Local buses	\$1.40	\$2.00
Santa Clara Valley Transportation Authority (VTA) –Express buses	\$2.80	\$4.00
San Mateo County Transit (Sam Trans) –Local buses	\$1.40	\$2.00
Golden Gate Transit –Marin County to San Francisco Service	\$3.67	\$5.25
County Connection (CCCTA)	\$1.40	\$2.00
Tri-Delta Transit	\$1.40	\$2.00
Livermore Amador Valley Transit Authority (Wheels, LAVTA)	\$1.40	\$2.00

Note: this is a sample, rather than an exhaustive list, of Bay Area transit providers and fares.

Parking Prices

The travel model segments space into travel analysis zones (TAZs). Simulated travelers move between TAZs and, in so doing, burden the transportation network. Parking costs are applied at the TAZ-level: travelers going to zone X in an automobile must pay the parking cost assumed for zone X.

The travel model uses hourly parking rates for daily/long-term (those going to work or school) and hourly/short-term parkers. The long-term hourly rate for daily parkers represents the advertised monthly

Appendix D
List of Transportation Control Measures (TCM) Projects

parking rate, averaged for all lots in a given TAZ, scaled by 22 days per month, then scaled by 8 hours per day; the short-term hourly rate is the advertised hourly rate – generally higher than the rate daily parkers pay – averaged for all lots in a given TAZ. Priced parking in the Bay Area generally occurs in greater downtown San Francisco, downtown Oakland, Berkeley, downtown San Jose, and Palo Alto.

When forecasting, we assume that parking prices change over time per a simple model: parking cost increases linearly with employment density. Across the scenarios, therefore, the parking charges vary with employment density.

Perceived Automobile Operating Cost and Gas Tax

When deciding between traveling in a private automobile or on a transit vehicle (or by walking, bicycling, etc.), MTC assumes travelers consider the cost of operating and maintaining, but not owning and insuring, their automobiles. The following three inputs are used to determine the perceived automobile operating cost: average fuel price, average fleet-wide fuel economy, and non-fuel related operating and maintenance costs.

In an effort to improve consistency among regional planning efforts across the state, the Regional Targets Advisory Committee (formed per Senate Bill 375) recommended that California's metropolitan planning organizations (MPOs) use consistent assumptions for fuel price and for the computation of automobile operating cost in long range planning. Using forecasts generated by the United States Department of Energy (DOE) in the summer of 2013 (and expressed in year 2010 dollars), the MPOs agreed¹⁴ to procedures to consistently estimate forecast year fuel and non-fuel-related prices. The average fleet-wide fuel economy implied by the *EMFAC 2014* software is used to represent the average fleet-wide fuel economy. A summary of our assumptions are presented below in Table 5. Note that the prices in Table 5 are presented in year 2015 (i.e., current year) dollars, year 2010 dollars (the units used in the above referenced documentation), and year 2000 dollars (units of the travel model).

In all of the year 2035 scenarios save the No Project, a regional gas tax of 10 cents per gallon (\$2015 dollars) is assumed.

¹⁴ Please see the memorandum titled "Automobile Operating Cost for the Second Round of Sustainable Communities Strategies" dated August 27, 2014.

Table 5: Perceived Automobile Operating Cost Calculations

Measure	Analysis Year	
	2010	2035
Average fuel price (Year 2000 dollars per gallon)	\$2.51	\$3.86
Average fuel price (Year 2010 dollars per gallon)	\$3.17	\$4.87
Average fuel price (Year 2015 dollars per gallon)	\$3.61	\$5.54
EMFAC-implied fuel economy (miles per gallon)	20.10	40.36
Non-fuel-related operating cost (\$2000 per mile)	\$0.04	\$0.07
Non-fuel-related operating cost (\$2010 per mile)	\$0.05	\$0.09
Non-fuel-related operating cost (\$2015 per mile)	\$0.06	\$0.10
Perceived automobile operating cost (\$2000 per mile) [†]	\$0.17	\$0.17
Perceived automobile operating cost (\$2010 per mile) [†]	\$0.21	\$0.21
Perceived automobile operating cost (\$2015 per mile) [†]	\$0.24	\$0.24

[†] Sum of the fuel-related operating cost (fuel price divided by fuel economy) and non-fuel-related operating cost.

Cordon Tolls

The Connected Neighborhoods and Big Cities scenarios include a cordon toll in San Francisco. The scheme requires all vehicles to pay a \$6.00 (\$2015) fee to enter or leave the greater downtown San Francisco area during the evening commute period. The cordoned area is bounded by Laguna Street to the West, 18th Street to the South, and the San Francisco Bay to the North and East.

Other Key Assumptions

Technology currently allows large numbers of Bay Area residents to work at home. In the forecast years, MTC assumes the trend of workers working at home revealed in Census data from 1980 through 2014 will continue through 2040. Figure 8 presents the historical data, the trend, and the MTC forecasts. These telecommuting assumptions are the same across all year 2035 scenarios, including the No Project.

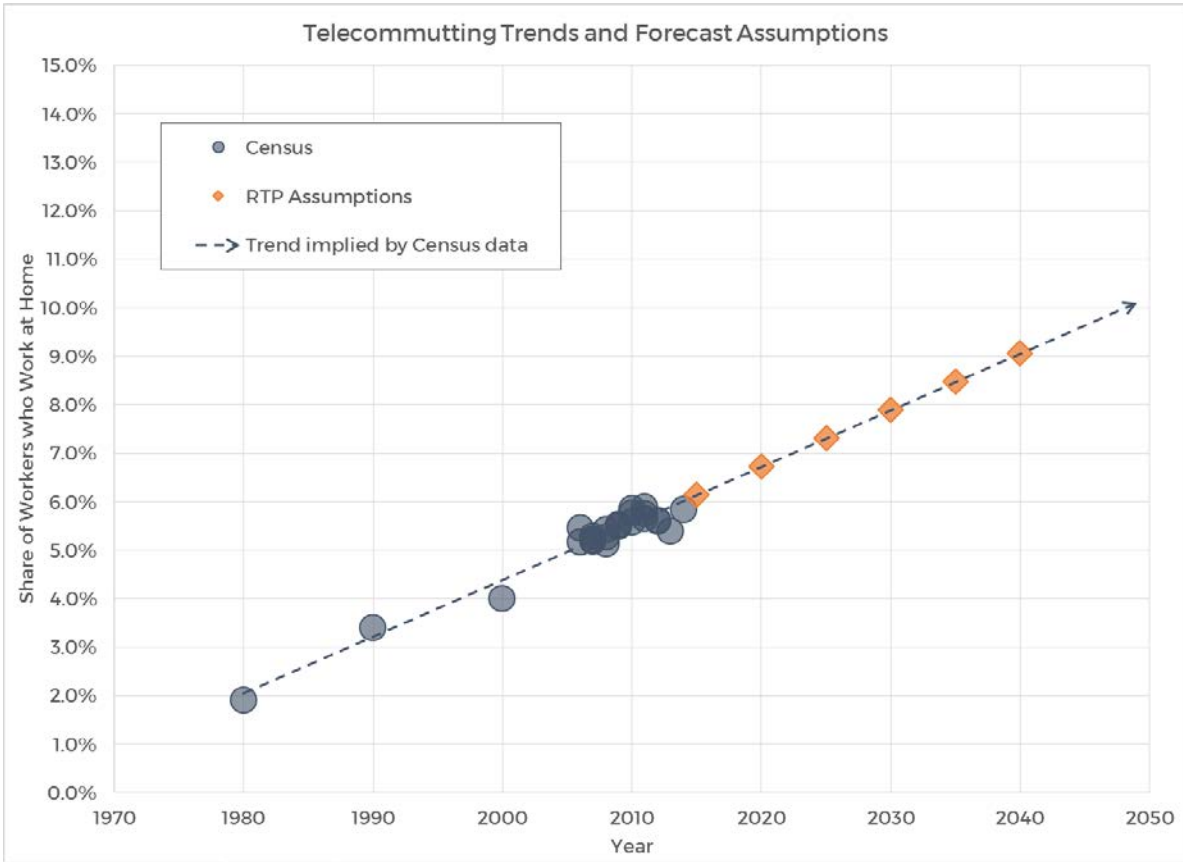


Figure 8: Work at Home Observations, Trends, and Forecasts

4 Key Results

Selected travel model results across a variety of dimensions are summarized and discussed here. The presented results are not exhaustive and are intended only to give the reader a general sense of the expected behavioral changes in response to differing input assumptions across scenarios.

Performance Targets and Equity Analysis

The purpose of this document is to describe the response of travelers to the projects and policies implemented in the scenarios described in the previous section. Information from the travel model is also used to help assess the performance of each of the scenarios per agency-adopted targets. This information is described in MTC's May Planning Committee memorandum¹⁵.

Information from the travel model is also used to analyze how different populations are impacted by the investments and policies included in each alternative. This information is described in MTC's May Planning Committee memorandum¹⁶.

Automobile Ownership

Figure 9 presents the automobile ownership rates across the four scenarios in the year 2035 simulations as well as year 2010. The differences across scenarios are not dramatic. A key finding is the general increase in zero automobile households in the Connected Neighborhoods and Big Cities scenarios.

¹⁵ Available here: <http://mtc.legistar.com/gateway.aspx?M=F&ID=a78d1547-7db3-4dd2-afdb-2d14fe3aec71.pdf>.

¹⁶ Ibid.

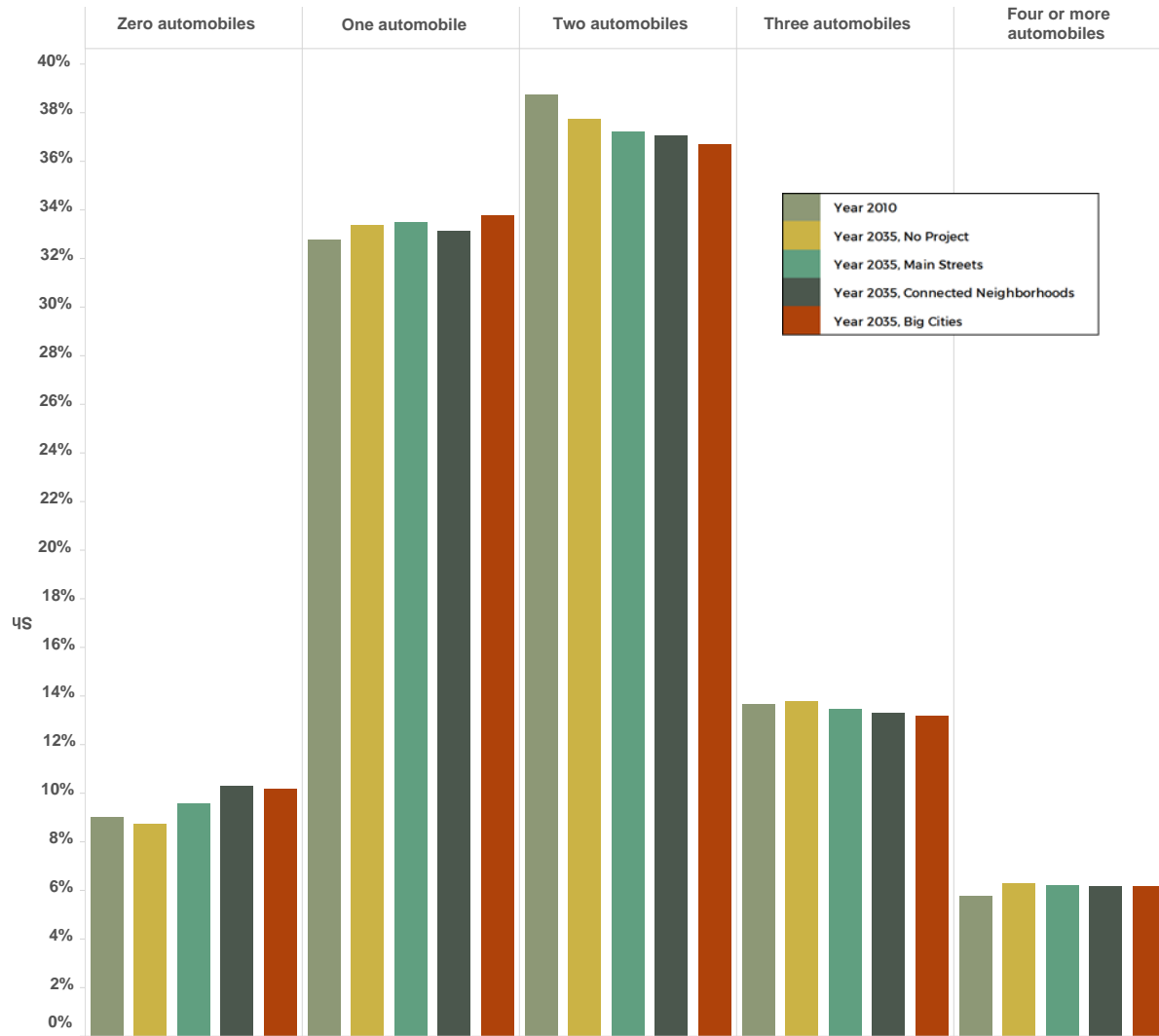


Figure 9: Year 2035 Automobile Ownership Results

Activity Location Decisions

Figure 10 and Figure 11 present the average trip distance by travel model for all travel and for trips on work tours, respectively. The key finding here is that the Connected Neighborhoods and Big Cities scenarios bring activities slightly closer together relative to 2010.

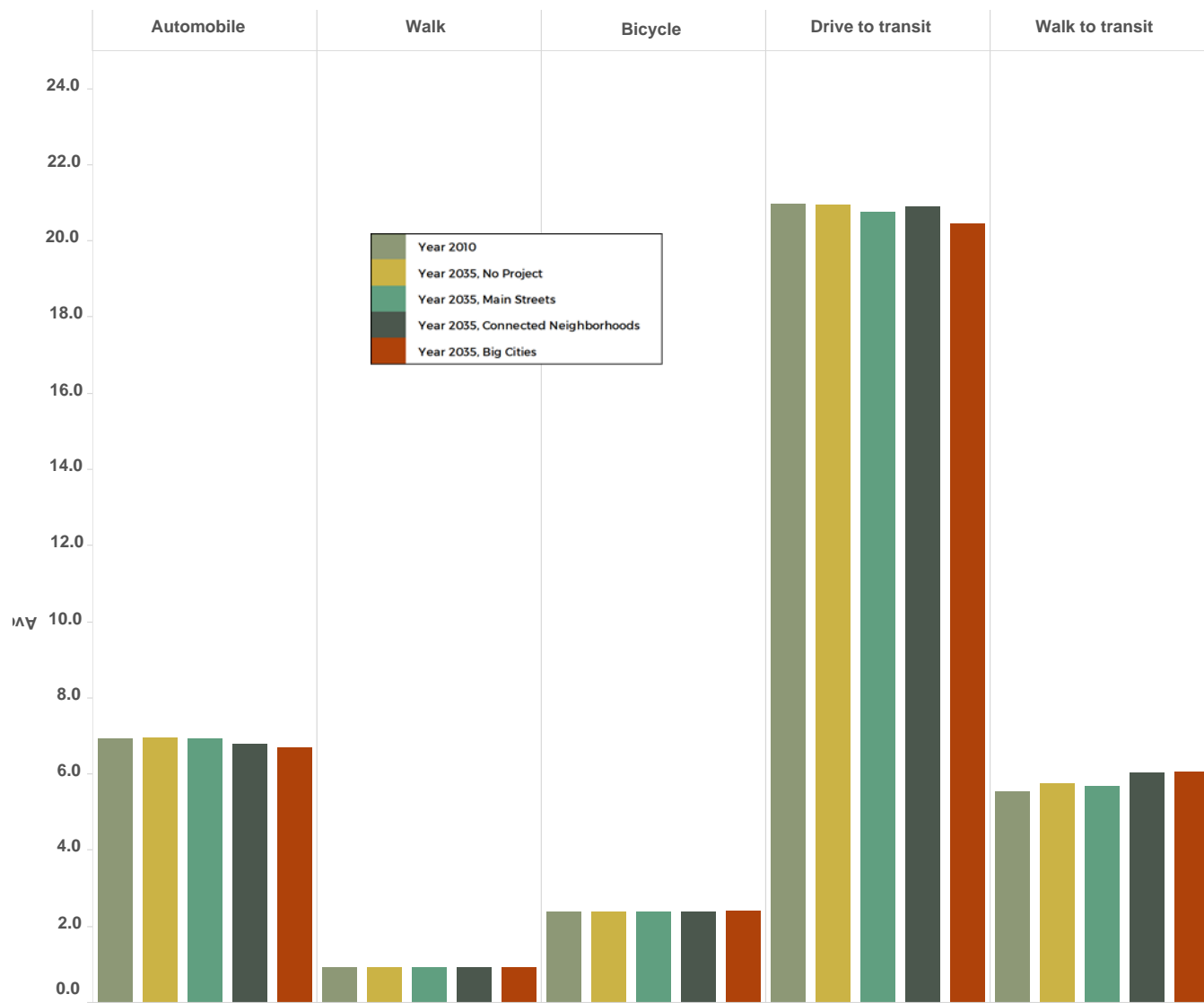


Figure 10: Year 2035 Average Trip Distance

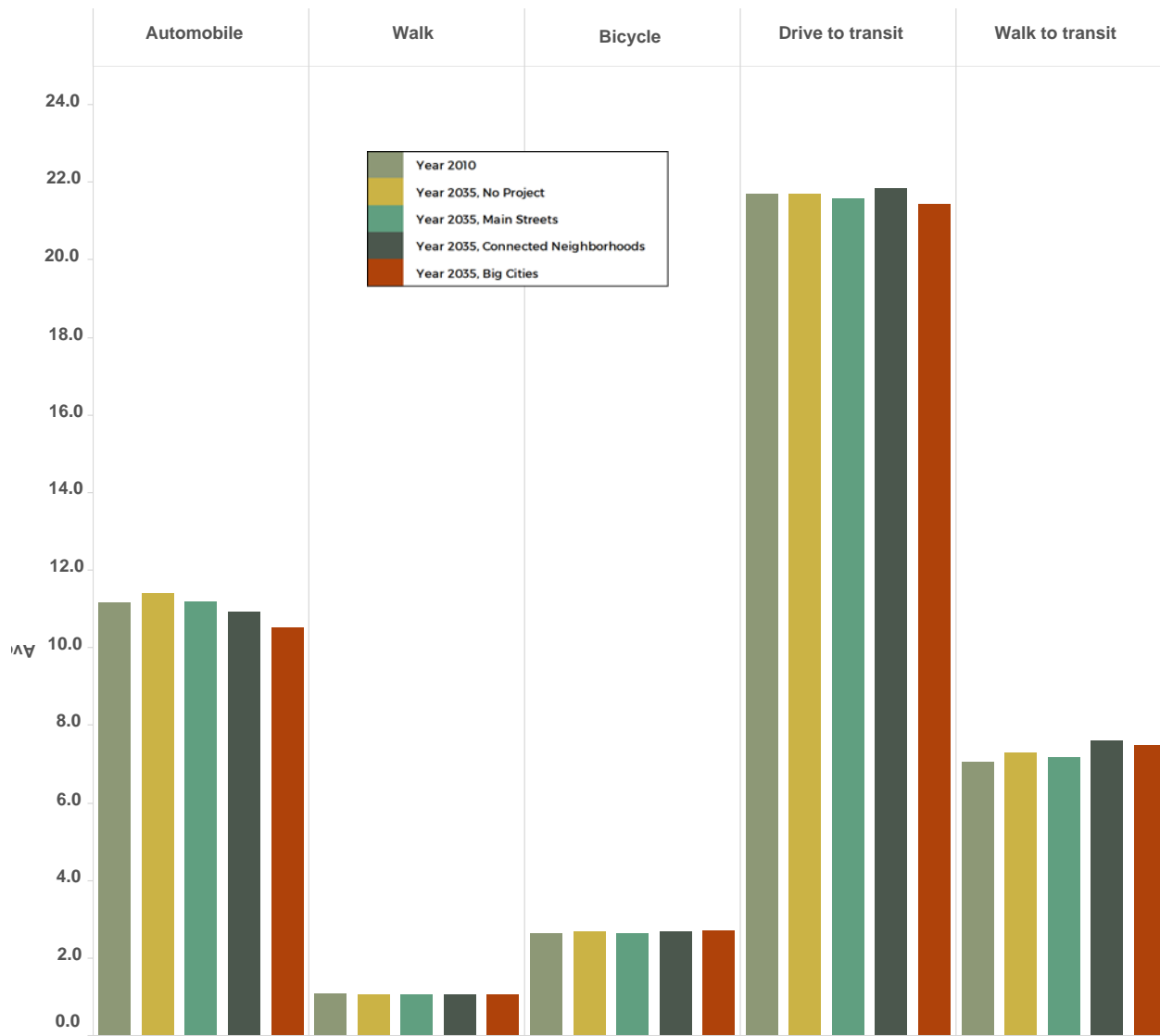


Figure 11: Year 2035 Average Trip Distance for Travel on Work Tours

Travel Mode Choice Decisions

The means by which a traveler gets from point A to point B is referred to as the travel mode. Within MTC's representation of travel behavior, five automobile-based modal options are considered, specifically:

- traveling alone in a private automobile and opting *not* to pay to use an express lane (“single occupant, no HOT”), an option only available to those in households who own at least one automobile;
- traveling alone in a private automobile and opting to pay to use an express lane (“single occupant, pay to use HOT”), an option only available to those who both own a car and whose journey would benefit from using the express lane facility (e.g., this option is not available to those driving through a residential neighborhood to drop a child at school);
- traveling with one passenger in a private automobile and opting *not* to pay to use an express lane (“two occupants, no HOT”) (these travelers can use carpool lanes for which they are eligible), an option available to all households;
- traveling with one passenger in a private automobile and opting to pay to use an express lane (“two occupants, pay to use HOT”), an option available to all households provided they would benefit from using an express lane (if the express lane facility which benefits travelers allows two-occupant vehicles to travel for free, than these travelers are categorized as “two occupants, no HOT”); and,
- traveling with two or more passengers in a private automobile (“three-or-more occupants”) – these travelers are allowed to travel for free on express lane facilities across all the scenarios (as well as carpool facilities).

The travel model explicitly considers numerous non-automobile options which are collapsed in these summaries into the following four options: transit, getting to and from by foot (“walk to transit”); transit, getting to or from in an automobile (“drive to transit”); walk; and, bicycle.

Figure 12 and Figure 13 present the share of trips made by various travel modes. Figure 12 shows shares of travel in automobiles by occupancy category as well as willingness to pay to use an express lane. Overall, we predict Bay Area residents will reduce the share of travel accomplished in a private automobile from about 84 percent in 2010 to just below 82 percent in 2035 in the Big Cities scenarios. Figure 13 presents companion results for non-automobile travel modes, including public transit, walking, and bicycling. Here, we see an increase in walking and transit in the Connected Neighborhoods and Big Cities scenarios, which reflect the increase in transit service and increasingly efficient land development patterns.

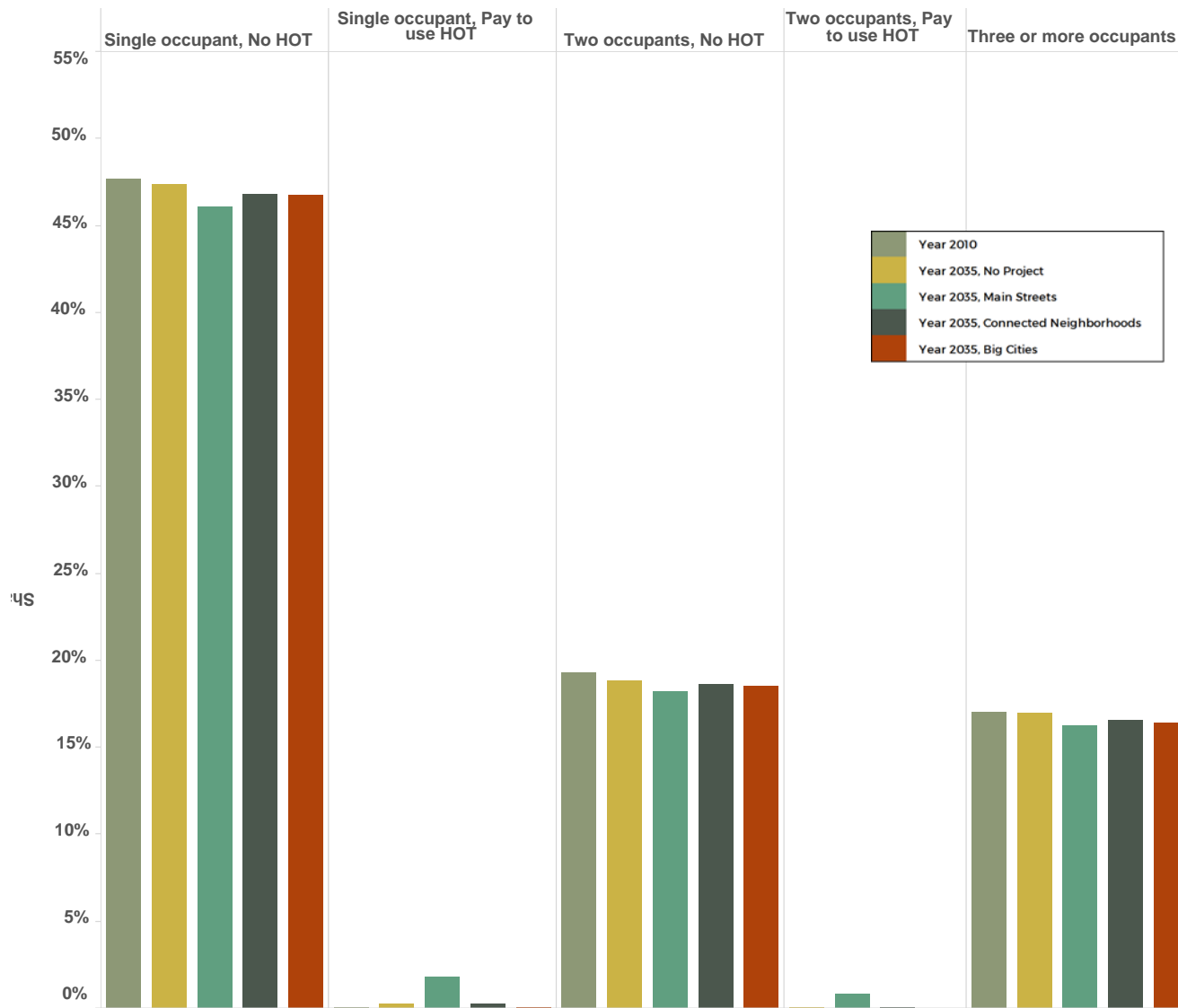


Figure 12: Year 2035 Automobile Mode Shares for All Travel

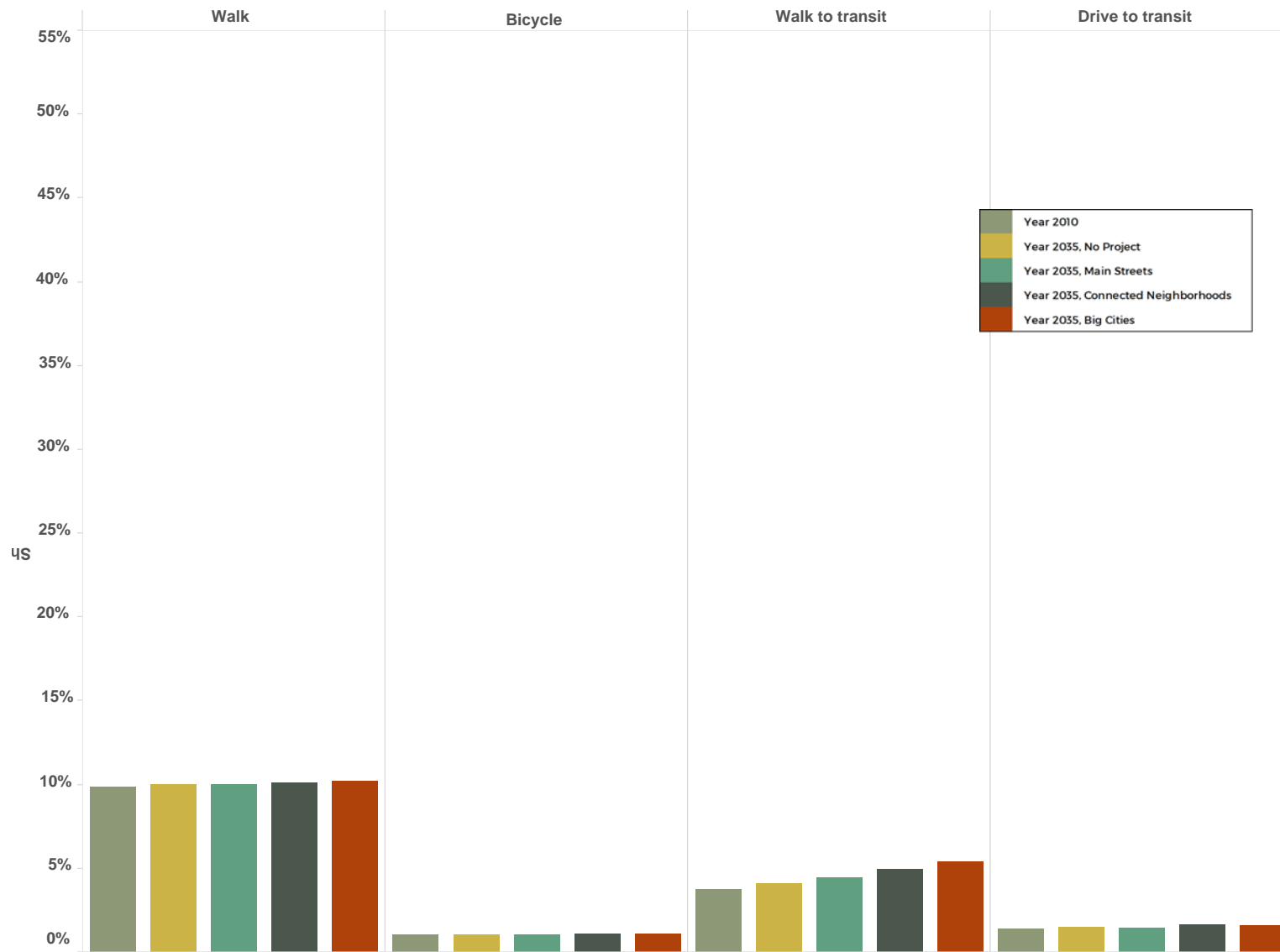


Figure 13: Year 2035 Non-Automobile Mode Shares for All Travel

Aggregate Transit Dem and Estim ates

Bay Area residents choosing to travel by transit are explicitly assigned to a specific transit route. As a means of organizing our results, MTC groupstransit lines into the following technology-specific categories

- **Local bus** standard, fixed-route bus service, of the kind a traveler may take to and from a neighborhood grocery store or to work, as well as so-called “bus rapid transit” service.
- **Express bus** longer distance service typically provided in over-the-road coach technology. Golden Gate Transit, for example, provides express bus service between Marin County and Downtown San Francisco.
- **Light rail**: represented in the Bay Area by San Francisco’s Muni Metro and streetcar services (F-Market and E-Caltrain), as well as Santa Clara Valley Transportation Authority’s light rail service.
- **Heavy rail**: another name for the Bay Area Rapid Transit (BART) service.
- **Commuter rail**: longer distance rail service typically provided on grade-separated railroads, including Caltrain, Sonoma-Marín Area Rail Transit (SMART), Amtrak’s Capitol Corridor, and Altamont Commuter Express.

Figure 14 presents the estimates of transit boardings by these categories on the typical weekday simulated by the travel model. Ridership increases from about 1.7 million daily boardings in 2010 to over 3.0 million daily boardings in the 2035 Big Cities scenario.

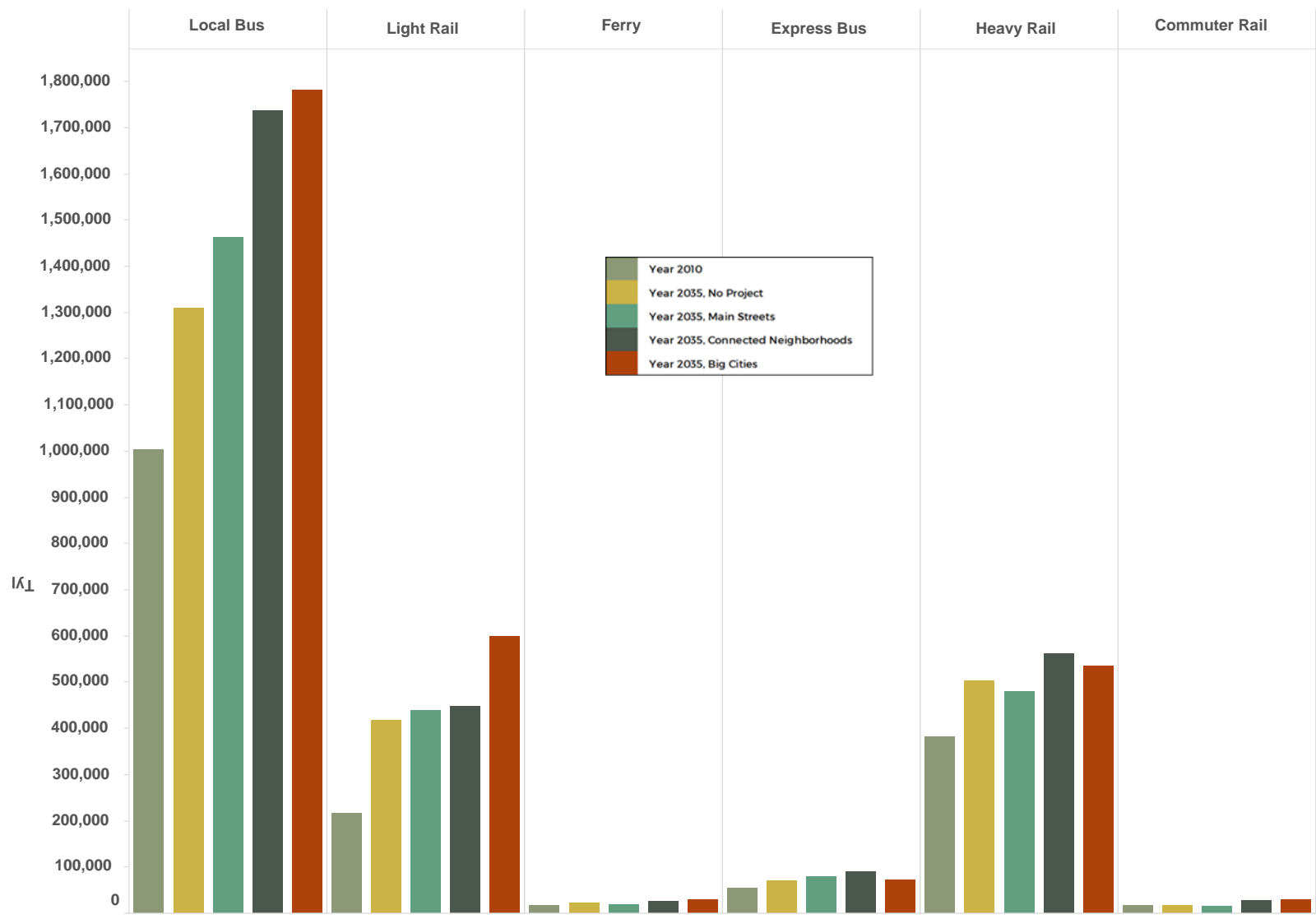


Figure 14: Year 2035 Typical Weekday Transit Boardings by Technology

Roadway Utilization and Congestion Estimates

Trips made by automobile are first aggregated into matrices identifying each trip's origin and destination and then "assigned" to a representation of the Bay Area's roadway network. The assignment process iteratively determines the shortest path between each origin-destination pair, shifting some number of trips to each iteration's shortest path, until the network reaches a certain level of equilibrium – defined as a state in which travelers cannot change to a lower "cost" route (where cost includes monetary and non-monetary (time) expenditures). Several measures of interest are generated by the assignment process, including vehicle miles traveled, delay, and average travel speed.

Please note that MTC maintains three separate estimates of the quantity of vehicle miles traveled (VMT), as follows:

- (1) the quantity assigned directly to the highway network;
- (2) the quantity (1) plus so-called "intra-zonal" VMT (i.e., travel that occurs at a geographic scale finer than the travel model's network representation), which is computed off-line; and,
- (3) the quantity (2) adjusted to match the VMT the Air Resources Board (CARB) believes takes place in the Bay Area (a number slightly higher than MTC's estimate).

In this document, the VMT identified as (1) in the above list is presented; the emission estimates (presented in the next subsection) are based on the VMT identified as quantity (3).

Figure 15 first segments VMT into five time periods and then scales the VMT by the number of hours in each time period. The result is the intensity of VMT by time of day as well as the increase in VMT from 2010 to 2035. Overall, VMT varies only slightly across the year 2035 alternatives, with the Big Cities scenario having the lowest VMT.

Figure 16 presents the average freeway speed across scenarios. Looking at the speeds during the morning and evening commute periods, we see a reduction in speed (or, said another way, an increase in congestion) from the year 2010 scenario to the year 2035 No Project scenario. Each of the alternatives improves freeway speeds

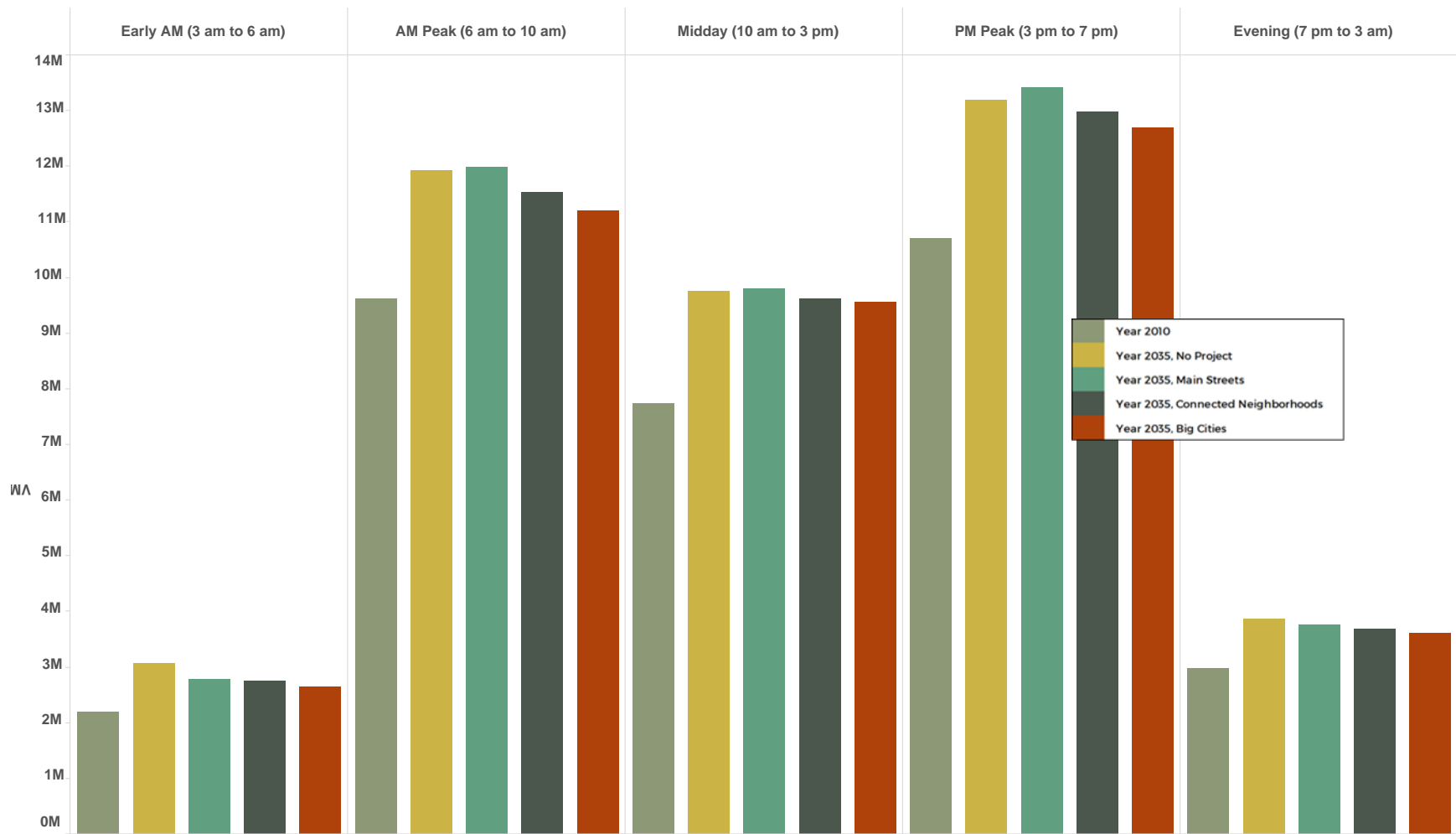


Figure 15: Year 2035 Vehicle Miles Traveled per Hour by Time Period

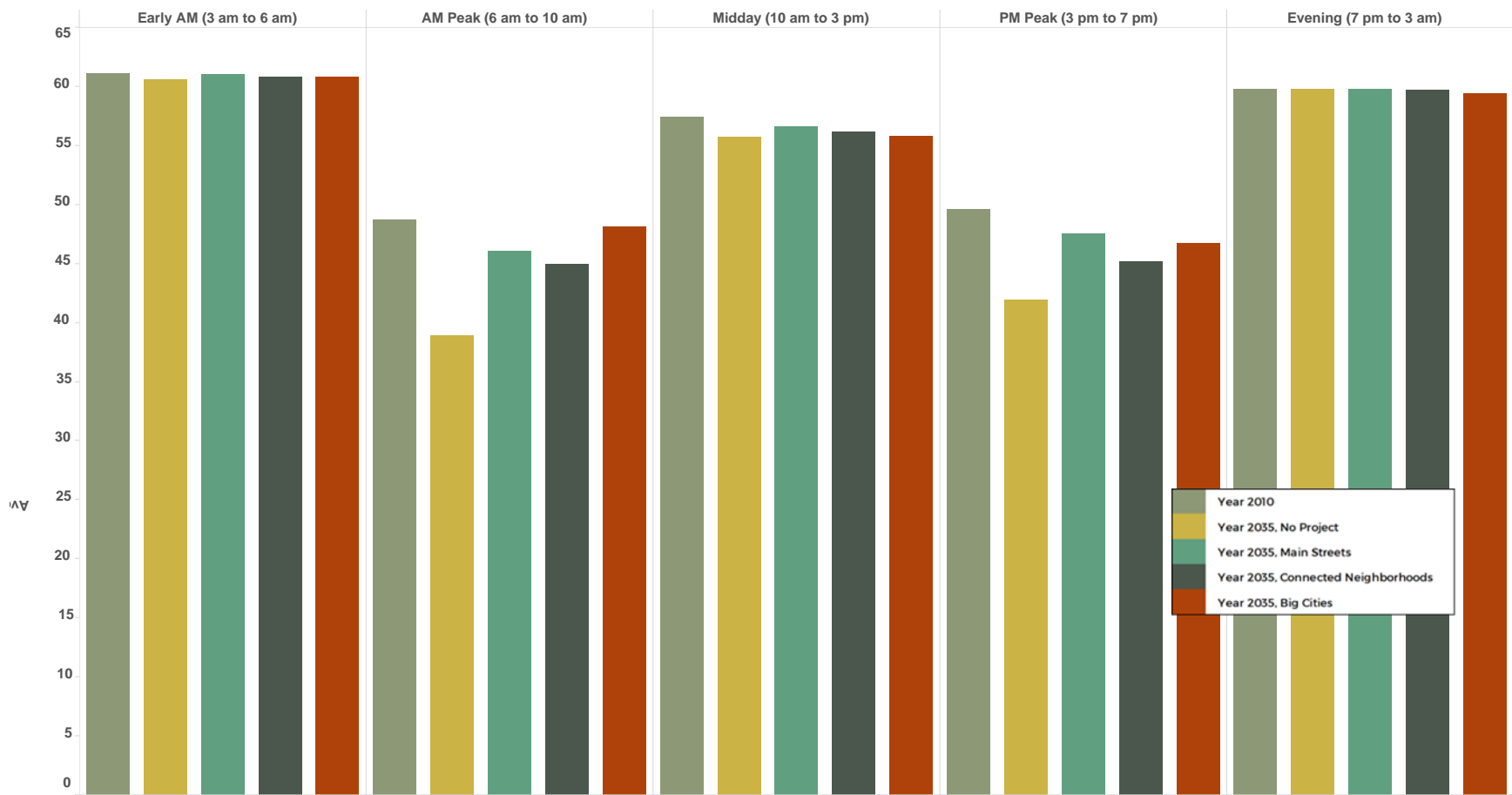


Figure 16: Year 2035 Average Vehicle Speeds on Freeways

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Appendix D
List of Transportation Control Measures (TCM) Projects

TCM A: Regional Express Bus
Regional Express Bus Program
Vehicle Deployment Throughout the Bay Area¹
February 18, 2009

Transit Operator	Vehicle Type	Serial Registration ²	Funds Obligated	Operating Agency	Route	Weekday Service Hours	Weekend Service Hours
Fairfield-Suisun	Over-The-Road	1M8PDMPA13P055949	11/14/2002	Fairfield-Suisun	40 Vacaville/Fairfield to Pleasant Hill/Walnut Creek BART	5:00 AM - 9:57 AM & 3:01 PM - 8:31 PM	
	Over-The-Road	1M8PDMPA83P055950	11/14/2002	Fairfield-Suisun	40 Vacaville/Fairfield to Pleasant Hill/Walnut Creek BART	5:00 AM - 9:57 AM & 3:01 PM - 8:31 PM	
	Suburban	15GCD201731111920	1/27/2003	Fairfield-Suisun - Transferred from SamTrans ⁴	30 Fairfield to Davis/Sacramento	6:08 AM - 7:05 PM	Sat Only 8:03 AM - 4:43 PM
	Suburban	15CGD201931111921	1/27/2003	Fairfield-Suisun - Transferred from SamTrans ⁴	30 Fairfield to Davis/Sacramento	6:08 AM - 7:05 PM	Sat Only 8:03 AM - 4:43 PM
Golden Gate	Over-The-Road	1M8PDMPA53P055680	11/8/2002	Golden Gate	71 Novato/San Rafael/Marin City/San Francisco	6:35 AM - 8:27 PM	Sat Only 6:59 AM - 7:28 PM
	Over-The-Road	1M8PDMPA73P055681	11/8/2002	Golden Gate	71 Novato/San Rafael/Marin City/San Francisco	6:35 AM - 8:27 PM	Sat Only 6:59 AM - 7:28 PM
	Over-The-Road	1M8PDMPA93P055682	11/8/2002	Golden Gate	72 Santa Rosa/Rohnert Park/Cotati/San Francisco	3:54 AM - 8:59 AM & 2:12 PM - 8:05 PM	
	Over-The-Road	1M8PDMPA03P055683	11/8/2002	Golden Gate	72 Santa Rosa/Rohnert Park/Cotati/San Francisco	3:54 AM - 8:59 AM & 2:12 PM - 8:05 PM	
	Over-The-Road	1M8PDMPA23P055684	11/8/2002	Golden Gate	75 Santa Rosa/Rohnert Park/Cotati - Petaluma /Marin Civic Center/San Rafael	5:02 AM - 8:35 AM & 2:59 PM - 7:18 PM	
	Over-The-Road	1M8PDMPA43P055685	11/8/2002	Golden Gate	75 Santa Rosa/Rohnert Park/Cotati - Petaluma /Marin Civic Center/San Rafael	5:02 AM - 8:35 AM & 2:59 PM - 7:18 PM	
LAVTA	Suburban	15GDD271521110872	3/25/2002	LAVTA	70X Pleasanton - Walnut Creek Express	5:09 AM - 9:16 AM & 3:19 PM - 7:42 PM	
	Suburban	15GDD271721110873	3/25/2002	LAVTA	70X Pleasanton - Walnut Creek Express	5:09 AM - 9:16 AM & 3:19 PM - 7:42 PM	
	Suburban	15GDD271921110874	3/25/2002	LAVTA	70X Pleasanton - Walnut Creek Express	5:09 AM - 9:16 AM & 3:19 PM - 7:42 PM	
	Suburban	15GDD271021110875	3/25/2002	LAVTA	70X Pleasanton - Walnut Creek Express	5:09 AM - 9:16 AM & 3:19 PM - 7:42 PM	
NCTPA	Suburban	15GCD201631111911	1/27/2003	SamTrans Transferring to NCTPA on 2/28/09	June 2009 - Calistoga/Yountville/Napa/American Canyon/Baylink Ferry Terminal	5:00 AM-6:30 PM; Peak Only	
	Suburban	15GCD201831111912	1/27/2003	SamTrans Transferring to NCTPA on 2/28/09	June 2009 - Calistoga/Yountville/Napa/American Canyon/Baylink Ferry Terminal	5:00 AM-6:30 PM; Peak Only	
Tri-Delta	Over-The-Road	1M8PDMPA63P055686	11/8/2002	Tri-Delta	300 Express Commuter Service Brentwood/Pittsburg BART	4:15 AM - 9:07 PM	
	Over-The-Road	1M8PDMPA63P055687	11/8/2002	Tri-Delta	300 Express Commuter Service Brentwood/Pittsburg BART	4:15 AM - 9:07 PM	
	Over-The-Road	1M8PDMPA63P055688	11/8/2002	Tri-Delta	300 Express Commuter Service Brentwood/Pittsburg BART	4:15 AM - 9:07 PM	
	Over-The-Road	1M8PDMPA63P055689	11/8/2002	Tri-Delta	300 Express Commuter Service Brentwood/Pittsburg BART	4:15 AM - 9:07 PM	
Vallejo	Over-The-Road	1M8PDMPA13P055627	11/14/2002	Leased to Fairfield-Suisun ⁵	90 Fairfield/EI Cerrito Del Norte BART	4:55 AM - 10:35 PM	
	Over-The-Road	1M8PDMPA33P055628	11/14/2002	Leased to Fairfield-Suisun ⁵	90 Fairfield/EI Cerrito Del Norte BART	4:55 AM - 10:35 PM	
	Over-The-Road	1M8PDMPA53P055629	11/14/2002	Vallejo	78 Vallejo/Benicia/Pleasant Hill BART/Walnut Creek BART	5:00 AM - 8:38 PM	
	Over-The-Road	1M8PDMPA13P055630	11/14/2002	Leased to Fairfield-Suisun ⁵	90 Fairfield/EI Cerrito Del Norte BART	4:55 AM - 10:35 PM	
	Over-The-Road	1M8PDMPA33P055631	11/14/2002	Leased to Fairfield-Suisun ⁵	90 Fairfield/EI Cerrito Del Norte BART	4:55 AM - 10:35 PM	
	Over-The-Road	1M8PDMPA53P055632	11/14/2002	Vallejo	78 Vallejo/Benicia/Pleasant Hill BART/Walnut Creek BART	5:00 AM - 8:38 PM	
	Over-The-Road	1M8PDMPA73P055633	11/14/2002	Vallejo	78 Vallejo/Benicia/Pleasant Hill BART/Walnut Creek BART	5:00 AM - 8:38 PM	
	Over-The-Road	1M8PDMPA93P055634	11/14/2002	Vallejo	78 Vallejo/Benicia/Pleasant Hill BART/Walnut Creek BART	5:00 AM - 8:38 PM	
	Over-The-Road	1M8PDMPA03P055635	11/14/2002	Vallejo	78 Vallejo/Benicia/Pleasant Hill BART/Walnut Creek BART	5:00 AM - 8:38 PM	
	Over-The-Road	1M8PDMPA23P055636	11/14/2002	Leased to Fairfield-Suisun ⁵	90 Fairfield/EI Cerrito Del Norte BART	4:55 AM - 10:35 PM	
	Over-The-Road	1M8PDMPA43P055637	11/14/2002	Leased to Fairfield-Suisun ⁵	90 Fairfield/EI Cerrito Del Norte BART	4:55 AM - 10:35 PM	
	Over-The-Road	1M8PDMPA83P055639	11/14/2002	Leased to Fairfield-Suisun ⁵	90 Fairfield/EI Cerrito Del Norte BART	4:55 AM - 10:35 PM	
	WestCat	Suburban	15GCD211121111974	3/7/2002	WestCat	30Z Hercules Transit Center/Martinez/BART	5:59 AM - 8:03 PM
Suburban		15GCD211521111975	3/7/2002	WestCat	30Z Hercules Transit Center/Martinez/BART	5:59 AM - 8:03 PM	
Suburban		15GCD211121111976	3/7/2002	WestCat	30Z Hercules Transit Center/Martinez/BART	5:59 AM - 8:03 PM	
Suburban		15GCD201X31111913	1/27/2003	WestCat - Transferred from SamTrans ⁴	LYNX Rodeo/Hercules/San Francisco Transbay Terminal	5:00 AM - 9:45 AM & 3:30 PM - 8:33 PM	
Suburban		15GCD201131111914	1/27/2003	WestCat - Transferred from SamTrans ⁴	LYNX Rodeo/Hercules/San Francisco Transbay Terminal	5:00 AM - 9:45 AM & 3:30 PM - 8:33 PM	
Suburban		15GCD201331111915	1/27/2003	SamTrans ⁴	LYNX Rodeo/Hercules/San Francisco Transbay Terminal	5:00 AM - 9:45 AM & 3:30 PM - 8:33 PM	
Suburban		15GCD201331111915	1/27/2003	SamTrans ⁴	LYNX Rodeo/Hercules/San Francisco Transbay Terminal	5:00 AM - 9:45 AM & 3:30 PM - 8:33 PM	

1. Please note: MTC does not currently have information compiled on cumulative operating hours for all of the TCRP buses. For projects where the buses have been assigned to routes receiving operating funds that are tied to required performance measures, MTC has data compiled on the annual performance of those routes.
2. Each vehicle may be deployed on any of the approved routes listed for each operator.
3. Vehicles are deployed as needed for various routes on weekdays and weekends. All transbay service does not operate on weekends, but all vehicles may be deployed on weekend transbay service.
4. SamTrans REX service was discontinued in 2007 due to low ridership; all 11 TCRP vehicles purchased for the REX service were reallocated to AC Transit, Fairfield-Suisun Transit, WestCat, and NCTPA.
5. Route 90 service was transferred from Vallejo to Fairfield-Suisun Transit in 2006.

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2003-04	Alameda County	ADA Compliant Accessible Ramps	\$ 105,767
FY 2003-04	Alameda County	Tesla Road Bicycle Lanes	\$ 51,000
FY 2003-04	City of Albany	Manor Way Pedestrian Improvements	\$ 22,706
FY 2003-04	City of Berkeley	Bicycle Safety Education	\$ 30,000
FY 2003-04	City of Berkeley	Prepare plan for implementing future	\$ 31,033
FY 2003-04	City of Fremont	Bike Detectors, Bike Logo on Pavement,	\$ 128,989
FY 2003-04	City of Hayward	Installation of Wheelchair Ramps	\$ 84,198
FY 2003-04	City of Livermore	Complete Portion of S. Livermore Valley	\$ 97,301
FY 2003-04	City of Newark	Silliman Activity Center Pedestrian/	\$ 59,158
FY 2003-04	City of Oakland	Bancroft Ave. Bike Lanes (96th - Durant)	\$ 96,000
FY 2003-04	City of Oakland	Citywide Ped. Curb Ramp Program -	\$ 295,266
FY 2003-04	City of Oakland	Lake Merritt 12th St. Dam Ped/Bike	\$ 116,000
FY 2003-04	City of Oakland	Pedestrian Bulb Outs-Highland &	\$ 100,000
FY 2003-04	City of Oakland	Walk/Bike Calif. Conf. - Alameda Co.	\$ 30,000
FY 2003-04	City of Oakland	West City of Oakland Bay Trail	\$ 289,000
FY 2003-04	City of Piedmont	Sidewalk Extension and Curb Cuts	\$ 6,506
FY 2003-04	City of Pleasanton	ADA Compliant Wheelchair Accessible	\$ 38,627
FY 2003-04	City of San Leandro	Install New Curb Cuts & Upgrade	\$ 40,000
FY 2003-04	City of Brentwood	Installation of Wheelchair Ramps	\$ 30,000
FY 2003-04	City of Concord	Iron Horse Trail Rte 242 Undercrossing	\$ 36,000
FY 2003-04	City of Concord	Wren Avenue Ped. Improvements	\$ 45,000
FY 2003-04	Contra Costa County	Bicycle/Pedestrian Safety Education	\$ 21,500
FY 2003-04	Contra Costa County	Olympic Blvd. Ped. Path Phase II	\$ 115,000
FY 2003-04	City of Lafayette	Hough Avenue Sidewalk	\$ 37,000
FY 2003-04	City of Moraga	Rheem Blvd./Moraga Rd. Intersection	\$ 66,100
FY 2003-04	City of Pittsburg	Polaris Drive Bike Facility	\$ 77,500
FY 2003-04	City of San Ramon	Dougherty Road Sidewalk	\$ 25,000
FY 2003-04	Marin County	Bicycle/Pedestrian Bridge	\$ 140,000
FY 2003-04	Mill Valley	Signage Project	\$ 7,200
FY 2003-04	City of Novato	Commuter Bikeway Connection	\$ 402,286
FY 2003-04	City of Novato	Hill Road Path Connection	\$ 60,000
FY 2003-04	City of San Anselmo	Purchase & Install Bicycle Racks	\$ 15,000
FY 2003-04	Napa County	Yountville Cross Rd. Bike Lane	\$ 150,000
FY 2003-04	Yountville	Yountville Cross Rd. Bike Lane	\$ 47,000
FY 2003-04	City of Campbell	Westmont Ave. Improvement Project	\$ 43,192
FY 2003-04	City of Los Altos	Fremont Ave. Sidewalk Phase III	\$ 15,781
FY 2003-04	Los Altos Hills	Paseo Del Roble Pedestrian Bridge	\$ 9,554
FY 2003-04	City of Milpitas	Calaveras Blvd. Sidewalk & Bike Path	\$ 36,895
FY 2003-04	Mountain View	Access Ramp Installation	\$ 24,905
FY 2003-04	Mountain View	Audible Ped. Signal Installations	\$ 16,500
FY 2003-04	Mountain View	Bicycle Path Construction	\$ 13,113
FY 2003-04	Palo Alto	Baffle Replacements: Calif. Ave.	\$ 15,993
FY 2003-04	Palo Alto	Homer Ave. Ped. Bicycle Undercrossing	\$ 293,000
FY 2003-04	Palo Alto	Ped. Walkway Lighted Warning System	\$ 20,000
FY 2003-04	City of San Jose	ADA Wheel Chair Curb & Ramp Install.	\$ 100,000
FY 2003-04	City of San Jose	Certified TDA Fiscal Audit	\$ 9,000
FY 2003-04	City of San Jose	Murdock Park Bridge over San Tomas	\$ 100,000
FY 2003-04	City of San Jose	Ped & Bike Facility Signing & Striping	\$ 100,000
FY 2003-04	City of San Jose	Ped & Bike Safety Education	\$ 50,000
FY 2003-04	City of San Jose	Pedro Street Sidewalk Improvement	\$ 124,434
FY 2003-04	City of San Jose	Street Sidewalk Improvement	\$ 147,435
FY 2003-04	City of Santa Clara	Certified TDA Fiscal Audit	\$ 5,000
FY 2003-04	City of Santa Clara	Install Bike & Ped. Improvements	\$ 61,815
FY 2003-04	City of Santa Clara	Update City's Existing Bike Plan &	\$ 3,900
FY 2003-04	Santa Clara County	Bike Detector @ various Intersections	\$ 58,118

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2003-04	Santa Clara County	Path along McKee Rd. bet Staples Ave.	\$ 50,000
FY 2003-04	City of Saratoga	Saratoga Avenue Walkway Project	\$ 17,254
FY 2003-04	City of Sunnyvale	Calabazas Creek Trail	\$ 50,152
FY 2003-04	San Francisco City and County	Bicycle Projects	\$ 404,000
FY 2003-04	San Francisco City and County	Pedestrian Projects	\$ 300,000
FY 2003-04	City of Half Moon Bay	Construct Rt. 92 Bicycle Lanes and	\$ 485,146
FY 2003-04	City of Pacifica	Milagra Drive Overcrossing at State	\$ 240,000
FY 2003-04	City of San Bruno	Crystal Springs Rd. Traffic Signal	\$ 20,000
FY 2003-04	City of San Mateo	Bikeway Detection Units	\$ 30,000
FY 2003-04	City of San Mateo	Regional Bayfront Trail Upgrade	\$ 150,000
FY 2003-04	South San Francisco	Construct San Francisco Bay Trail	\$ 100,000
FY 2003-04	South San Francisco	Orange Avenue Intersection Improve.	\$ 100,000
FY 2003-04	City of Benicia	Park Road Bike/Ped Improvements	\$ 160,000
FY 2003-04	Solano County	Dixon to Davis Bike Route	\$ 125,000
FY 2003-04	City of Suisun City	Central County Bikeway	\$ 25,000
FY 2003-04	City of Healdsburg	Foss Creek Northwestern Pacific Multi-	\$ 99,695
FY 2003-04	City of Petaluma	Washington Creek Multi-Use Path	\$ 175,000
FY 2003-04	City of Santa Rosa	Sonoma Ave. Bike Lanes Phase II	\$ 50,000
FY 2003-04	Sonoma County	Old Redwood Highway Class II Bike Lanes	\$ 350,000
FY 2004-05	Alameda County	Conduct a planning study & develop	\$ 38,000
FY 2004-05	Alameda County	Conduct bicycle plan study	\$ 59,650
FY 2004-05	Alameda County	Sign & stripe 0.6 miles of 6-foot wide	\$ 100,000
FY 2004-05	City of Berkeley	Contract with a qualified consultant	\$ 34,281
FY 2004-05	City of Berkeley	Educate children about bicycle safety	\$ 30,000
FY 2004-05	City of Fremont	Stripe bike lanes, modify bike lane	\$ 121,168
FY 2004-05	City of Hayward	Design & construct ADA wheel chair	\$ 88,925
FY 2004-05	City of Newark	Design & construct ADA wheel chair	\$ 27,009
FY 2004-05	City of Piedmont	Design & construct ADA wheel chair	\$ 6,852
FY 2004-05	City of Pleasanton	Preserve Golf Course	\$ 75,000
FY 2004-05	City of San Leandro	Install curb ramps, accessible ped.	\$ 41,438
FY 2004-05	City of San Leandro	Install curb ramps, accessible ped.	\$ 50,024
FY 2004-05	City of San Leandro	Install curb ramps, accessible ped.	\$ 8,000
FY 2004-05	City of Antioch	Improve curbs, ramps, crosswalk, signs	\$ 80,000
FY 2004-05	City of Brentwood	Install lighted crosswalk and flashing lights	\$ 31,500
FY 2004-05	City of Concord	Construct 500 ft of 4-to 6-foot wide bike/ped path	\$ 45,000
FY 2004-05	City of El Cerrito	Conduct a planning study for bicycle/ped needs	\$ 26,500
FY 2004-05	City of Lafayette	Construct 125 feet of 5-foot wide	\$ 10,000
FY 2004-05	City of Martinez	Replace the two existing unsafe bridges	\$ 90,000
FY 2004-05	City of Orinda	Develop a Lamorinda Trail Map & install	\$ 28,500
FY 2004-05	City of Pittsburg	Construct Class II and Class III	\$ 51,000
FY 2004-05	City of Pittsburg	Sign & stripe 3600 feet of 13-foot wide	\$ 52,000
FY 2004-05	City of San Pablo	Install bike/ped friendly lighting	\$ 45,100
FY 2004-05	City of Walnut Creek	Construct 2040 feet of asphalt walkway	\$ 95,000
FY 2004-05	Contra Costa County	Construct 344 feet of 4.5-foot wide bike/ped path	\$ 201,000
FY 2004-05	Contra Costa County	Construct 402 feet of 5-foot wide bike/ped path	\$ 158,928
FY 2004-05	Contra Costa County	Provide bicycle & pedestrian safety	\$ 20,000
FY 2004-05	City of San Rafael	Construct 6' wide sidewalk & stripe	\$ 207,710
FY 2004-05	City of Sausalito	Construct 6' wide sidewalk & stripe	\$ 186,290
FY 2004-05	City of Calistoga	Construct 1.0 miles of Class I bike-ped path	\$ 270,881
FY 2004-05	City of Napa	Construct 2.0 miles of Class I bikeway	\$ 149,727
FY 2004-05	City of Campbell	Construct Class II bike lockers at J.D.	\$ 24,308
FY 2004-05	City of Campbell	Widen & regrade bicycle/Pedestrian	\$ 515,600
FY 2004-05	City of Cupertino	Construct 1030' bike path	\$ 107,622
FY 2004-05	City of Gilroy	Complete 881' of Uvas Creek Class I	\$ 50,000
FY 2004-05	City of Gilroy	Refurbish & replace bikeway signs, etc	\$ 10,611

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2004-05	City of Gilroy	Rehabilitate, resurface & stripe 2.5 mile path	\$ 60,666
FY 2004-05	City of Los Altos	Construct approx. 300' of concrete bike path	\$ 27,354
FY 2004-05	City of Los Altos	Replace approx. 2,800 lineal feet of bike path	\$ 17,580
FY 2004-05	City of Los Gatos	Design & construct solution to restore path	\$ 35,000
FY 2004-05	City of Morgan Hill	Install bicycle sensitive detector	\$ 36,000
FY 2004-05	City of Mountain View	Install countdown pedestrian signals	\$ 30,000
FY 2004-05	City of Mountain View	Install curb access ramps at Showers	\$ 2,381
FY 2004-05	City of Mountain View	Install curb access ramps at various	\$ 15,696
FY 2004-05	City of Mountain View	Purchase & install 14 bicycle lockers	\$ 14,506
FY 2004-05	City of Palo Alto	Construct raised pavement pedestrian path	\$ 50,000
FY 2004-05	City of San Jose	Construct 0.66 miles of Class I paved path	\$ 712,131
FY 2004-05	City of San Jose	Design & construct ADA wheel chair improvement	\$ 176,068
FY 2004-05	City of San Jose	Design & construct sidewalk for school	\$ 36,000
FY 2004-05	City of San Jose	Design & install 12' wide asphalt path	\$ 136,821
FY 2004-05	City of San Jose	Install median island ped. Refuge	\$ 185,000
FY 2004-05	City of San Jose	Install sidewalk, ADA curb ramps	\$ 90,000
FY 2004-05	City of San Jose	Provide bicycle & pedestrian safety	\$ 50,000
FY 2004-05	City of San Jose	Stripe crosswalks, paint pavements	\$ 100,000
FY 2004-05	City of Santa Clara	Perform an annual transportation	\$ 5,000
FY 2004-05	City of Santa Clara	Stripe crosswalks & paint pavements	\$ 62,148
FY 2004-05	City of Saratoga	Install continuous curb & gutter	\$ 19,357
FY 2004-05	City of Sunnyvale	Provide gates, signs, fencing and ramps	\$ 27,550
FY 2004-05	Santa Clara County	Construct a 3,300' by 5' walkway	\$ 63,403
FY 2004-05	Santa Clara County	Sign & restripe 8" stripe on shoulders	\$ 121,105
FY 2004-05	SF City/County	Bicycle safety brochures, maps, public education	\$ 31,500
FY 2004-05	SF City/County	Prelim. engineering (plan & design) of bike path	\$ 200,000
FY 2004-05	SF City/County	Purchase & install bicycle racks	\$ 95,000
FY 2004-05	SF City/County	Repair public sidewalks at various locations	\$ 115,000
FY 2004-05	SF City/County	Stripe & sign Class II bike lanes	\$ 188,500
FY 2004-05	City of Benicia	Final design plans, specs & estimate	\$ 124,573
FY 2004-05	City of Suisun City	Constr. 10' wide concrete bike path	\$ 86,000
FY 2004-05	City of Vacaville, Transit	Construct 3400 feet of Class I bike/Ped path	\$ 148,738
FY 2004-05	Solano Transportation Authority (STA)	Build bridge adjacent to existing path	\$ 76,000
FY 2004-05	City of Petaluma	Construction of pedestrian & bicycle path	\$ 54,876
FY 2004-05	City of Rohnert Park	Install 80' long bicycle & pedestrian path	\$ 160,000
FY 2004-05	City of Santa Rosa	Install directional signage & ADA signs	\$ 18,900
FY 2004-05	County of Sonoma	Construct 1.5 miles of Class I Bikeway	\$ 160,000
FY 2004-05	County of Sonoma	Conduct bicycle safety education workshop	\$ 10,000
FY 2004-05	County of Sonoma	Install 27 "Share Road" bicycle sign	\$ 15,000
FY 2004-05	County of Sonoma	Purchase 37 front loading bicycle	\$ 5,000
FY 2005-06	San Carlos	Class II bike lanes on Alameda de Las Pulgas and on Brittan Avenue; Class III bike lanes on Old County Road	\$ 20,000
FY 2005-06	San Mateo	Design of a pedestrian and bicycle bridge in the vicinity of the Hillsdale interchange of highway U.S. 101	\$ 100,000
FY 2005-06	South San Francisco	Bicycle and pedestrian crosswalk and signals at intersection of Spruce Ave. and South San Francisco Linear Park	\$ 150,000
FY 2005-06	Half Moon Bay	Construct 6600 foot Class I trail in the right of way of Highway 1 between Highway 92 and Higgins Purisima Rd.	\$ 220,000
FY 2005-06	Brisbane	Install 45 feet by 8 feet asphalt cement path adjacent to Shoreline Court; sign and restripe existing Class II bikeway	\$ 25,739

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2005-06	South San Francisco	Construct 363 feet by 12 feet asphalt bicycle and pedestrian trail near the Oyster Point Marina	\$ 36,000
FY 2005-06	San Bruno	Construct a Class II bike lane in both directions of Sneath Lane from El Camino Real to Skyline Boulevard	\$ 60,000
FY 2005-06	Daly City	Install bike lanes on Callan Blvd from King Dr to Serramonte Blvd and along Serramonte Boulevard	\$ 82,000
FY 2005-06	Burlingame	Install bike lane directional signs at 52 locations along north-south bicycle routes throughout the city	\$ 17,400
FY 2005-06	Burlingame	Install an in-pavement lighted crosswalk system across Carolan Avenue at Morrell Avenue, including new push buttons	\$ 30,000
FY 2005-06	Menlo Park	Install video detection for bikes at 3 intersections: Willow at Middlefield, Marsh at Bohannon, Marsh at Bay	\$ 44,000
FY 2005-06	San Mateo	Install bridge railing fencing on the north side of the Nineteenth Avenue Bridge over highway U.S. 101	\$ 50,000
FY 2005-06	Menlo Park	Create bicycle lanes on Bay Road between Berkeley Avenue and Willow Road, plus signage	\$ 13,600
FY 2005-06	San Mateo	Install bike detection loops at: 3rd + Claremont, 3rd + Delaware, 4th + Claremont, 4th + Delaware	\$ 40,000
FY 2005-06	Daly City	Install in-pavement lights and warning signs: Park Plaza Dr. north of Belmar, and Mission St. at Evergreen Ave.	\$ 120,000
FY 2005-06	San Mateo	Install pedestrian countdown signal heads at 27 existing signalized intersections throughout the city	\$ 50,000
FY 2005-06	Daly City	Install pedestrian countdown signal heads at 15 signalized intersections; and audible warnings at 11 of them	\$ 20,000
FY 2005-06	Burlingame	Install pedestrian countdown signal heads with audible pedestrian warnings at 8 signalized intersections	\$ 30,900
FY 2005-06	Menlo Park	Create bicycle lanes on Middlefield Road between Willow Road and San Francisquito Creek	\$ 2,400
FY 2005-06	San Mateo	Install in-pavement lighted crosswalks: 5th Ave. at Central Park; Bovet Rd. betw. Borel Ave. and El Camino Real	\$ 110,000
FY 2005-06	South San Francisco	Install pedestrian countdown signal heads at 12 existing signalized intersections throughout the city	\$ 22,000
FY 2005-06	County of San Mateo	Bike detection loops, countdown signal heads with audible warnings, upgrade pedestrian signal actuators	\$ 80,509
FY 2005-06	Sebastopol	Construct .5 mile Class I trail between Joe Rodota trail and Sebastopol Avenue and Morris Street intersection	\$ 51,356
FY 2005-06	Santa Rosa	Construct connector ramp between Joe Rodota trail and Pierson Reach of Prince Memorial Greenway trail	\$ 350,000
FY 2005-06	Windsor	Construct a 950 foot Class I trail within Keiser Park, including bridge crossing a tributary of Starr Creek	\$ 112,000

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2005-06	Contra Costa County, Health Services	Provide bicycle and pedestrian safety education to low-income county residents, particularly children	\$ 20,000
FY 2005-06	Concord	Constr't 500 foot Class I trail adjacent to Galindo Crk. + Ygnacio Valley Rd betw. Alberta Way + Pebble Glen Dr	\$ 60,000
FY 2005-06	Lafayette	1030 feet x 5 feet sidewalk Sweet Dr. betw Walnut + Woodview; Woodview Dr. betw. St Mary's + Sweet Drive	\$ 110,000
FY 2005-06	Antioch	Construct curb ramps and sidewalks at Hillcrest Avenue, Somersville Road, "G" Street, and Dallas Ranch Road	\$ 110,000
FY 2005-06	Brentwood	Install pedestrian countdown signal heads + large diameter pedestrian push buttons at 12 signalized intersections	\$ 66,000
FY 2005-06	Contra Costa County, Public Works	Construct 240 feet x 5 feet sidewalk and curb ramps on Camino Tassajara and on Hansen Lane	\$ 20,000
FY 2005-06	Orinda	Replace 12 existing non-compliant curb ramps in downtown Orinda with ADA compliant ramps	\$ 45,000
FY 2005-06	San Pablo	Install in-pavement lighted crosswalks: Market Avenue at 21st St.; 23rd St. at Wilcox Ave.; 23rd St. at Stanford Ave.	\$ 180,000
FY 2005-06	Brentwood	Restripe Minnesota Ave. bike lane; install lighted crosswalk; construct 1300 feet of sidewalk, curb and gutter	\$ 31,000
FY 2005-06	San Francisco	Public sidewalk repair and reconstruction	\$ 180,000
FY 2005-06	San Francisco	Preliminary engineering of curb ramps	\$ 270,000
FY 2005-06	San Francisco	Safety brochures, maps, public outreach concerning bicycle pavement arrows, hotline, and bicycle safety advertising	\$ 45,000
FY 2005-06	San Francisco	Purchase and install bicycle racks at various locations in San Francisco as requested by the public	\$ 100,000
FY 2005-06	San Francisco	Stripe and sign bike lanes: Conservatory Drive East, San Jose Avenue ramps, Townsend Street, and elsewhere	\$ 305,000
FY 2005-06	Berkeley	Bicycle & Pedestrian Injury Prevention Program	\$ 30,000
FY 2005-06	Berkeley	Ninth Street Bicycle Boulevard extension (Project from FY01/02)	\$ 135,000
FY 2005-06	Oakland	ADA Compliant Wheelchair Accessible Ramps (Project Completed FY01/02)	\$ 294,548
FY 2005-06	Oakland	Laurel Pedestrian Project, Phase I (Project Completed FY01/02)	\$ 200,000
FY 2005-06	Oakland	MacArthur Blvd. Bicycle Lane Design (Project Completed FY01/02)	\$ 55,000
FY 2005-06	Oakland	Grand Avenue Transit and Pedestrian Improvements (Project from FY 04/05)	\$ 245,847
FY 2005-06	Oakland	ADA Compliant Wheelchair Accessible Ramps Program	\$ 121,144
FY 2005-06	Oakland	Market Street Bikeway	\$ 165,000
FY 2005-06	Oakland	Bancroft Bikeway Gap Closures	\$ 25,000
FY 2005-06	Piedmont	ADA Wheelchair Accessible Ramps and Pedestrian enhancements at Rose/Arroyo & Grand Ave	\$ 8,353
FY 2005-06	Hayward	ADA Wheelchair Accessible Ramps	\$ 109,309

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2005-06	San Leandro	Pedestrian Accessibility Improvements & Sidewalk Gap Closures	\$ 74,177
FY 2005-06	Fremont	Citywide ADA Compliant Wheelchair Accessible Ramps	\$ 158,067
FY 2005-06	Newark	History Center Complex Sidewalks and ADA Wheelchair Accessible Ramps	\$ 33,072
FY 2005-06	Union City	San Francisco Bay Trail Specific Plan (Project Completed FY01/02)	\$ 63,585
FY 2005-06	Dublin	Bicycle Master Plan	\$ 45,144
FY 2005-06	Livermore	Chestnut and N. P Street Bicycle Lanes	\$ 113,044
FY 2005-06	Alameda Co. Congestion Management Agency	Alameda Countywide Bicycle Master Plan	\$ 20,000
FY 2005-06	County of Alameda	Pedestrian Safety Improvements in the vicinity of Schools	\$ 75,775
FY 2005-06	County of Alameda	Pedestrian Safety Improvement Projects - Sidewalk Improvements	\$ 75,600
FY 2005-06	County of Alameda	Restriping Bicycle Lanes Along Various Roadways	\$ 30,000
FY 2005-06	Benicia	Stripe and sign bike lanes: Military East between East 5th Street and Park Road	\$ 25,000
FY 2005-06	Fairfield	Design McGary Road segment of Solano Bikeway Extension and complete extension feasibility study	\$ 100,000
FY 2005-06	Suisun City	Construct curb ramps and sidewalks at Whispering Bay Lane and Francisco Dr.	\$ 5,400
FY 2005-06	Suisun City	Replace existing non-compliant curb ramps in downtown Suisun City with ADA compliant ramps	\$ 11,856
FY 2005-06	Solano County	Reconstruct deck and railings, seismic retrofit, lighting and pathways to railroad trestle bridge over Putah Creek	\$ 180,000
FY 2005-06	Campbell	Implement bike lanes on Harriet Ave and Union Ave, Replace Los Gatos creek bridge, and widen Campbell Ave bridge	\$ 27,859
FY 2005-06	Campbell	Design and construct sidewalk and bike lanes and edge striping, curb and gutter along Westmont Avenue	\$ 39,992
FY 2005-06	Campbell	Widen Campbell Ave. bridge over Los Gatos Creek for bike lane and sidewalk; and reconstruct sidewalk under SR 17	\$ 240,000
FY 2005-06	Cupertino	Construct pedestrian and bicycle bridge across Interstate 280 along Mary Avenue between Homestead Rd and Meteor Dr	\$ 38,361
FY 2005-06	Los Altos Hills	Replace pedestrian bridge adjacent to the Foothill College entrance road connecting to El Monte Road	\$ 11,310
FY 2005-06	Los Gatos	Replace existing College Avenue sidewalk and fencing; and repair Los Gatos Creek Trail footbridge decking	\$ 20,000
FY 2005-06	Milpitas	Install ADA pedestrian ramps with truncated dome landings along suggested routes to schools	\$ 47,112
FY 2005-06	Morgan Hill	Identify where additional bicycle and pedestrian trails can be established adjacent to creeks and streams	\$ 32,000
FY 2005-06	Mountain View	Bicycle boulevard from Mayfield Mall area to Stevens Creek Trail, including signs, markings and signal modifications	\$ 25,000

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2005-06	Mountain View	ADA Compliant Wheelchair Accessible Ramps Program	\$ 17,000
FY 2005-06	Mountain View	Produce bicycle and pedestrian education and awareness materials, and a new bike map and multilingual flyers	\$ 5,000
FY 2005-06	Mountain View	Install "bikes wrong way" signs on existing poles along California Street and adjacent streets	\$ 5,217
FY 2005-06	Palo Alto	Bicycle boulevard along Maybell Ave and Donald Dr.: signs, markings, speed tables, & median refuge islands	\$ 75,000
FY 2005-06	San Jose	Install sidewalk, curb and gutter to improve access to Lynhaven Elementary School	\$ 90,000
FY 2005-06	San Jose	Install sidewalk, curb and gutter to fill gap on Borina Ave. at Saratoga Ave.	\$ 70,000
FY 2005-06	San Jose	Install sidewalk, curb and gutter to improve access on both sides of Yerba Buena Road at Thompson Creek	\$ 47,000
FY 2005-06	San Jose	Install sidewalk, curb, gutter and ADA ramps on Carola Avenue at Clarita Avenue	\$ 110,000
FY 2005-06	San Jose	Install sidewalk, curb, gutter, pedestrian crossing and median island to provide access to Penitencia Creek County Park	\$ 62,000
FY 2005-06	San Jose	Install sidewalk, curb and gutter on Senter Road at Burke Street	\$ 58,000
FY 2005-06	San Jose	Install sidewalk, curb and gutter to improve access to Toyon Elementary School	\$ 45,000
FY 2005-06	San Jose	Citywide ADA Compliant Wheelchair Accessible Ramps	\$ 100,000
FY 2005-06	San Jose	Sign and stripe bicycle and pedestrian facilities, including bike lanes, bike routes, crosswalks, and bike paths	\$ 58,397
FY 2005-06	San Jose	Provide bicycle and pedestrian safety education to elementary school children and adults, purchase educational material	\$ 35,000
FY 2005-06	Santa Clara	Install and maintain bicycle and pedestrian facilities, including bike lanes, bike routes, crosswalks, and bike paths	\$ 78,180
FY 2005-06	Saratoga	Acquire right-of-way to upgrade UPRR railroad crossing in a bulb configuration to allow bicycles to cross at 90 degrees	\$ 95,000
FY 2005-06	Sunnyvale	Improve Calabazas Creek Trail with additional gates, signs, fences, ramp modifications, and a bridge across creek	\$ 182,048
FY 2005-06	County of Santa Clara	Restripe four co. expressways' shoulders with 8 inch stripes and sign to allow functioning as bicycle shoulder	\$ 50,000
FY 2005-06	Brentwood	Crosswalk and sidewalk improvements on Minnesota Avenue between Deer Creek and Sand Creek	\$ 31,000
FY 2005-06	Union City	Construct 1750 feet by 15 feet textured decorative concrete sidewalks plus 5 foot bike lanes on both sides of 11th Street	\$ 53,142
FY 2005-06	TAM	Update and complete bicycle and pedestrian master plans countywide and for cities and towns in Marin County	\$ 160,000

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2005-06	Campbell	Construct bike lanes on Harriet Avenue north of Westmont Avenue and on Union Avenue south of Campbell Avenue	\$ 24,308
FY 2005-06	Larkspur	Design + construct 13 ft wide Class I bike/pedestrian path and modify signals on Magnolia Ave. + Doherty Dr	\$ 136,668
FY 2005-06	County of San Mateo	Develop bike route data for GIS, integrate into countywide GIS files, and maintain bike route GIS data	\$ 40,000
FY 2005-06	City of Napa	Class I path along Napa Valley Wine Train right of way between Redwood Rd/SR 29 and Vallejo St/Soscol Av	\$ 85,271
FY 2005-06	American Canyon	Construct bike lanes and Class I trail adjacent to Commerce Boulevard	\$ 34,729
		Total	\$ 21,785,915

TCM C: Transportation for Livable Communities

FY 2004-05 MTC TLC Planning Program

Project Sponsor	Project Title	TLC Grant
Alameda County		
City of Oakland	Revitalizing Foothill / Seminary: A Model for Oakland's Regional Transit Streets	\$ 75,000
City of Berkeley	Downtown Berkeley BART Plaza and Transit Area	\$ 75,000
Contra Costa County		
City of Lafayette	BART-Downtown Lafayette Pedestrian Linkages Project	\$ 20,000
San Francisco County		
San Jose/Guerrero Coalition to Save Our Streets	The San Jose/Guerrero Neighborhood Plan	\$ 75,000
San Mateo County		
Redwood City	Transit Station Sub-area Precise Plan	\$ 71,760
SamTrans	Transforming the El Camino Real to Link Caltrain Stations with Vibrant Downtowns in Redwood City, San Carlos and Belmont	\$ 63,840
Santa Clara County		
City of Sunnyvale	Murphy Avenue Streetscape Revitalization	\$ 75,000
Sonoma County		
City of Santa Rosa	Downtown Pedestrian Linkages Study	\$ 44,400
	Total	\$ 500,000

FY 2004-05 MTC TLC Capital Program

Project Sponsor	Project Title	TLC Grant
City of Oakland, CEDA	Revive Chinatown – Phase 1	\$ 2,200,000
City of Union City Public Works Dept.	Union City Intermodal Station –Pedestrian connections and New East Plaza	\$ 1,124,000
Richmond Redevelopment Agency	Richmond Transit Village: Intermodal Transit Station	\$ 1,581,000
County of Marin	Cal-Park Hill Tunnel Rehab and Class I Bikeway	\$ 1,500,000
City of Gilroy	Monterey Streetscape Improvements – Fourth Street to Sixth Street	\$ 2,500,000
City of Morgan Hill	Morgan Hill – Depot Street Capital Improvements	\$ 2,627,000
Bay Area Rapid Transit District	Daly City BART- St. Charles Pedestrian & Bike Project	\$ 501,000
City & Co. of San Francisco Dept. of Public Works	Broadway Streetscape Improvements Project – Phase II	\$ 2,000,000
City of South San Francisco	BART Linear Park-Huntington Avenue to Orange Avenue	\$ 1,933,000
City of Vallejo	Vallejo Station Pedestrian Links	\$ 2,071,000
City of Petaluma/Eden Housing Inc.	Downtown River Apts Riverwalk and Streetscape Improvements	\$ 358,000
	Total	\$ 18,394,000

Contingency Projects

City of Union City Public Works Dept.	Union City Intermodal Station – West Plaza Enhancements	\$ 1,713,500
City of Oakland, CEDA	MacArthur Transit Hub Streetscape Improvement Project	\$ 1,918,000
Town of Los Gatos Parks & Public Works Dept.	Streetscape & Gateway	\$ 2,400,000
City of San Leandro Community Dev. Dept.	East 14 th Street South Area Revitalization Project – La Palma District	\$ 1,600,000
County of Contra Costa Redevelopment Agency	North Richmond Third Street Upgrades	\$ 1,966,000

TCM C: Transportation for Livable Communities

FY 2005-06 Marin County TLC Capital Program

Project Sponsor	Project Title	TLC Grant
Town of Fairfax	Center Boulevard Streetscape Redesign Project	\$ 500,000
County of Marin	Fireside Pedestrian and Traffic Safety Project	\$ 198,906
Town of Corte Madera	Bayside Trail Improvement Project	\$ 371,826
	Total	\$ 1,070,732

FY 2005-06 Alameda County TLC Capital Program

Project Sponsor	Project Title	TLC Grant
City of Oakland	Coliseum BART Streetscape	\$ 500,000
City of Oakland	Oakland Coliseum Pedestrian Walkway	\$ 885,000
City of Oakland	W. Oakland Transit Village Streetscape Project	\$ 1,300,000
City of Oakland	MacArthur Entry Plaza & 40th Streetscape Project	\$ 1,147,000
City of Berkeley	Ashby/Ed Roberts Bicycle/Pedestrian Improvements	\$ 1,200,000
City of Union City	Pedestrian/Bicycle Improvements	\$ 2,000,000
	Total	\$ 7,032,000

FY 2005-06 Sonoma County TLC Capital Program

Project Sponsor	Project Title	TLC Grant
City of Petaluma	Petaluma Blvd. Pedestrian Enhancements	\$ 485,000
City of Rohnert Park	Rohnert Park City Center Drive Improvements	\$ 1,150,000
Town of Windsor	Windsor Pedestrian Enhancements & Traffic Calming	\$ 235,000
Sonoma County Reg'l Parks	Sonoma County Santa Rosa Creek Trail	\$ 550,000
Town of Windsor	Windsor Old Redwood Hwy Pedestrian Linkages	\$ 338,000
Sonoma County Reg'l Parks	Sonoma County Bodega Bay Bicycle & Pedestrian Trail	\$ 535,000
City of Santa Rosa	Santa Rosa Courthouse Square Off-Site Improvements & Gateway Street	\$ 1,000,000
	Total	\$ 4,293,000

Grand Total	\$ 31,289,732
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TCM D: Additional Freeway Service Patrol

The Bay Area FSP is a joint project of the Metropolitan Transportation Commission Service Authority for Freeways and Expressways (MTC SAFE), the California Highway Patrol (CHP) and the California Department of Transportation (Caltrans). The service is provided by private tow truck companies, selected through a competitive bid process, under contract to MTC SAFE. During the hours of operation, the vehicles and drivers are exclusively dedicated to patrolling their freeway beat. The program is intended to augment the MTC SAFE network of motorist-aid call boxes in the nine Bay Area counties.

Current Profile (as of February 2009)

A fleet of 83 trucks patrols some 550 miles of the Bay Area's freeways. Patrol routes are selected based on several factors, including a high rate of traffic and congestion, frequent accidents or stalls, and lack of shoulder space for disabled vehicles.

The FSP tow trucks operate primarily during morning and afternoon commute hours, generally from 6 a.m. to 9 a.m. or 10 a.m. and from 3 p.m. to 6 p.m. or 7 p.m., Monday through Friday. Weekend service is provided in Napa, as well as seasonally along Highway 17, and in some other locations on Sunday.

FSP tow trucks are equipped for nearly any contingency. In addition to the standard auto repair and towing equipment, they carry 5 gallons of diesel fuel, 5 gallons of unleaded gasoline, and 5 gallons of water, as well as an external speaker and public address system.

Funding

The tow trucks are financed with federal, state and local moneys. Local funds come from the MTC SAFE, which is financed by a \$1 annual vehicle registration fee in participating counties. The service costs approximately \$7 million a year to operate. Another \$2 million is invested in sophisticated communications equipment, including an automatic vehicle location system that enables CHP and Caltrans to monitor the location of the trucks and improve dispatching efficiency.

Implementation Plan

See the attached Implementation Plan, which is also available at:
http://www.fsp-bayarea.org/implementation_plan/lplan.pdf

**BAY AREA FREEWAY SERVICE PATROL PROGRAM
IMPLEMENTATION PLAN**

Revised 06/01/07

BEAT ID	CONTRACTOR	LOCATION		BEAT LIMITS	CALTRANS ONE WAY LENGTH (IN MILES)	START DATE	ENDING DATE	WEEKDAYS			SUNDAY PM SHIFT	# OF TOW TRUCKS	# OF PICKUP TRUCKS	# OF FLATBED TRUCKS	# OF BACKUP TRUCK	NOTES	TOTAL CONTRACT HOURS	BEAT ID
		COUNTY	ROUTE					AM SHIFT	MIDDAY SHIFT	PM SHIFT								
1	Redhill Towing	ALA	980	Interstate 580 to Interstate 880	2.03	07/01/07	07/26/09	6:00-10:00		15:00-18:30	13:00-19:00	2	1			b	12,395	1
		ALA	880	7th Street to Jackson Street	2.04													
		ALA	24	Interstate 580 to Contra Costa County Line	4.39													
		CC	24	Contra Costa County Line to Oak Hill Road	6.25													
		CC/ALA	13	State Route 24 to Redwood Avenue	(4.23)										e			
2	A-One Towing Service	ALA	80	Powell Street to Contra Costa County Line	4.25	07/01/07	07/26/09	6:00-10:00	10:00-15:00	15:00-19:00	13:00 - 19:00	2	1			a, b, c	15,755	2
		CC	80	Alameda County Line to San Pablo Dam Road	4.34													
		ALA/CC	580	Interstate 80 to Western Drive/Pt. Molate	6.01													
3	Palace Garage	ALA	880	Alvarado-Niles Road to State Route 238	7.66	06/25/07	06/26/11	06:00-10:00		15:00-19:00	13:00-19:00	2				b,c	17,132	3
		ALA	92	Interstate 880 to Clawiter Road	1.91													
4	Palace Garage	ALA	880	Broadway to State Route 238	10.55	07/01/07	07/26/09	6:00-10:00		15:00-19:00	13:00-19:00	2	1			b	13,170	4
		ALA	238	Interstate 880 to Interstate 580	2.11													
5	K&S Tow	CC	680	Stone Valley Road to Marina Vista Road	13.89	07/02/07	07/04/11	06:00-09:00		14:00-18:30		2	1		1	b	22,523	5
		CC	24	Oak Hill Road U/C to Interstate 680	2.87													
6	B&A Body Works & Towing	SM	101	State Route 92 to SF City Limit/101 to Foster City Boulevard	14.23	07/01/07	07/05/09	6:00-10:00	10:00-15:00	15:00-19:00		2	2			a, b	18,754	6
		SM	92	Interstate 101 to Foster City Boulevard	1.47													
7	Redhill Towing	MRN	101	Alexander to 3rd Street/Irwin Street (Central San Rafael Exit)	10.28	07/03/05	07/06/08	6:00-10:00		15:00-19:00	13:00 - 19:00	2				b, c	13,090	7
		MRN	580	Highway 101 to Interstate 580 San Quentin	1.60													
8	Campbell's Towing	SCL	101	Blossom Hill Road to Ellis Street	18.40	07/01/07	07/05/09	6:00-10:00		15:00-19:00	13:00 - 19:00	2	2			b, c	16,808	8
		SCL	237	Highway 101 to Lawrence Expressway	2.12													
9	Campbell's Towing	SCL	280	Interstate 680/Highway 101 to Foothill Exp.	11.45	06/11/07	06/10/11	6:00-10:00		15:00-19:00		3	1	1		b	32,032	9
		SCL	85	Junction Route 280 to El Camino Real	3.3													
		SCL	87	State Route 85 to Hwy. 101	9.22													
10	Sunrise Enterprise 87	SCL-SM	101	Ellis Street to State Route 92	17.44	06/11/07	06/10/11	6:00-10:00		15:00-19:00		2	1			a, b	24,024	10
		SCL	92	Junction Route 101 to El Camino Real	0.93													
11	B&A Body Works & Towing	SF	101	Cesar Chavez to San Mateo Co. Line	2.92	06/11/07	06/12/11	6:00-10:00	10:00-15:00	15:00-19:00	10:00-16:00	2				a, b, c	22,473	11
		SF	280	San Mateo Co. Line to Highway 101	4.34													
		SM	101	Harvey Way to San Francisco Co. Line	0.41													
		SM	280	Geneva/Ocean Avenue to San Francisco Co. Line	1.77													
		SF	280	Highway 101/Interstate 280 Interchange to Sixth Street	(3.2)													
		SF	80	Cesar Chavez to Interstate 80/Fourth Street	(1.5)										e			
12	Ken Betts Towing	CC	80	San Pablo Dam Road to Cummings Skyway	8.39	07/09/07	07/10/11	6:00-10:00	10:00-15:00	15:00-19:00	13:00-19:00	2				a, b, c	22,473	12
13	Bill's Towing	MRN	101	Interstate 580 to Junction Route 37	9.13	06/25/07	06/26/11	6:00-10:00		14:30-18:30	13:30-18:30	2				b, c	17,282	13
14	All Ways Tow & Transport	ALA	880	Mowry Avenue to Alvarado Niles Road	5.84	07/01/07	07/24/09	6:00-10:00		15:00-19:00		2				b	8,272	14
		ALA	84	Thornton Avenue to Interstate 880	2.26													
15	Yarbrough Bros. Towing	SON	101	Wilfred Avenue to River Road	10.8	07/02/07	07/01/11	6:30-9:30		15:30-18:30		1					6,006	15
16	Lima Tow	SCL	17	Junction Route 9 to Summit Road	7.07	07/09/07	07/10/11	6:30-9:30		15:30-18:30	See separate beat 16/SC schedule	1				b, c, f	7,974	16
17	Sierra Hart	SOL	12	Interstate 80 to Napa Co. Line	2.95	07/23/07	07/24/11	6:00-10:00		15:00 - 19:00	8:00-16:30 Sat. & Sun.	1 wkdy, 2 wknd				e	15,573	17
		NAP	12	Napa Co. Line to Sonoma Co. Line	11.60													
		NAP	29	State Route 37 to Oakville Cross Road	24.0													
		SON	12	Sonoma Co. Line to Junction 116	4.90													
		NAP	29	Oakville Cross Road to State Route 128	(1.8)													
18	All Ways Tow & Transport	SCL	880	Junction Route 237 to Alameda County Line	2.08	07/01/07	07/10/09	6:00-10:00		15:00-19:00		2			b	8,112	18	
		ALA	880	SCL County Line to Mowry Avenue	7.18													
19	Lima Tow	SCL	880	Junction Route 237 to Junction Route 17	8.42	07/01/07	07/10/09	6:00-9:00		15:00-19:00		2	1		b	10,647	19	
		SCL	17	Junction Interstate 880 to Junction Route 9	6.88													
		SCL	237	Junction Interstate 880 to Lawrence Expressway	4.70													
20	Nelson's Tow	SM	280	Geneva/Ocean Avenue to Interstate 380	8.18	07/01/07	07/10/09	6:30-9:30		15:00-18:00		2			b	6,084	20	
		SM	380	Interstate 280 to Highway 101	1.67													
21	Matos Towing & Transport	ALA	680	Scott Creek to Alcosta Boulevard	21.35	07/01/07	07/10/09	5:30-9:30		15:00-19:00		1	1	1	1	b	12,168	21
22	Palace Garage	ALA	580	Vasco Road to Santa Rita	8.25	07/23/07	07/24/11	5:30-9:30		15:30-19:00	13:00-19:00	2	1			b, c, d	25,685	22
		ALA	580	Grant Line Road to Vasco Road	8.23													
23	Campbell's Towing	SCL/ALA	680	Highway 101 to Scott Creek Road	10.17	07/01/07	07/10/09	5:30-9:30		15:00-19:00		2			b	8,112	23	
24	Roadrunner Tow	SOL	680	Interstate 80 to Junction 780	14.30	07/23/07	07/22/11	6:00-9:00		15:30-18:30		1				g	6,036	24
		SOL	780	Junction 680 to Junction 80	6.42													
25	B&D Towing	CC	4	Hillcrest Avenue to Pacheco Blvd.	20.39	07/01/07	07/17/09	5:30-9:30		15:30-19:00		2	1			b	11,520	25
		CC	242	State Route 4 to Interstate 680	3.4													
26	A-One Tow Service	ALA	580	Harrison Street/Oakland Avenue to Junction Route 238	13.47	07/01/07	07/17/09	6:30-9:30		15:30-18:30		1		1		b	6,144	26
		ALA	13	Redwood Avenue to Interstate 380	(0.0)													
27	Palace Garage	ALA	580	Santa Rita Road to Junction 238	12.86	06/25/07	06/26/11	6:00-9:30		15:30-18:30	13:00-19:00	2	1		b,c	21,020	27	
28	Bill's Towing	MRN/SON	101	State Route 37 to East Washington Boulevard	13.1	07/01/07	07/17/09	5:30-9:30		15:30-18:30		1				b	3,584	28
		SOL	80	Magazine Street to Abernathy Road	14.04													
29	Roadrunner Tow	SOL	80	Magazine Street to Abernathy Road	0	07/09/07	07/10/11	6:00-9:00		15:30-18:30	13:00-19:00	2			b, c, h	15,020	29	
30	Nelson's Tow	SM	92	State Route 1 to Highway 280	8.03	07/23/07	07/22/11	6:00-9:30		15:30-18:30		2				b	13,013	30
		SM	280	Interstate 380 to State Route 92	10.20													
		SM	92	Interstate 280 to Highway 101	4.83													
31	Campbell's Towing	SCL	101	Blossom Hill Road to East Dunne Avenue	12.6	07/01/07	07/19/09	6:00-9:00		16:00-19:00	13:00 - 19:00	2			b, c	6,900	31	
32	Dick's Automotive Transport	SCL	85	Interstate 280 to Cottle Road	16.48	07/01/07	07/17/09	6:00-9:00		16:00-19:00		2			b	6,144	32	
33	Yarbrough Bros. Towing	SON	101	East Washington Boulevard to Wilfred Avenue	10.26	07/24/05	07/20/08	6:00-9:00		15:30-18:30		1			b	4,482	33	
34	Vacaville Tow	SOL	80	Abernathy Road to I-505 Vaca Valley Road	12.54	07/09/07	07/10/11	6:00-9:00		15:30-18:30	13:00-19:00	2			b, c, h	15,020	34	
35	Palace Garage	CC	680	Alcosta Boulevard to Stone Valley Road	10.36	07/09/07	07/08/11	6:00-9:00		15:00-18:30		1			b	6,507	35	
36	Ken Betts Towing	CC	4	Interstate 80 to Pacheco Blvd.	11.8	07/23/07	07/22/11	6:00-9:30		15:30-19:00		1					7,007	36
37	Vacaville Tow	SOL	80	Junction I-505 to Richards Blvd.	16.4	07/23/07	07/24/11	6:00-9:00		15:30-18:30	13:00-19:00	2			b, c, h	15,032	37	
					539.67						65 wkdy, 66 wknd	15	2	8 wkdy, 7 wknd		493,973		

TCM E: Transit Access to Airports

BART to San Francisco International Airport:

S. San Francisco: From Colma BART station to the new SFO station; Extend BART system to the San Francisco International Airport.

BART Fares and Schedules

The latest BART fares and schedules (as of January 2008) can be found at:
<http://www.bart.gov/guide/brochures.aspx>

Service Adjustments

See attached document for service adjustments overtime since June 2003 through December 2006.

SFO Service Changes Over Time

Below is a list and description of service changes that have been implemented since the San Francisco Extension opening on June 22, 2003 through December 31, 2006. Some of these changes are major system changes. Other changes are more minor involving train sizing.

June 22, 2003 - SFO Initial Service

Bay Point trains provide service to Millbrae during all hours of operation, all week. Dublin trains provide service to the San Francisco Airport (SFO) during all hours of operation, all week. These routes operate on 15 minute headways during the weekday, and on 20 minute headways during evenings and on weekends. A shuttle train provides service between Millbrae and SFO on 20 minute headways during all hours of operation, all week. In addition to the base 15 minute service, three AM peak period rush trains provide service from Bay Point to Daly City, then operate express from Daly City to SFO. These three trains return during the evening peak period and operate express from SFO to Daly City, then on to Bay Point.

1. Direct service to/from Millbrae and direct service to/from SFO
2. Peak rush trains provide Bay Point line passengers direct service to/from SFO during the peak periods
3. 20 minute shuttle does not synch with the 15 minute base service during the day

February 9, 2004

Bay Point trains provide direct service to SFO, then continue to Millbrae. On the return trip these trains follow the same route back to Bay Point. This service route has been called the "Reverse L" service because the shape of the service on the SFO extension resembles a backward or reverse "L" shape. During the 3-1/2 hour AM and PM peak period on weekdays, Richmond trains provide direct service to Millbrae, then continue to SFO. On the return trip these trains follow the same route back to Richmond. This service route is referred to as the "L" service. The Richmond trains do not operate on the weekend. When the Richmond trains are operating on the extension during the week the Bay Point trains terminate at SFO and do not continue to Millbrae. At all other times (off-peak, evenings and weekends) the Bay Point trains complete the "Reverse L" service pattern. There are no other direct peak period rush trains. Service during the day (and during the peak rush) is 15 minutes, while evenings and weekends operate at 20 minute headways.

1. Provides for direct service on all extension routes to Millbrae and SFO, no need to transfer
2. 20 minute shuttle (during normal 15 minute service) replaced by 15 minute direct trains
3. During off-peak, evenings and weekends, direct service to Millbrae is through the SFO station

March 8, 2004

Train sizing adjustments: Train 361 increased from 4 to 5-car train off-peak. Train 441 changed to 10-car peak size for all PM trips instead of breaking to 5-car train on last trip. Other minor adjustments were made to the 200s and 500s.

September 13, 2004

Bay Point trains provide direct service to SFO, then continue to Millbrae. This service provides "Reverse L" service and operates during all hours of operation, all week. During the 3 hour AM and PM peak period on weekdays, Richmond trains provide direct service to SFO, then continue to Millbrae in a "Reverse L" service configuration. During the 3 hour AM and PM peak period (weekdays only) the Richmond and Bay Point trains both provide service directly to and from Millbrae/SFO. The Richmond trains do not operate on the weekend. Service during the day on each route (and during the peak rush) is 15 minutes, while evenings and weekends operate at 20-minute headways.

1. Provides for direct service on all extension routes to Millbrae and SFO, no need to transfer

2. During all hours, direct service to Millbrae is through the SFO station (but is effectively every 7.5 minutes during the 3 hour AM and PM peak periods)

December 13, 2004

Train sizing adjustments were made to better match capacity with demand, generally to shorter trains.

April 23, 2005

Train sizing adjustments: The 300 series trains on Saturday were increased from 8 to 9-car trains.

June 13, 2005

Train lengths were generally shortened to an 8-car plan in two phases, in June and August, 2005, with peak size trains running all day on the Bay Point line.

August 15, 2005

Second phase of implementing the "8-car" plan.

September 12, 2005

Dublin trains provide direct service to SFO, then continue to Millbrae in a "Reverse L" service configuration. Only the Dublin trains will provide service to the extension on weekdays and weekends. Richmond and Bay Point trains will truncate at Daly City. Service during the day (and during the peak rush) is 15 minutes, while evenings and weekends operate at 20-minute headways. Although direct service from Bay Point has been replaced with this new service, the transfer time from a Bay Point base train to SFO train (from Dublin) is only 3-4 minutes in each direction.

September 22, 2005

Extend service from Richmond and lengthen trains. Up to six consists will be lengthened from 4 to 8-car trains. Richmond trains to Daly City will be extended to Colma for two hours in the morning and two hours in the evening.

October 10, 2005

The following adjustments were made:

Weekday

100s - three trains lengthened

200s - one train lengthened, Make/Break timing changed

300s - several trains lengthened with a few trains reduced in size

400s - one train lengthened

500s - No change since September 22, 2005 (Make/Break timing)

Saturday

300s - some trains lengthened

Sunday

300s - some trains lengthened

December 5, 2005

The following adjustments were made:

Weekday

100s – 115 becomes the last AM Break train

300s – Train 323 and 363 increased from 8-car to 9-car trains

Saturday

200s – All trains are now 6-car trains during the day

January 30/31, 2006e

The following adjustments were made:

Weekday

100 Series Trains (net +1)

Train 101 +1 (9 to 10 cars) peak increase

Train 115 off peak increase 4 to 5 cars

200 Series Trains (net 0)

No change

300 Series Trains (net -2)

Train 365 off peak decrease only on dispatches of 20:58, 22:19, and 23:38

Train 367 +1 (9 to 10 cars) off peak decrease only on dispatches of 21:18, 22:39, and 24:00

Train 371 -1 (10 to 9 cars)

Train 377 -1 (10 to 9 cars)

Train 381 -1 (10 to 9 cars)

Train 331 -2 (10 to 8 cars)

Train 335 +2 (8 to 10 cars)

400 Series Trains (net +2)

Train 443 -1 (9 to 8 cars) for AM peak period only

Train 445 +1 (8 to 9 cars)

Train 453 -1 (9 to 8 cars) for PM peak period only

Train 455 +2 (8 to 10 cars) and off peak increase 4 to 5 cars

500 Series Trains (net +10)

Train 501 +1 (8 to 9 cars) peak increase and off peak increase 4 to 5 cars

Train 503 +1 (8 to 9 cars) peak increase and off peak increase 4 to 5 cars

Train 505 +1 (8 to 9 cars) peak increase

Train 507 +1 (8 to 9 cars) peak increase

Train 509 +1 (8 to 9 cars) peak increase

Train 511 +1 (8 to 9 cars) peak increase

Train 513 +1 (8 to 9 cars) peak increase and off peak decrease 8 to 5 cars

Train 519 +1 (8 to 9 cars) peak increase

Train 521 +1 (8 to 9 cars) peak increase and off peak increase 4 to 5 cars

Train 523 +1 (8 to 9 cars) peak increase

Saturday

100s - no change

200s - no change

300s - All 8-car trains are now 9-car trains

400s - no change

500s - Four trains increased from 4 to 5-cars (501, 505, 511, and 515)

Sunday

200s - no change

300s - no change

500s - All trains 9-car midday and some offpeak increased from 4 to 5-cars (503, 505, and 515)

Appendix E
Methodology for Bay Area Conformity Determinations

Appendix F
Methodology for Bay Area Conformity Determinations



Winston H. Hickox
Agency Secretary

Air Resources Board

Alan C. Lloyd, Ph.D.
Chairman

1001 I Street • P.O. Box 2815 • Sacramento, California 95812 • www.arb.ca.gov



Gray Davis
Governor

November 30, 2001

Mr. Wayne Nastri
Regional Administrator
U.S. Environmental Protection Agency
Region IX
75 Hawthorne Street
San Francisco, California 94105

Dear Mr. Nastri:

The Air Resources Board (ARB/Board) hereby transmits the Bay Area emission factor model (SF Bay Area-EMFAC 2000) to the U.S. Environmental Protection Agency (U.S. EPA) for approval and use in the 2001 San Francisco Bay Area State Implementation Plan (Bay Area SIP) and subsequent Bay Area conformity determinations.

SF Bay Area-EMFAC 2000 is tailored specifically to the San Francisco Bay Area. The emission factors contained in SF Bay Area-EMFAC 2000, along with updated activity data from the Metropolitan Transportation Commission (MTC), provide the basis for the mobile source emissions budgets in the 2001 Bay Area SIP. SF Bay Area-EMFAC 2000 will be used for subsequent Bay Area conformity determinations. At a public meeting on November 1, 2001 the ARB Board approved SF Bay Area-EMFAC 2000 for these purposes following a 30-day public notice. At the time the Bay Area SIP was being developed, this model was the most current emission factor model available. SF Bay Area-EMFAC 2000 was based on EMFAC2000. The documentation for EMFAC2000 was publicly available beginning in May 2000 and made available for use by the Bay Area Air Quality Management District when it began developing the 2001 Bay Area SIP in November 2000.

The three Bay Area co-lead agencies responsible for developing the Bay Area SIP have committed to do a mid-course review of the Bay Area SIP by December 31, 2003 and revise the 2001 SIP by March 2004. ARB has committed to submit the revised Bay Area SIP to U.S. EPA by April 15, 2004. The mid-course review will use the most current emission factor model available at that time to develop the mobile source emissions budgets. This model will be EMFAC2001 or its successor.

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our Website: <http://www.arb.ca.gov>.

California Environmental Protection Agency

This transmittal provides documentation of the emission factors and activity data used in SF Bay Area-EMFAC 2000 to develop the 2001 Bay Area SIP. In addition, it includes the methodology ARB will be using to conduct Bay Area conformity determinations.

SF Bay Area-EMFAC 2000 Emission Factor Model Documentation

Comparison between MVEI7F/7G and SF Bay Area-EMFAC 2000

The emission factors used in the SF Bay Area-EMFAC 2000 emission factor model represent a major improvement over emission factors used in older models such as MVEI7F and MVEI7G. SF Bay Area-EMFAC 2000 exhaust hydrocarbon emission rates are significantly higher than the emission rates included in the older models. The increase in exhaust hydrocarbon rates is mainly a result of the following changes:

- More accurately reflecting real-world driving by using the Unified Cycle (UC) driving cycle rather than the Federal Test Procedure (FTP);
- Using new speed adjustment factors to better reflect how emissions change as average driving speeds change;
- Representing 45 model years, rather than only 35; and
- Incorporating new vehicle test data.

Evaporative hydrocarbon emission rates in SF Bay Area-EMFAC 2000 are also significantly higher than the older models' emission rates. The most important changes causing the increase in evaporative hydrocarbon emission rates include:

- Higher hot soak emission rates, especially for older catalyst-equipped vehicles;
- Higher running loss emission rates, based on new data; and
- Including emissions for vehicles with liquid fuel leaks.

Emission rates for oxides of nitrogen (NO_x) are also significantly higher in SF Bay Area-EMFAC 2000 than in the older models. The increased estimates of NO_x emission rates are primarily due to the following changes:

- Inclusion of "off-cycle NO_x" (i.e., NO_x emissions that were not represented in the certification driving cycle); and
- Incorporation of new vehicle test data for catalyst equipped passenger cars and light trucks.

Incorporation of Latest Standards

SF Bay Area-EMFAC 2000 also includes the effects of recently adopted standards on the emissions of the on-road fleet. The future year emission rates in SF Bay Area-EMFAC 2000 reflect the adopted standards described below.

Supplemental Federal Test Procedure

Two supplemental test procedures to the FTP were adopted by the Board in July of 1997. These new standards are applicable to passenger cars, light-duty trucks, and medium-duty vehicles weighing 8,500 pounds or less. These standards require the

control of excess emission of hydrocarbon and oxides of nitrogen during “off-cycle” operations (high speed and hard acceleration), and excess emissions associated with the use of air conditioning. The new standards are to be phased-in between 2001 and 2005.

Low Emission Vehicles (LEVII)

The second phase of Low Emission Vehicle Standards (LEVII) was adopted by the Board in November of 1998. This action imposed more stringent hydrocarbon, carbon monoxide, NOx and exhaust particulate matter emissions standards for passenger cars, light-duty trucks and medium-duty vehicles up to 14,000 pounds sold in California beginning in 2003.

Near Zero Evaporative Standards

Also in November 1998, the Board adopted new standards for the emissions of evaporative hydrocarbons (diurnal, hot soak and resting loss). The standards were reduced from 2 grams per test (hot soak plus diurnal) for passenger cars, to 0.5 grams per test.

New On-Road Motorcycle Standards

In December of 1998, the Board adopted lower exhaust emission standards for on-road motorcycles. These standards, which may require future motorcycles to utilize catalytic converters, are applicable to new motorcycles sold in California beginning in 2004.

Off-Cycle NOx Mitigation

In a settlement reached between the federal government, the Air Resources Board and heavy-duty engine manufacturers, several mitigation measures were agreed to regarding off-cycle NOx emissions. In addition to ending the practice of defaulting to an advanced timing condition during extended cruise operation, several manufacturers have agreed to perform “low emission” rebuilds for in-use engines. These rebuilds will lower the emissions of the in-use fleet.

New Exhaust Emissions Standards for Urban Transit Buses

In February of 2000, the Board adopted a regulation that allows transit agencies the choice between either a diesel or alternative fuel “path” to lower emissions. Beginning in 2002, over the course of 10 years, this regulation requires increased introduction of

cleaner engine buses in transit agencies' fleets, use of cleaner diesel fuel, retrofits to reduce exhaust particulate matter (PM) emissions from older diesel buses, and use of zero-emission buses (ZEBs).

Public Review

The emission factors used in SF Bay Area-EMFAC 2000 were developed in a 3-year process and were subject to public review and comment during three workshops held in 1998, 1999, and 2000. Throughout the comment period, ARB received a number of written and verbal comments, which were addressed in the development of the emission factor model.

Further detail regarding the development of the SF Bay Area-EMFAC 2000 emission factor model may be found in the attached Technical Support Documentation. The Technical Support Documentation refers to broader work on the statewide EMFAC2000 emission factor model, but also applies to the region specific SF Bay Area-EMFAC2000.

Activity Data Documentation

The Bay Area vehicle miles traveled (VMT), VMT growth rates, and VMT-speed distributions incorporated into SF Bay Area-EMFAC 2000 represent the best current activity data estimates available. The derivation of these estimates are explained below.

Vehicle Miles of Travel

Bay Area VMT estimates for calendar year 2000 are based on the ARB VMT estimation methodology using mileage accrual rates derived from Smog Check odometer data and Department of Motor Vehicle vehicle populations (see Section 7 of the attached Technical Support Documentation for further detail on the ARB VMT estimation methodology).

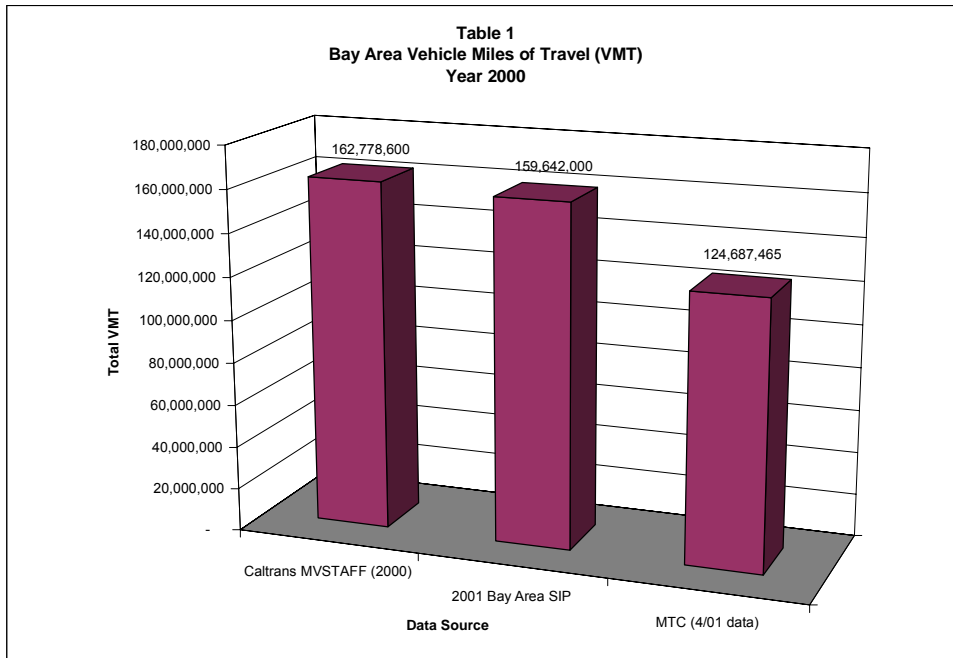
The decision to use ARB's VMT estimate instead of the VMT estimate from MTC's BAYCAST-90 travel demand model for calendar year 2000 was made in an agreement between MTC and ARB. As Table 1 illustrates, MTC's 2000 VMT estimate for the region is about 22 percent lower than both ARB and Caltrans' estimates. The ARB and Caltrans¹ methods for estimating VMT were developed independently of each other, yet fall within 1 percent of each other.

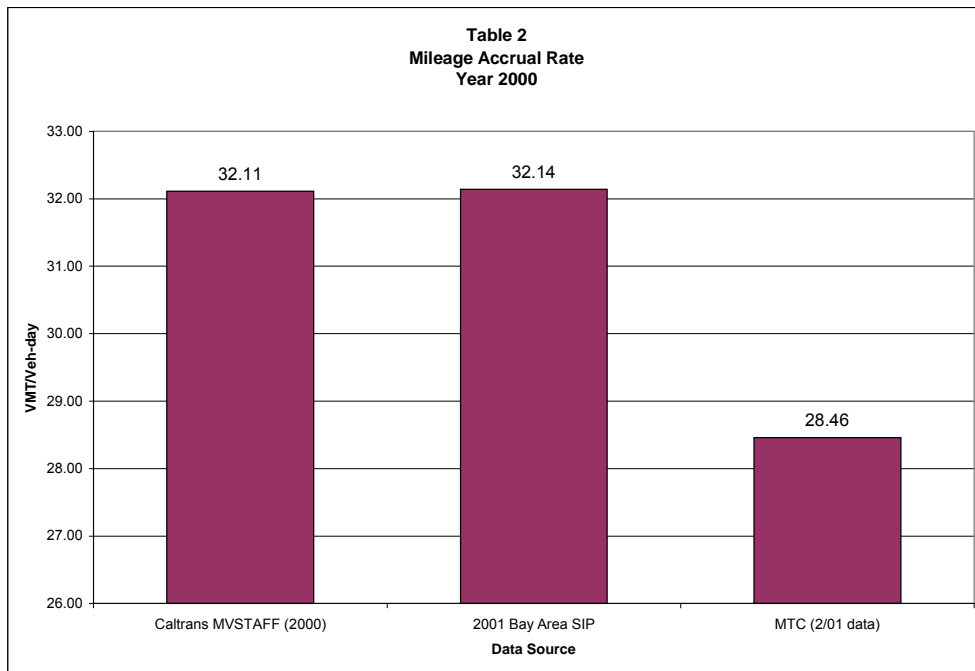
Additional justification for using the ARB VMT estimation methodology is found in the estimate of the number of miles driven by each vehicle per day (i.e., the mileage accrual

¹ Caltrans' VMT estimate was taken from the annual "Motor Vehicle Stock, Travel, and Fuel Forecast" (MVSTAFF) report. The MVSTAFF report forecasts statewide VMT based on statewide vehicle population data from the DMV, fuel consumption estimates from the Board of Equalization, and fuel economy estimates derived from the national fuel economy standards. Statewide VMT estimates are then disaggregated to the county level using county auto registration and road system mileage ratios.

rate). Table 2 compares mileage accrual rates from various data sources. MTC's estimates appear too low to be consistent with odometer readings collected in the Smog Check program. MTC's mileage accrual estimates are 11 percent lower than both Caltrans' ARB's estimates for the Bay Area.

For the purposes of the 2001 Bay Area SIP, MTC agreed to use ARB's 2000 VMT estimate. It was also agreed that the difference in VMT between ARB's and MTC's calendar year 2000 VMT estimates would be used as a "correction" for all future analysis years.





VMT Growth Rates

In the agreement between ARB and MTC, ARB agreed to use MTC's VMT growth rate as implied by the VMT estimates produced by BAYCAST-90. The rationale for this is that while ARB questions the level of travel in calendar year (CY) 2000 as estimated by MTC's travel demand model, ARB is not questioning future year growth projections included in the travel demand model.

VMT-Speed Distributions

The final pieces of activity data provided by MTC and incorporated into SF Bay Area-EMFAC 2000 are the VMT-speed distributions for two calendar years (2000 and 2005). Based on consultation between MTC and ARB staff, ARB incorporated the VMT-speed distributions into SF Bay Area-EMFAC 2000 by applying CY2000 speed distributions to CYs 2000-2003, and CY2005 speed distributions to CYs 2004+.

Methodology for Bay Area Conformity Determinations

For all Bay Area conformity determinations based on the mobile source emissions budgets set in the Bay Area SIP (using SF Bay Area-EMFAC 2000), the following step-wise methodology will be followed:

1. MTC will submit to ARB updated VMT-speed distributions and updated VMT estimates by county for all relevant analysis years. ARB will follow the procedures below for analysis years for which MTC does not submit new activity data (i.e. for which activity data does not change from MTC's original SIP submittal):
 - ARB will use the speed distributions submitted by MTC for the most recent calendar year prior to the analysis year of interest. For example, if MTC submits new VMT-speed distributions for 2005 and 2010, but not for the 2006 analysis year, the 2006 analysis year will use the speed distributions submitted for 2005. VMT-speed distributions will not be interpolated.
 - The VMT estimate for each county will be interpolated using county-specific compounded growth rates.² The interpolated VMT will then be used for the following steps.
2. ARB will calculate VMT for the portions of Sonoma and Solano Counties that fall in the San Francisco (S.F.) Air Basin. This is necessary since the SIP budgets are based on the S.F. Air Basin (which covers only the southern portions of Solano and Sonoma Counties), while the MTC VMT estimates include the full nine Bay Area counties. The county portions will be calculated by multiplying the full county VMT submitted by MTC by the VMT ratio (partial county/county) derived from SF Bay Area-EMFAC 2000.³ In year 2000, about 71 percent of Solano County, and 77 percent of Sonoma County VMT occurred in the S.F. Basin.
3. ARB will calculate the year 2000 difference in VMT between the VMT estimate included in the SF Bay Area-EMFAC 2000 runs⁴ and the VMT estimate submitted by MTC for conformity.⁵ The resulting differences by county represent the VMT "correction" between ARB and MTC's VMT estimates.
4. The VMT correction will be added by county to the submitted VMT for all analysis years, resulting in the "target" VMT estimate that will be used for the conformity modeling runs.⁶

² For example, 2006 VMT is interpolated from 2005 and 2010 VMT estimates submitted by MTC by the following equation: $VMT_{2006} = (VMT_{2010} / VMT_{2005})^{0.2} * VMT_{2005}$

³ For the S.F. Basin portions of Solano and Sonoma County VMT:

S.F. Basin County Portion $VMT_{MTC} = [S.F. \text{ Basin County Portion } VMT_{SF\text{BayArea-EMFAC}2000} / \text{Total County } VMT_{SF\text{BayArea-EMFAC}2000}] * \text{Total County } VMT_{MTC}$

⁴ SF Bay Area-EMFAC 2000 calculates VMT based on Smog Check odometer readings and DMV vehicle registration data for light duty vehicle classes, and instrumented truck data for the truck classes.

⁵ $VMT \text{ correction}_{\text{county a}} = SIP \text{ VMT}_{CY2000} - MTC \text{ VMT}_{CY2000}$

⁶ $\text{Target } VMT_{\text{county a}} = MTC \text{ VMT}_{\text{county a}} + VMT \text{ correction}_{\text{county a}}$

5. The county-specific target VMT in the conformity modeling runs will be achieved in SF Bay Area-EMFAC 2000 by modifying the county-specific vehicle populations in SF Bay Area-EMFAC 2000 using the What-if-Scenario (WIS) option. Since vehicle population and VMT are linearly related in SF Bay Area-EMFAC 2000, to obtain the “target” vehicle population, ARB staff will take the ratio between the SIP VMT estimates and the target VMT for each analysis year and apply them to the SIP vehicle population estimates for each respective analysis year.⁷
6. Once the target vehicle populations have been calculated, ARB staff will run SF Bay Area-EMFAC 2000 using the WIS option to adjust vehicle populations by county, and incorporate any updated speed distributions.
7. ARB staff will then apply control factors to the model output to adjust for emission reduction measures not included in the SF Bay Area-EMFAC 2000 emission factor model or changed since the model was developed.
8. Finally, ARB staff will compare the results to the SIP budgets for the conformity demonstration.

If you have questions regarding this submittal, you may contact me at (916) 445-4383, or have your staff contact Ms. Cynthia Marvin, Chief of the Air Quality and Transportation Planning Branch, at (916) 322-7236.

Sincerely,

/s/

Michael P. Kenny
Executive Officer

Enclosures

cc: See next page.

⁷ Target Veh Pop = [((Target VMT – SIP VMT) / SIP VMT) * SIP Veh Pop] + SIP Veh Pop

cc: (w/o Enclosures)
Mr. Jack Broadbent, Director
Air Division
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Air Resources Board

Recommended Methods for Use of EMFAC2002 To Develop Motor Vehicle Emissions Budgets and Assess Conformity

As the agency charged with estimating motor vehicle emissions for air quality plans, the Air Resources Board (ARB) has improved the EMFAC modeling tool for use in combination with estimates of vehicle population and activity to develop motor vehicle emissions budgets and assess transportation conformity. The most recent version of this tool, EMFAC2002, has been transmitted to the U.S. Environmental Protection Agency (U.S. EPA) for approval for use in State Implementation Plans (SIPs) and conformity assessments. This paper describes the recommended practices for ARB, air districts, metropolitan planning agencies (MPOs) and regional transportation planning agencies (RTPAs) to use vehicle activity in conjunction with EMFAC2002 emission rates to calculate emissions budgets and conduct conformity assessments.

The vehicle activity indicators commonly used to develop emissions inventories are vehicle trips and vehicle miles of travel (VMT) by speed, vehicle class and time of day. Though not a direct measure of travel activity, vehicle population may also be a variable for these purposes, as described below.

Vehicle trips. In California, MPOs and RTPAs use demographic forecasts and travel demand models to develop estimates of current and future daily VMT, daily vehicle trips and average travel speeds for links in the transportation network. ARB separately estimates daily vehicle trips, but defines trips as the number of times a vehicle is started, rather than a number of specific daily destinations. This distinction is important; ARB and U.S. EPA studies find that vehicles are started five to six times per day, while trips associated with destinations as reported through travel surveys and predicted in travel demand models occur three to four times per day. Because start emissions and the duration of time between starts are crucial to emissions estimation, ARB equates vehicle trips with vehicle starts. Though EMFAC2002 permits model users to alter estimates of vehicle trips used to estimate emissions, ARB recommends that the model's default estimates of vehicle trips (starts), developed from instrumented vehicle studies, be used for air quality planning and conformity purposes.¹ Alternatively, for vehicle classes where appropriate local data are made available for review through the interagency consultation process, use of trip factoring or other methods to fully account for vehicle starts may be employed. Such alternative approaches should be discussed in the interagency consultation process.

¹ An exception would occur when a user chooses to factor these start-based trips to account for trip reduction programs. EMFAC2002 start-based trips rather than destination-based trips should serve as the baseline for this adjustment. The adjustment would be made through the What-If Scenario (WIS) function of EMFAC2002 as follows, where TRS denotes the trip reduction scenario:

$$\text{WIS Input TRS Trips} = \text{EMFAC Default Trips} * (\text{RTPA TRS Trips} / \text{RTPA Baseline Trips})$$

Vehicle speeds. Most travel demand models provide output of estimated average speed by time period and link that may be summarized for use in EMFAC2002. For each major vehicle class and up to 24 hourly time periods, total VMT is divided into 13 different speed “bins” (5 mph through 65 mph) and used as input to EMFAC2002. ARB recommends continuation of this current practice to develop emissions budgets and assess conformity. Travel from intrazonal trips should be assigned to the appropriate speed bin based on the speed assigned to that travel in the travel demand model. VMT for each speed bin and time period can be used as input through the WIS function of EMFAC2002. It is also possible to input this data specific to vehicle class if adequate and defensible local data are available.

Vehicle population. Vehicle trips (starts) in EMFAC2002 are estimated as a function of the number of vehicles, or vehicle population, by county. The population of each class of motor vehicle is estimated and forecast from Department of Motor Vehicles (DMV) registration data. EMFAC2002 assumes there is a relationship between vehicle population and VMT, carried through mileage accrual rates.² In the default case, the model assumes *vehicle population * mileage accrual = VMT*. ARB-preferred practice is to maintain this internal consistency, for reasons explained below.

Vehicle miles of travel. Daily VMT is both an emissions model input usually provided by MPOs/RTPAs and a model output used to estimate exhaust emissions. ARB staff reviews MPO/RTPA estimates of VMT and vehicle speeds, and supports these estimates for use in air quality plans whenever we agree they are reasonable and defensible. Use of the latest estimates of MPO/RTPA VMT and speeds in plan development facilitates the subsequent federal transportation conformity process. This is particularly important for any year for which the plan creates emissions budgets, as conformity rules allow no emissions budget exceedance, regardless of how small. As there may be some variance between default EMFAC2002 VMT and more recent MPO/RTPA estimates to be used for SIP development, we are recommending a procedure to more exactly incorporate into emissions budgets revised VMT estimates for emissions budget analysis years.

Although it is possible to directly input VMT into EMFAC2002 through the model’s WIS function, it is generally not recommended to do this independent of vehicle population because of the desire to properly estimate start and evaporative emissions tied to the size of the vehicle fleet. A change in total forecasted miles of travel implies a change either in the number of vehicles traveling those miles or in mileage accrual rates. For future years, we generally recommend making vehicle population the variable, rather than mileage accrual. Thus, VMT adjustment would usually occur through vehicle population adjustment in the model’s WIS function, according to this formula:

$$\text{WIS Input Population} = \text{EMFAC Default Population} * (\text{RTPA VMT} / \text{EMFAC Default VMT})$$

² Accrual rates are miles traveled per year as a function of vehicle age, derived from the Bureau of Automotive Repair Smog Check database as described in Section 7.1 of the EMFAC2000 Technical Support Document, found via http://www.arb.ca.gov/msei/on-road/latest_revisions.htm#pcaccrual.

The result of this modification is that emissions estimates more precisely incorporate the daily VMT provided by each MPO/RTPA to calculate exhaust emissions, and vehicle population is adjusted for consistency with this assumption of higher or lower VMT, providing similarly modified start and evaporative emissions.³ Though the emissions impact of using this approach will often be small, we believe the approach is appropriate given the desire to fully reflect the impacts of changes in travel activity on all emissions processes. Use of consistent methods in air quality plans and conformity assessments will both reduce potential conformity problems and preserve the integrity of the SIP and conformity processes.

Alternatively, local data may indicate that changes in VMT are tied more closely to changes in household or business rates of travel than to changes in vehicle ownership. Or, improved travel demand modeling may project auto ownership rates with a high degree of confidence. In such cases it may be appropriate to adjust total mileage accrual rather than vehicle population. It is also possible to derive a modified VMT forecast from adjustments to both variables in EMFAC2002. Planning agencies are encouraged to present alternative approaches for consideration in the interagency consultation process.

Recommendations

1. ARB recommends that the EMFAC2002 default estimates of vehicle trips, based on starts per day, be used for SIP development and conformity purposes. Model defaults for trips may be factored to account for trip reduction scenarios, but should not be replaced with estimates that do not account for all vehicle starts. Alternative approaches, such as the factoring of travel demand model trip outputs for appropriate classes to account for additional starts, may be considered through interagency consultation.
2. We recommend continuation of current practices for input of latest speed distributions for SIPs and conformity assessments. Travel from intrazonal trips should be assigned to the appropriate speed bin based on the speed assigned to that travel in the travel demand model.
3. To fully reflect the impacts of modified VMT forecasts on all emissions processes, in the calculation of SIP emissions budgets, and in the assessment of conformity with those budgets, vehicle population should be adjusted in EMFAC2002 proportional to the estimated VMT change. Local circumstances may alternatively support adjustment of mileage accrual rates, subject to interagency consultation.

³ After adjusting VMT through use of the population variable in the WIS function of EMFAC, a user who desires to match VMT even more exactly (to the mile instead of the tens of miles) can then adjust VMT in the WIS without disturbing the population adjustment. This is unlikely to have a discernible impact on emissions, however.

APPENDIX A – 5

Regional Policies: Long-Range Planning / Plan Bay Area

**MTC Public Participation Plan
for the San Francisco Bay Area**

MTC Resolution No. 4174



Date: February 25, 2015
W.I.: 1112
Referred by: Planning

ABSTRACT

Resolution No. 4174

This resolution adopts the MTC Public Participation Plan.

This resolution supersedes MTC Resolution No. 3821.

Date: February 25, 2015
W.I.: 1112
Referred by: Planning

Re: MTC Public Participation Plan

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION 4174

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 is the federally designated metropolitan planning organization for the San Francisco Bay Area; and

WHEREAS, MTC is committed to involving Bay Area residents, as well as public agencies and officials, Tribal governments, freight providers and other interested parties in the development of transportation plans and programs in a manner consistent with federal legislation, Moving Ahead for the 21st Century (Map 21, PL 112-141) and pursuant to requirements of the Federal Highway Administration and the Federal Transit Administration that metropolitan planning organizations adopt and periodically update public participation plans [23 CFR Part 450 and 49 CFR Part 613]; and

WHEREAS, MTC is committed to implementing California Senate Bill 375 (Chapter 728, 2008 Statutes), which calls upon metropolitan planning organizations to adopt participation plans to engage the public in development of the regional transportation plan/sustainable communities strategy; and

WHEREAS, MTC in March 2006, as part of adopting principles on Environmental Justice, committed to “Create an open and transparent public participation process that empowers low-income communities and communities of color to participate in decision making that affects them”; and

WHEREAS, MTC, recognizing the value to be gained from listening to and learning from many voices from throughout the diverse nine-county Bay Area, developed the attached Public Participation Plan after numerous conversations, meetings, surveys, focus groups and a public meeting; now, therefore, be it

RESOLVED, that MTC adopts the Public Participation Plan attached hereto and incorporated herein as Attachment A; be it further

RESOLVED, that Attachment A shall be revised periodically by MTC as part of its ongoing commitment to inform and include the people of the Bay Area in its decision-making process; and be it further

RESOLVED, that this resolution supersedes MTC resolutions 3821 (Public Participation Plan, 2007), 2648 (Federal Public Involvement Procedures, 2003) and 3351 (Public Involvement Action Plan, 2001), and be it further

RESOLVED that the Executive Director is authorized to implement and administer the Commission's Public Participation Plan, and shall submit a copy of this resolution to the Federal Highway Administration and the Federal Transit Administration, and to other agencies as appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Chair

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

Date: February 25, 2015
W.I.: 1112
Referred by: Planning

Attachment A
Resolution No. 4174

The Public Participation Plan is on file in the offices of the Metropolitan Transportation Commission, MetroCenter, 101 Eighth Street, Oakland, CA 94607.

METROPOLITAN TRANSPORTATION COMMISSION
PUBLIC PARTICIPATION PLAN

for the SAN FRANCISCO BAY AREA

Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street, Oakland, CA 94607-4700

Approved: February 25, 2015

Also available in Chinese and Spanish
Other languages available upon request by calling 510.817.5757

請撥打電話 510.817.5757 來索取中文版公眾參與計劃的初稿。

Para solicitar una copia en español del
Borrador Preliminar del Plan para la Participación del Público llame al 510.817.5757.



METROPOLITAN
TRANSPORTATION
COMMISSION

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**METROPOLITAN TRANSPORTATION
COMMISSION**
PUBLIC PARTICIPATION PLAN

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APPENDICES

Appendix A: A Public Participation Plan for the 2017 Update to Plan Bay Area

Metropolitan Transportation Commission

Public Participation Plan

I know of no safe depository of the ultimate powers of the society but the people themselves; and if we think them not enlightened enough to exercise their control with a wholesome discretion, the remedy is not to take it from them but to inform their discretion.

— Thomas Jefferson

I. Introduction

The Metropolitan Transportation Commission (MTC) is the transportation planning and financing agency for the nine-county San Francisco Bay Area. The Commission also serves as the Bay Area Toll Authority (BATA), with oversight of the toll revenue from the region's seven state-owned toll bridges, and the Service Authority for Freeways and Expressways (SAFE), with oversight of a region-wide network of freeway call boxes and roving tow trucks. MTC, through agreements with various state and local transportation agencies, also has responsibility to develop, operate, and finance an Express Lane Program.

The Metropolitan Transportation Commission's public involvement process aims to give the public ample opportunities for early and continuing participation in critical transportation projects, plans and decisions, and to provide full public access to key decisions. Engaging the public early and often in the decision-making process is critical to the success of any transportation plan or program, and is required by numerous state and federal laws, as well as by the Commission's own internal procedures.

This Public Participation Plan spells out MTC's process for providing the public and interested parties with reasonable opportunities to be involved in the regional transportation planning process.

MTC'S COMMITMENT TO PUBLIC PARTICIPATION

Guiding Principles

The Metropolitan Transportation Commission's public involvement procedures are built on the following guiding principles:

1. Public participation is a dynamic activity that requires teamwork and commitment at all levels of the MTC organization.
2. One size does not fit all — input from diverse perspectives enhances the process.
3. Effective public outreach and involvement requires relationship building — with local governments, with stakeholders and advisory groups.
4. Engaging interested persons in 'regional' transportation issues is challenging, yet possible, by making it relevant, removing barriers to participation, and saying it simply.
5. An open and transparent public participation process empowers low-income communities and communities of color to participate in decision making that affects them (adopted by the Commission in 2006).

MTC undertakes specific strategies to involve the public, including low-income persons and communities of color, in MTC's planning and investment decisions.

Strategy 1: Early Engagement Is Best

MTC structures its major planning initiatives and funding decisions to provide for meaningful opportunities to help shape outcomes. For example, because MTC's Regional Transportation Plan (RTP) is the blueprint for both new policies and new investments for the Bay Area, updates to the RTP are one of the best places for interested persons to get involved.

Strategy 2: Access to All

MTC works to provide all Bay Area residents opportunities for meaningful participation, regardless of disabilities or language barriers. Further, we recognize that one should not need to be a transportation professional to understand our written and oral communications. In this spirit, we:

- hold public meetings in facilities that are accessible under the Americans With Disabilities Act,
- provide auxiliary aids or interpreters to persons with disabilities or language translation barriers,
- strive to communicate in plain language and provide appropriate public education materials, and
- use visual tools to translate detailed data into information that is more readily understood.

Strategy 3: Response to Written Comments

MTC pays close attention to the views of the public. MTC is committed to responding to every letter and e-mail sent by individual members of the public.

Strategy 4: Inform Commissioners and Public of Areas of Agreement and Disagreement

MTC staff summarizes comments heard by various parties so that the Commissioners and the public have a clear understanding of the depth and breadth of opinion on a given issue.

Strategy 5: Notify Public of Proposed or Final Actions

MTC staff makes every effort to ensure that meeting minutes reflect public comments and document how comments are considered in MTC’s decisions. We strive to inform participants about how public meetings and participation are helping to shape or have contributed to MTC’s key decisions and actions. When outcomes don’t correspond to the views expressed, every effort is made to explain why not.

FLAG AREAS OF AGREEMENT AND DISAGREEMENT

MTC staff summarizes comments heard by various parties so that the Commissioners and the public have a clear understanding of the depth and breadth of opinion on a given issue.

FEDERAL AND STATE REQUIREMENTS

MAP 21

Federal surface transportation legislation, known as MAP-21 (Moving Ahead for Progress in the 21st Century Act) and signed into law in 2012, underscores the need for public involvement. The law requires metropolitan planning agencies such as MTC to “provide citizens, affected public agencies, representatives of public transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways

and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment” on transportation plans and programs.

MAP-21 also requires MTC — when developing the Regional Transportation Plan and the Transportation Improvement Program (TIP) — to coordinate transportation plans with expected growth, economic development, environmental protection and other related planning activities within our region. Toward this end, this Public Participation Plan outlines key decision points for consulting with affected local, regional, state and federal agencies and Tribal governments.

Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 provides that no person shall, on the basis of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Therefore, Title VI prohibits MTC from discriminating on the basis of race, color or national origin in carrying out its transportation planning and programming activities, which receive federal funding. Title VI was further clarified and supplemented by the Civil Rights Restoration Act of 1987 and a series of federal statutes enacted in the 1990s.

Executive Orders

An Executive Order is an order given by the president to federal agencies. As a recipient of federal revenues, MTC assists federal transportation agencies in complying with these orders.

- *Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*

Executive Order 12898 mandates that federal agencies make achieving environmental justice part of their missions. The fundamental principles of environmental justice include:

- Avoiding, minimizing or mitigating disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Ensuring full and fair participation by all potentially affected communities in the transportation decision-making process; and

- Preventing the denial, reduction or significant delay in the receipt of benefits by minority populations and low-income communities.
- *Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency*

Executive Order 13166 states that people who, as a result of national origin, are limited in their English proficiency, should have meaningful access to federally conducted and federally funded programs and activities. It requires that all federal agencies identify any need for services to those with limited English proficiency and develop and implement a system to provide those services so all persons can have meaningful access to services. MTC's Plan for Special Language Services to Limited English Proficient Populations can be found in English, Spanish and Chinese on MTC's website at http://www.mtc.ca.gov/get_involved/lep.htm.
- *Executive Order 12372: Intergovernmental Review of Federal Programs*

Executive Order 12372 calls for intergovernmental review of projects to ensure that federally funded or assisted projects do not inadvertently interfere with state and local plans and priorities. The Executive Order does not replace public participation, comment, or review requirements of other federal laws, such as the National Environmental Policy Act (NEPA), but gives elected officials of state and local governments an additional mechanism to ensure federal agency responsiveness to state and local concerns.

2008 California Legislation

State law (SB 375, Steinberg, Chapter 728, 2008 Statutes) calls on MTC and the Association of Bay Area Governments to develop a Sustainable Communities Strategy — a new element of the Regional Transportation Plan — to integrate planning for growth and housing with long-range transportation investments, to strive to reduce greenhouse gas emissions for cars and light trucks. The law also calls for a separate Public Participation Plan for development of the Regional Transportation Plan and the Sustainable Communities Strategy. Appendix A contains the Public Participation Plan for Plan Bay Area, the region's long-range transportation plan and Sustainable Communities Strategy.

Other Requirements

A number of other federal and state laws call on MTC to involve the public in or notify the public of its decisions. MTC complies with all other public notification or participation requirements of the state's Ralph M. Brown Act, the California Public Records Act, and the California Environmental Quality Act, the federal Americans with Disabilities Act, and other applicable state and federal laws.

II. Continuing Public Engagement

MTC is committed to an active public involvement process that provides comprehensive information, timely public notice and full public access to key decisions. MTC provides the public with myriad opportunities for continuing involvement in the work of the agency, through the following methods:

MTC'S POLICY ADVISORY COUNCIL

The Policy Advisory Council is a 27-member advisory panel that brings a range of interests to a single table to offer the Commission policy advice. Formed in 2010, the Policy Advisory Council builds on MTC's long tradition of advisory committees and reflects efforts to improve the effectiveness of advisors by merging what were previously three separate advisory committees. The members of the Policy Advisory Council reflect the "Three E's" of the Economy, The Environment and Social Equity.

The Council will be consulted during the development of MTC policies and strategies, and their recommendations on various issues will be reported directly to the Commission. The Council may pursue its own policy/program discussions and forward independent ideas to the Commission for consideration. The Council will address Commissioners directly at MTC committee and Commission meetings. MTC Resolution No. 3931 spells out the role and responsibilities of the Policy Advisory Council, including ways to encourage more dialogue between Commissioners and the Council.

All Policy Advisory Council meetings are audiocast and archived on MTC's website. Meetings are open to the public. In fact, tracking the agenda and discussions of MTC's Policy Advisory Council is one of the best ways for interested persons to engage early in the major policy and fiscal issues confronting MTC. Agendas are posted on MTC's website and persons can request to be placed on the mailing list.

In addition to the panels listed above, MTC facilitates policy and technical discussions through numerous ad hoc working groups, and serves on other multi-agency advisory committees.

GET INVOLVED: SERVE ON MTC'S POLICY ADVISORY COUNCIL

A major recruitment is done periodically to fill advisory council seats. However, MTC may open recruitment to fill interim vacancies. Check MTC's website for current opportunities (www.mtc.ca.gov/get-involved/) or call MTC's Public Information Office at 510.817.5757.

WORKING WITH NEIGHBORING REGIONS

MTC and its counterpart agencies in adjacent regions often coordinate with each other to identify transportation programs and projects of mutual interest for key travel corridors traversing both regions. While no formal agreements are in place, MTC works closely with the neighboring regions on a number of planning initiatives with the Sacramento, San Joaquin, Stanislaus, Santa Cruz and Monterey regions, among others. When updating long-range plans and Transportation Improvement Programs, the regions do keep each other informed and solicit input on planning and programming activities. For air quality planning purposes, MTC has an agreement with the Sacramento Area Council of Governments to detail agency responsibilities relating to transportation conformity and to coordinate the funding of certain projects receiving federal air quality funding in eastern Solano County, which is within the Bay Area but falls partly in the Yolo-Sacramento air basin.

COMMISSION AND COMMITTEE MEETINGS

MTC encourages interested persons to attend MTC Commission and standing committee meetings to express their views. Items on the Commission agenda usually come in the form of recommendations from MTC's standing committees. Much of the detailed work of MTC is done at the committee level, and the Commission encourages the public to participate at this stage, either in person or by tracking developments via the web. At times it is necessary to impose a time limit on public comments in order to allow all attendees the opportunity to speak.

At times it may be necessary to call a special meeting of the Commission or one of its committee meetings – one that will be held on a different day of the week than called for in MTC's regular meeting schedule. A "Call and Notice of Special Meeting" will be distributed at least 72 hours in advance of the meeting, or in accordance with the Brown Act. The notice will be signed by the committee chair and posted on MTC's website, posted in the MTC Library, emailed to at least one newspaper of general circulation in each of the nine Bay Area counties, and emailed to any member of the news media upon request.

Current MTC standing committees are shown in the following table:

GET INVOLVED: ACCESSIBLE MEETINGS

All Commission public meetings, workshops, forums, etc. are held in locations accessible to persons with disabilities. Monthly meetings of the Commission, and those of MTC standing committees and advisory committees, usually take place at MTC's offices.

Assistive listening devices or other auxiliary aids are available upon request. Sign-language interpreters, readers for persons with visual impairments, or language translators will be provided if requested through MTC Public Information (510.817.5757) at least three working days (72 hours) prior to the meeting (five or more days' notice is preferred).

MTC Standing Committee Structure and Responsibilities

Administration Committee	Programming & Allocations Committee	Planning Committee	Operations Committee	Legislation Committee
<i>These committees regularly meet the second Wednesday of each month, in the morning, at MTC's offices. Meeting dates and times are tentative; confirm at www.mtc.ca.gov.</i>		<i>These committees regularly meet the second Friday of each month, in the morning, at MTC's offices. Meeting dates and times are tentative; confirm at www.mtc.ca.gov.</i>		
Oversight of Agency Budget and Agency Work Program Agency Financial Reports/Audits Contracts Commission Procedures Staff Salaries And Benefits	Annual Fund Estimate Fund Allocations State Transportation Improvement Program (STIP) Federal Transportation Improvement Program (TIP)	Regional Transportation Plan Other Regional Plans (airports, seaports) State and Federal Air Quality Plans Corridor Planning Studies Transportation and Land Use Initiatives	Transportation System Management and Operational Activities Contracts Related to System Management and Operations Service Authority for Freeways and Expressways (SAFE)	Annual MTC Legislative Program Positions on Legislation & Regulations Public Participation Policy Advisory Council

In addition to the above committees, MTC has other committees dedicated to specific issues, such as the Bay Area Toll Authority Oversight Committee, regarding toll-bridge accounts and improvement projects, the Bay Area Infrastructure Financing Agency, regarding express lanes, and the Bay Area Headquarters Authority to discuss issues relating to the new regional headquarters building under construction in San Francisco.

Access to MTC Meetings

Web Access to MTC Meetings [www.mtc.ca.gov]				If You Have Limited or No Web Access *
Meeting Materials	WHAT ... is available on the web?	WHEN ... is it posted on the web?	HOW LONG... is it available on the web?	Contact the MTC Library or the Public Information Office to request meeting materials
Meeting Agendas	<ul style="list-style-type: none"> ◆ MTC Commission ◆ Standing committees ◆ Advisory committees 	One week prior to meeting**	6 months	Mailed to interested public or available at meeting
Meeting Packets	<i>Same as above</i>	<i>Same as above</i>	6 months	<i>Same as above</i>
Audiocast of Meetings	<ul style="list-style-type: none"> ◆ MTC Commission ◆ Standing committees ◆ Policy Advisory Council meetings 	Listen to meeting live	6 months	Meeting minutes will be mailed to interested public; copies of electronic recordings are available
MTC Meeting Schedule	Schedule of all Commission and advisory committee meetings	Posted and updated continuously	Posted and updated continuously	Mailed to interested public or available at MTC

** Final agendas are posted 72 business hours in advance of the meeting time in the MTC Library.

DATABASE KEEPS PERSONS IN THE LOOP

MTC maintains a database of local government officials and staff, and other public agency staff and interested persons. The database allows MTC to send targeted mailings to keep the public updated on the specific issues they have requested to be kept up to date on, including information on how public meetings/participation have contributed to its key decisions and actions.

**GET INVOLVED:
SIGN UP FOR
MTC'S DATABASE**

Stay informed by signing up to receive mailings or periodic emails concerning major MTC initiatives. Anyone may request to be added to MTC's database by calling MTC's Public Information Office at 510.817.5757 or e-mailing info@mtc.ca.gov.

PUBLIC MEETINGS, WORKSHOPS AND FORUMS

Public meetings on specific issues are held as needed. If statutorily required, formal public hearings are conducted, and notice of these public hearings is placed in the legal section of numerous newspapers in the MTC region, including newspapers circulated in minority communities of the Bay Area. Materials to be considered at MTC public hearings are posted on MTC's website, and are made available to interested persons upon request. In addition, materials are placed on file in the MTC Library.

MTC also conducts workshops, community forums, conferences and other events to keep the public informed and involved in various high-profile transportation projects and plans, and to elicit feedback from the public and MTC's partners. MTC holds meetings throughout the nine-county San Francisco Bay Area to solicit comments on major plans and programs, such as the long-range Regional Transportation Plan. Meetings are located and scheduled to maximize public participation (including evening meetings).

For major initiatives and events, MTC typically provides notice through posting information on MTC's website, and, if appropriate, through e-mail notices and news releases to local media outlets.

MTC'S LIBRARY: INFORMATION FOR THE ASKING

The MTC Library, located in the Joseph P. Bort MetroCenter (the building that houses MTC offices) at 101 Eighth Street in Oakland, is open to the public week days. Check the website or call MTC Public Information (510.817.5757) for exact hours. This special library has an extensive collection of reports, books and magazines, covering transportation planning, demographics, economic analysis, public policy issues and regional planning in the San Francisco Bay Area. It is designed to meet the information needs of government agencies, researchers, students, the media and anyone else who is interested in transportation, regional planning and related fields. Special features include:

- Extensive reference assistance by telephone, e-mail, fax and in-person
- Two public access Internet terminals
- Newspaper and magazine reading areas
- Coin-operated copier
- Open stacks

GET INVOLVED: ALTERNATIVE LANGUAGE TRANSLATIONS

If language is a barrier to your participation in meetings, MTC can arrange for an interpreter or translate meeting materials. Sign-language interpreters and readers for persons with visual impairments are also available. Please call MTC Public Information (510.817.5757) at least three working days (72 hours) prior to the meeting (five or more days' notice is preferred).

The commitment to using technology to extend public outreach continues with MTC Library staff posting on MTC's website the headlines of transportation and related stories from Bay Area daily newspapers as well as key statewide and national journals and other such publications. Readers can view the headlines each morning on MTC's website or subscribe to the service via e-mail or by RSS feed (a method of electronic notification of web updates).

The library makes public resource materials available for download by posting on the MTC website: <http://www.mtc.ca.gov/library/pub.php> and including URLs whenever available for all materials in our publicly available catalog <http://slk060.liberty3.net/mtc/opac.htm>.

SOCIAL MEDIA

Another way to keep abreast of hot topics, events and comment opportunities is to follow MTC on social media, including Facebook, twitter, Instagram and YouTube. Likewise you can be notified when web content is updated by subscribing via RSS feed or through a service known as GovDelivery. All of MTC's social media platforms are accessible via the home page of MTC's web site: www.mtc.ca.gov.

GET INVOLVED: THE FACTS AT YOUR FINGERTIPS

MTC's publications listed on MTC's website can be ordered by phone (510.817.5836), e-mail (library@mtc.ca.gov) or by completing an online form. The entire Library collection can be searched using the online catalog. A wide range of MTC publications are available for downloading.

GET INVOLVED: KEEP ON TOP OF TRANSPORTATION NEWS

MTC's Library compiles an electronic news summary with links to transportation-related articles appearing in major Bay Area and national news outlets. To subscribe, visit MTC's website: www.mtc.ca.gov/news/headlines.htm.

WEBSITE: WWW.MTC.CA.GOV

MTC's website — www.mtc.ca.gov — is targeted to audiences ranging from transit riders seeking bus schedules to transportation professionals, elected officials and news media seeking information on particular programs, projects and public meetings.

Updated daily, the site provides information about MTC's projects and programs, the agency's structure and governing body and upcoming public meetings and workshops. It contains the names, e-mail addresses and phone numbers for staff and Commission members; all of MTC's current planning documents, publications located in the MTC Library, data from the U.S. Census as well as detailed facts about the region's travel patterns. It also includes important links to partner government agencies as well as to other sites such as the Bay Area's 511.org for traveler information and the FasTrak®.org site for users of the region's automated toll system.

Interested persons also may access a wealth of data on Bay Area travel and commute patterns online at: www.mtc.ca.gov/maps_and_data/. Included is access to maps, census data, transit operator statistics, background on travel models, and research papers.

MEDIA OUTLETS HELP ENGAGE MORE PERSONS

MTC regularly issues news releases about Commission programs and actions of interest to the public. These include announcements of public workshops and hearings, recruitment for positions on MTC's advisory committees, and employment opportunities through MTC's high school and college internship programs. News releases are sent to regional, state and national media — including minority print and broadcast outlets — and some are translated into Spanish, Chinese and other languages. In addition to news releases, MTC staff and Commissioners also host press events and news conferences (often in conjunction with other transportation agencies), visit newspaper editorial boards, and conduct briefings with Bay Area reporters and editors to discuss key initiatives such as the Regional Transportation Plan. These briefings provide an opportunity for both print and broadcast journalists to learn about MTC programs that may not immediately produce traditional hard news stories, thus providing background

GET INVOLVED: TRACK MTC VIA WEB

Log onto MTC's website — www.mtc.ca.gov — for meeting agendas and packets. Live and archived audiocasts of meetings make it possible for interested parties to “tune in” at their convenience to all Commission and standing committee meetings.

context for subsequent articles or radio/TV pieces. A list of media outlets can be found at this project website: www.PlanBayArea.org.

STAFF DEDICATED TO ASSISTANCE AND OUTREACH

In addition to the components of MTC's public outreach program detailed above, MTC's commitment to public participation includes staff dedicated to involving the public in MTC's work. Public Information staff provides the following materials and services:

- Public Information staff can make available to the public any item on the MTC website (including meeting notices, agendas, and materials that accompany agenda items for meetings of the Commission and its committees and advisory panels) if a person does not have Internet access.
- Public Information staff works with interested organizations to arrange for MTC staff and commissioners to make presentations to community groups.
- MTC staff participates in region-wide community and special events, especially events in targeted ethnic and under-represented communities.
- Public Information staff will respond by telephone (510.817.5757), U.S. mail (101 Eighth Street, Oakland, CA 94607) or e-mail (info@mtc.ca.gov) from the public and the media about MTC.

III. Public Participation Techniques

MTC uses various techniques to develop and execute specific public participation programs to inform its major decisions, such as for corridor studies, new funding policies or updates to the Regional Transportation Plan.

A menu of participation techniques follows, and includes some tried-and-true approaches as well as new suggestions we heard from the public while developing this plan.

Public Meetings/Workshops

- Offer customized presentations to existing groups and organizations
- Co-host workshops with community groups, business associations, etc.
- Contract with community-based organizations in low-income and minority communities for targeted outreach
- Sponsor a topical forum or summit with partner agencies, with the media or other community organizations
- Encourage opportunities for public input directly to policy board members

Techniques for Public Meetings/Workshops

- Open Houses
- Question-and-Answer sessions with planners and policy board members
- Break-out sessions for smaller group discussions on multiple topics
- Interactive exercises
- Customized presentations
- Vary time of day for workshops (day/evening)
- Conduct meeting entirely in alternative language (Spanish, Chinese, for example)

Visualization Techniques

- Maps
- Charts, illustrations, photographs
- Table-top displays and models
- Web content and interactive games
- Electronic voting at workshops
- PowerPoint slide shows

Polls/Surveys

- For major planning efforts (such as the Regional Transportation Plan and Sustainable Communities Strategy), conduct statistically valid telephone polls
- Electronic surveys via web
- Intercept interviews where people congregate, such as at transit hubs
- Printed surveys distributed at meetings, transit hubs, on-board transit vehicles, etc.

Focus Groups

- Participants recruited randomly from telephone polls
- Participants recruited by interest area

Online and Printed Materials

- User-friendly documents (including use of executive summaries)
- Outside review of publications to ensure clear, concise language
- Post cards
- Maps, charts, photographs and other visual means of displaying information

Targeted Mailings/Flyers

- Work with community-based organizations to distribute flyers
- E-mail to targeted database lists
- Distribute “Take-one” flyers to key community organizations
- Place notices on-board transit vehicles and at transit hubs

Utilize local media

- News releases
- Invite reporters to news briefings
- Meet with editorial staff
- Opinion pieces/commentaries
- Purchase display ads
- Negotiate inserts into local printed media
- Visit minority media outlets to encourage use of MTC news releases
- Place speakers on Radio/TV talk shows
- Public Service Announcements on radio and TV

- Develop content for public access/cable television programming
- Civic journalism partnerships

Use of the Internet/Electronic Access to Information

- Website with updated content
- Use social media to reach a larger audience
- Audio-cast of past public meetings/workshops
- Electronic duplication of open house/workshop materials
- Interactive web with surveys, comment line
- Use the web to provide interaction among participants
- Access to planning data (such as maps, charts, background on travel models, forecasts, census data, research reports)
- Provide information in advance of public meeting

Notify Public via

- Blast e-mails
- Notice widely disseminated through partnerships with local government and community-based and interest organizations
- Electronic newsletters
- Social media such as Twitter and Facebook
- Local media
- Notices placed on-board transit vehicles and at transit hubs

Newsletters

- MTC's electronic newsletter
- Submit articles for publication in community/corporate newsletters

Techniques for Involving Low-Literacy Populations

- Train staff to be alert to and anticipate the need of low-literacy participants in meetings, workshops, and the like
- Robust use of “visualization” techniques, including maps and graphics to illustrate trends, choices being debated, etc.
- Personal interviews or use of audio recording devices to obtain oral comments

Techniques for Involving Low Income Communities and Communities of Color

- Involve MTC's Policy Advisory
- Grants to community-based organizations to co-host meetings and remove barriers to participation by offering such assistance as child care or translation services
- "Take One" flyers on transit vehicles and at transit hubs
- Outreach in the community (flea markets, churches, health centers, etc.)
- Use of community and minority media outlets to announce participation opportunities

Techniques for Involving Limited-English Proficient Populations

See also MTC's Final Revised Plan for Special Language Services to Limited English Proficient (LEP) Populations (the "LEP Plan"), which can be found in English, Spanish and Chinese on MTC's website at www.mtc.ca.gov/get_involved/lep.htm.

- Use of the above-noted techniques, modified where appropriate in accordance with the LEP Plan
- Train staff to be alert to and anticipate the needs of Limited-English Proficient participants in meetings, workshops, and the like
- Personal interviews or use of audio recording devices to obtain oral comments in languages other than English
- Translated documents and web content on key initiatives
- Translate materials; have translators available at meetings as requested
- Include information on meeting notices on how to request translation assistance
- On-call translators for meetings
- Translated news releases and outreach to alternative language media, such as radio, television, newspapers and social media
- When conducting statistically valid polls, surveys or focus groups, offer the information in other languages such as Spanish or Chinese

Techniques for Reporting on Impact of Public Comments

- Summarize key themes of public comments in staff reports to MTC standing committees
- Direct mail and email to participants from meetings, surveys, etc. to report final outcomes
- Newsletter articles
- Updated and interactive web content

IV. Public Participation Procedures for the Regional Transportation Plan and the Transportation Improvement Program

There are two key transportation initiatives of MTC's that are specially called out in federal law as needing early and continuing opportunities for public participation — development of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP).

Public Participation Opportunities in the RTP and TIP

Because of its comprehensive, long-term vision, the RTP provides the earliest and the best opportunity for interested persons and public agencies to influence MTC's policy and investment priorities for Bay Area transportation. It is at this earlier RTP stage where investment priorities and major planning-level project design concepts are established, and broad, regional impacts of transportation on the environment are addressed. Thus, it might be easier for a member of the public to influence decisions about projects at this stage. Another opportunity for public participation, but further along in the process, is the TIP, which is a programming document that identifies funding for only those programs and projects that are already included in the RTP. A mid-point between the RTP and TIP is the project-selection process. Interested residents can become versed in how a transportation project moves from an idea to implementation — including local project review, details for how projects are included in MTC's RTP, MTC's Project Selection Process, the TIP and environmental review/construction phases — in a publication titled "A Guide to the San Francisco Bay Area's Transportation Improvement Program, or TIP." This document is available on MTC's website (http://files.mtc.ca.gov/pdf/TIP/2015/guide_to_the_2015_tip.pdf) and from the MTC Library.

Another easy way to engage on transportation policies and investment is to request to be added to MTC's RTP database (see sidebar at left for instructions).

GET INVOLVED: SIGN UP FOR MTC'S RTP DATABASE

One of the ways to have the most impact on MTC's policy and investment decision is to participate in an update of the regional transportation plan (RTP). Contact MTC's Public Information Office online at www.PlanBayArea.org or at info@mtc.ca.gov, or call at 510.817.5757, and ask to be included in MTC's database.

A. REGIONAL TRANSPORTATION PLAN

The long-range Regional Transportation Plan (RTP) prioritizes and guides Bay Area transportation development over 25 years. The RTP is the comprehensive blueprint for transportation investment (transit, highway, local roads, bicycle and pedestrian projects), and establishes the financial foundation for how the region invests in its surface transportation system by identifying how much money is available to address critical transportation needs and setting the policy on how projected revenues are to be spent. The RTP is updated at least once every four years to reflect reaffirmed or new planning priorities and changing projections of growth and travel demand based on a reasonable forecast of future revenues available to the region.

Under California Senate Bill 375 (Steinberg, Chapter 728, 2008 Statutes) the RTP must include a regional Sustainable Communities Strategy for achieving a regional target for reducing greenhouse gases for cars and light trucks and identify specific areas in the nine-county Bay Area to accommodate all the region's projected population growth, including all income groups, for at least the next 25 years. The legislation requires MTC and the Association of Bay Area Governments (ABAG) to jointly develop the regional Sustainable Communities Strategy to integrate planning for growth and housing with long-range transportation investments. In the Bay Area, MTC and ABAG are joined by the Bay Area Air Quality Management District and the Bay Conservation and Development Commission to develop a plan that also incorporates shoreline planning and air quality objectives.

The law also calls for a separate Public Participation Plan for development of the regional transportation plan and Sustainable Communities Strategy. Appendix A describes a Public Participation Plan for Plan Bay Area, the region's Sustainable Communities Strategy and Regional Transportation Plan.

MTC prepares several technical companion documents for RTP updates. These include a program-level Environmental Impact Report per California Environmental Quality Act (CEQA) guidelines, and transportation air quality conformity analyses (to ensure clean air mandates are met) per federal Clean Air Act requirements. Certain revisions to the RTP may warrant a revision or update to these technical documents. The process for preparing and conducting interagency consultation on the conformity analysis is described in MTC Resolution No. 3757.

MTC also prepares an equity analysis of RTP updates to determine whether minority and low-income communities in the Bay Area share equitably in the benefits of the regional transportation plan without bearing a disproportionate share of the burdens. As an assessment of the region's long-range transportation investment strategy, this analysis is conducted at a regional, program-level scale. This assessment of the long-range plan is intended to satisfy federal requirements under Title VI of the Civil Rights Act and federal policies and guidance on environmental justice. For each update of the RTP, MTC will prepare a public participation plan (see below "RTP Update") that will provide more information on how the equity analysis will be conducted throughout that update of the RTP.

Updating and Revising the Regional Transportation Plan

A complete update of an existing regional transportation plan is required at least once every four years. The RTP also may be revised in between major updates under certain circumstances, as described below in the table and narrative:

- **RTP Update**

This is a complete update of the most current long-range regional transportation plan, which is prepared pursuant to state and federal requirements.

RTP updates include extensive public consultation and participation involving hundreds of Bay Area residents, public agency officials and stakeholder groups over many months. MTC's Policy Advisory Council and other members of the public play key roles in providing feedback on the policy and investment strategies contained in the plan. Local and Tribal governments, transit operators and other federal, state and regional agencies also actively participate in the development of an RTP update via existing and ad hoc forums.

For each RTP update MTC will prepare a multi-phased public outreach and involvement program to ensure that all those with a stake in the outcome are actively involved in its preparation. See Appendix A for specific information on public engagement for Plan Bay Area, which is slated to be updated in 2017.

- **RTP Amendment**

An amendment is a major revision to a long-range RTP, including adding or deleting a project, major changes in project/project phase costs, initiation dates, and/or design concept and scope (e.g., changing project locations or the number of through traffic lanes). Changes to projects that are included in the RTP only for illustrative purposes (such as in the financially unconstrained “vision” element) do not require an amendment. An amendment requires public review and comment, demonstration that the project can be completed based on expected funding, and/or a finding that the change is consistent with federal transportation conformity mandates. Amendments that require an update to the air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757.

- **RTP Administrative Modification**

This is a minor revision to the RTP for minor changes to project/project phase costs, funding sources, and/or initiation dates. An administrative modification does not require public review and comment, demonstration that the project can be completed based on expected funding, nor a finding that the change is consistent with federal transportation conformity requirements. As with an RTP amendment, changes to projects that are included in the RTP’s financially unconstrained “vision” element may be changed without going through this process.

Updating and Revising the Regional Transportation Plan (RTP)

Public Participation for an RTP Update
<p>① Prepare a public participation plan to provide early and continuing opportunities to comment. Review public outreach and involvement program with the public and advisory groups.</p>
<p>② Implement public outreach and involvement program, which may include:</p> <ul style="list-style-type: none"> • Numerous targeted workshops with local governments, partner agencies, advisory groups including MTC’s Policy Advisory Council, and the general public • Opportunities to participate via the web, online surveys, etc. • Posting draft documents to the web for public review and comment • Documents available for viewing at the MTC Library
<p>③ Notify the public of opportunities to participate using such methods as local media outlets, web postings, electronic-mailings to MTC’s database and advocacy groups.</p>
<p>④ Conduct inter-governmental consultation, as appropriate.</p>
<p>⑤ Conduct interagency consultation as appropriate based on Air Quality Conformity Protocol (MTC Resolution No. 3757).</p>
<p>⑥ Release Draft Plan for at least a 55-day public review period</p> <ul style="list-style-type: none"> • Hold at least three public hearings in different parts of the region • Respond to significant comments • Provide additional review and comment opportunity of 5 days if the final RTP differs significantly from the Draft RTP and raises new material issues.
<p>⑦ Adoption by the MTC Commission at a public meeting. Notify the public about the Commission’s action with electronic mailings to MTC’s database.</p>

Public Participation for an RTP Amendment
<p>① Release proposed amendment for a 30-day public review</p> <ul style="list-style-type: none"> • Notify the public of opportunities to participate and comment using such methods as local media outlets, email notice to MTC’s database or web postings. • Post amendment on MTC’s website for public review • Amendment available for viewing at the MTC Library
<p>② RTP Amendment reviewed at a public meeting of the MTC Planning Committee.</p>
<p>③ Approval at a public meeting by the MTC Commission.</p>
<p>④ Post approved RTP Amendment on the MTC website and notify the public about its approval via email to MTC’s database.</p>

Public Participation for RTP Administrative Modification
<p>① No formal public review.</p>
<p>② Approval by MTC Executive Director.</p>
<p>③ RTP Administrative Modification posted on MTC website following approval.</p>

Countywide Transportation Plans

Bay Area counties are authorized by state law to develop Countywide Transportation Plans on a voluntary basis, and the countywide plans are an integral part of the Regional Transportation Plan. These long-range planning and policy documents assess transportation needs and guide transportation priorities and funding decisions for that county over a 20-25 year horizon. These countywide plans inform the transportation projects and programs that are forwarded to MTC for consideration in the region's long-range plan. MTC's guidelines for development of countywide plans by the county Congestion Management Agencies can be found here: <http://www.mtc.ca.gov/planning/ctp/>

Congestion Management Process

Under federal regulations, MTC is required to prepare a congestion management process (CMP) for the Bay Area that includes strategies for managing travel demand, traffic operational improvements, public transportation improvements, and the like. MTC's Planning Committee at a public meeting adopts a CMP approximately every two years, with the results of this technical evaluation used to inform MTC decisions on program and investment priorities, including the Regional Transportation Plan. Those interested in this exercise may obtain copies of the relevant memoranda via MTC's website, or by requesting to be added to the Planning Committee's mailing list.

B. TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (TIP) helps implement the policy and investment priorities expressed by the public and adopted by MTC in the Regional Transportation Plan (RTP). In this way, public comments made as part of the RTP are reflected in the TIP as well. The TIP covers at least a four-year timeframe, and all projects included in the TIP must be consistent with the RTP, which covers 25 or more years. The TIP is a comprehensive listing of Bay Area surface transportation projects — including transit, highway, local roadway, bicycle and pedestrian investments — that:

- receive federal surface transportation funding, or are
- subject to a federally required action, or are
- regionally significant, for federal air quality conformity purposes.

The TIP does not contain all funds or projects or programs identified in the Regional Transportation Plan. The majority of revenues identified in the Plan are never included in the TIP. These include local and state funds used to operate and maintain the transportation network that do not meet the criteria listed above. The TIP in itself does not implement the plan, but is a subset of projects that are consistent with implementing the Plan.

The TIP includes a financial plan that demonstrates there are sufficient revenues to ensure that the funds committed (or “programmed”) to the projects are available to implement the projects or project phases. Adoption of the TIP also requires a finding of conformity with federal transportation-air quality conformity mandates.

Individual project listings may be viewed through MTC’s web-based Fund Management System at http://www.mtc.ca.gov/funding/fms_intro.htm. As part of MTC’s commitment to public involvement, many projects in the TIP are mapped to present the online reader with a visual location of the project. Individuals without access to the internet may view a printed copy of the project listings at the MTC library.

In addition to a Transportation Improvement Program that is accessible online at: <http://www.mtc.ca.gov/funding/tip/>, MTC maintains free, subscription-based e-mail distribution lists to inform interested individuals, transportation officials and staff of changes and actions related to the TIP. Through this system, individuals

may be alerted as needed regarding the development and approval of a new TIP and updates, such as the notice of a TIP update, or notice and approval of the TIP amendments. The TIP-INFO Notification tool helps facilitate public review and comments as well as coordination with transportation and other public agencies. Sign up for the service by contacting MTC at info@mtc.ca.gov.

To further assist in the public assessment of the TIP, and specifically to analyze the equity implications of the proposed TIP investments, MTC conducts an investment analysis for the TIP with a focus on minority and low-income communities.

Updating and Revising the TIP

Federal regulations require that the TIP be updated at least once every four years. From time to time, circumstances dictate that revisions be made to the TIP between updates. MTC will consider such revisions when the circumstances prompting the change are compelling. The change must be consistent with the RTP, not negatively impact financial constraint, or adversely affect transportation-air quality conformity findings of the TIP.

In addition to a TIP update, revisions to the TIP may occur as TIP amendments, TIP administrative modifications, or TIP Technical Corrections. The criteria for administrative modifications and amendments are defined in federal regulations, specifically Title 23, CFR part 450.104.

The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and California Department of Transportation (Caltrans) have developed amendment and administrative modification procedures for the TIP. These procedures are posted online at:

www.mtc.ca.gov/funding/tip/tiprevisionprocedures.pdf. Further explanation about TIP updates and how the types of revisions are processed are shown in the narrative and table that follows.

- **TIP Update**

This is a complete update of the existing TIP, to reflect new or revised transportation investment strategies and priorities. Federal regulations require an update of the TIP at least once every four years. Because all projects included in the TIP are consistent with the RTP, MTC's extensive public outreach for development of the RTP is reflected in the TIP as well. The TIP supports

implementation in the short-term, the financially constrained element of the RTP and is responsive to comments received during the development of the RTP. TIP updates will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757.

The State of California may require a TIP update more frequently than the federally required four-year update cycle. In such circumstances MTC may perform a limited and less robust update and outreach effort by simply updating information reflecting updated project information using prior TIP reports, analysis and methodologies. Significant modification of analytical approaches and additional features to the TIP will be made on the federal 4-year update cycle, and more in-line with the four-year update cycle of the RTP.

- **TIP Amendment**

This is a revision that involves a major change to the TIP, such as the addition or deletion of a project; a major change in project cost or project/project phase initiation date; or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or an air quality conformity determination. Amendments requiring a transportation-air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757.

- **TIP Administrative Modification**

An administrative modification includes minor changes to a project's costs or to the cost of a project phase; minor changes to funding sources of previously included projects; and minor changes to the initiation date of a project or project phase. An administrative modification does not require public review and comment, re-demonstration of fiscal constraint, or conformity determination.

- **TIP Technical Correction**

Technical corrections may be made by MTC staff as necessary. Technical corrections are not subject to an administrative modification or an amendment, and may include revisions such as: changes to information and projects that are included only for illustrative purposes; changes to information outside of the TIP period; changes to information not required to be included in the TIP per federal regulations; or changes to correct simple errors or omissions including data entry errors. These technical corrections cannot significantly impact the cost, scope, or

schedule within the TIP period, nor will they be subject to a public review and comment process, re-demonstration of fiscal constraint, or a conformity determination.

Public Participation for Updating and Revising the Transportation Improvement Program

TIP Update
<p>1 Notify public of opportunities to participate; use appropriate lists within MTC’s database, including list of Regional Transportation Plan participants. Also notify the public using such methods as local media outlets; electronic-mailings to advocacy groups; or via an electronic subscription system that is open for anyone to sign up to be kept informed about the TIP, such as TIP-INFO e-mail notification.</p>
<p>2 Notify Bay Area Partnership technical committees or working groups. Conduct intergovernmental review and consultation, as appropriate.</p>
<p>3 Release Draft TIP for 30-day public review and comment period.</p> <ul style="list-style-type: none"> ▪ Draft TIP available for viewing in MTC Library; ▪ Sent to major libraries throughout the Bay Area upon request ▪ Posted on MTC website ▪ MTC staff may make minor, technical edits to the Draft TIP during the review and comment period; in these instances MTC will display the technical edits on MTC’s web site and notify interested parties via e-mail notification. <p>Provide additional review and comment opportunity of 5 days if the final TIP differs significantly from the Draft TIP and raises new material issues.</p>
<p>4 Respond to significant material comments pertinent to the TIP; MTC’s response compiled into an appendix in the final TIP.</p>
<p>5 Review by an MTC standing committee, typically the Programming & Allocations Committee (a public meeting); referral to Commission.</p>
<p>6 Adoption by Commission at a public meeting. Approval by California Department of Transportation (Caltrans). Approval by Federal Highway Administration and Federal Transit Administration (FHWA/FTA).</p>
<p>7 After approval:</p> <ul style="list-style-type: none"> • post in MTC Library • post on MTC website • notify Bay Area Partnership technical committees or working groups. • Notify the public about the Commission’s action with electronic notifications, such as TIP-INFO (an electronic subscription system anyone can sign up to be kept informed about the TIP.)

Public Participation for Updating and Revising the Transportation Improvement Program

TIP Amendment
<p>❶ Notify public via TIP-INFO Notification (e-mail) or other electronic notification methods.</p>
<p>❷ Notify Bay Area Partnership technical committees or working groups Available for viewing in MTC Library Posted on MTC website for public review</p>
<p>❸ Amendments deleting or adding or changing a project subject to a new air quality conformity analysis:</p> <ul style="list-style-type: none"> ○ 30-day public review and comment period, with review by an MTC standing committee at a public meeting; and ○ Approval by the full Commission at a public meeting. <p>• Amendments deleting or adding a project <i>not</i> subject to an air quality conformity analysis (such as a roadway rehabilitation):</p> <ul style="list-style-type: none"> ○ Review and approval by an MTC standing committee or the full Commission at a public meeting. <p>• Amendments changing an existing project that is not subject to an air quality conformity analysis, or changing an existing grouped project listing (such as the highway bridge program), or bringing a previously listed project or phase back into the TIP for financial purposes; or changing TIP funding revenues:</p> <ul style="list-style-type: none"> ○ Approval by the MTC Executive Director or designee, following 5-day notice on MTC’s website, or ○ Review and approval by an MTC standing committee or the full Commission at a public meeting.
<p>❹ Approval by Caltrans → Approval by FHWA/FTA</p>
<p>❺ After approval:</p> <ul style="list-style-type: none"> • post in MTC Library • post on MTC website • notify Bay Area Partnership technical committees or working groups • notify public via electronic subscription system open to anyone who requests to be kept informed about the TIP, such as TIP-INFO email notification.

TIP Administrative Modification
<p>❶ No public review.</p>
<p>❷ Approval by MTC Executive Director or designee by delegated authority (authority is delegated by the Federal Highway Administration/Federal Transit Administration), or Caltrans</p>
<p>❸ After approval:</p> <ul style="list-style-type: none"> • post in MTC Library • post on MTC website

TIP Technical Correction
❶ No public review.
❷ Technical corrections by staff.
❸ No approval required.

Federal Transit Administration Program of Projects Public Participation Requirements

Federal transit law and joint Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) planning regulations governing the metropolitan planning process require a locality to include the public and solicit comment when the locality develops its metropolitan long- range transportation plan and its metropolitan TIP. FTA has determined that when a recipient follows the procedures of the public involvement process outlined in the FHWA/FTA planning regulations, the recipient satisfies the public participation requirements associated with development of the Program of Projects (POP) that recipients of Section 5307, Section 5337 and Section 5339 funds must meet. This Public Participation Plan is being used by the following recipient(s)* to satisfy their public participation process for the POP. This Public Participation Plan follows the procedures for public involvement associated with TIP development and therefore satisfies public participation requirements for the POP. All public notices of public involvement activities and times established for public review and comment on the TIP will state that they satisfy the POP requirements of the Section 5307, Section 5337 and Section 5339 Programs.

*Recipients using MTC’s Public Participation Plan to satisfy their public participation process for the POP.

1. AC Transit (Alameda-Contra Costa Transit District)
2. ACE (Altamont Corridor Express)
3. BART (Bay Area Rapid Transit District)
4. Caltrain (Peninsula Corridor Joint Powers Board)
5. County Connection (Central Contra Costa Transit Authority)
6. City of Dixon Readi-Ride
7. FAST (Fairfield/Suisun Transit System)

8. Golden Gate Transit (Golden Gate Bridge, Highway and Transportation District)
9. LAVTA (Livermore-Amador Valley Transit Authority/ Wheels)
10. Marin Transit (Marin County Transit District)
11. Petaluma Transit
12. Rio Vista Delta Breeze
13. SamTrans (San Mateo County Transit District)
14. San Francisco Bay Ferry (WETA/Water Emergency Transportation Authority)
15. SFMTA (San Francisco Municipal Transportation Agency)
16. Santa Rosa CityBus
17. SolTrans (Solano County Transit)
18. Sonoma County Transit
19. SMART (Sonoma Marin Area Rail Transit)
20. Tri Delta Transit (Eastern Contra Costa Transit Authority)
21. Union City Transit
22. Vacaville City Coach
23. VINE (Napa County Transportation and Planning Agency)
24. VTA (Santa Clara Valley Transportation Authority)
25. WestCAT (Western Contra Costa Transit Authority)

Annual Listing of Obligated Projects

By federal requirement, MTC publishes at the end of each calendar year an annual listing of obligated projects, which is a record of project delivery for the previous year. The listing also is intended to increase the awareness of government spending on transportation projects to the public. Copies of this annual listing may be obtained from MTC's website: <http://www.mtc.ca.gov/funding/delivery/> or by contacting MTC's Library.

V. Interagency and Tribal Government Consultation Procedures for the Regional Transportation Plan and the Transportation Improvement Program

A. PUBLIC AGENCY CONSULTATION

The Moving Ahead for Progress in the 21st Century Act – better known as MAP-21 – is federal surface transportation legislation that specifies a public participation process, directing metropolitan transportation agencies like MTC to consult with officials responsible for other types of planning activities that are affected by transportation in the area, be that conservation and historic preservation or local planned growth and land use management.

The most effective time to involve the public and governmental agencies in the planning and programming process is as early as possible. As such, the development of the regional transportation plan, with its long-range timeframe, is the earliest and the key decision point for the interagency consultation process. It is at this stage where funding priorities and major projects' planning-level design concepts and scopes are introduced, prioritized and considered for implementation. Furthermore, MTC's funding programs and any projects flowing from them are derived directly from the policies and the transportation investments contained in the RTP. Because the RTP governs the selection and programming of projects in the TIP, MTC considers the agency consultation process as a continuum starting with the regional transportation plan. The RTP is the key decision point for policy decisions regarding project and program priorities that address mobility, congestion, air quality, and other planning factors; the TIP is a short-term programming document detailing the funding for only those investments identified and adopted in the RTP.

MTC will use the following approaches to coordinate and consult with affected agencies in the development of the RTP and the TIP. Throughout the process, consultation will be based on the agency's needs and interests. At a minimum, all agencies will be provided an opportunity to comment on the RTP and TIP updates.

Regional Transportation Plan (RTP)

MTC's compliance with the California Environmental Quality Act (CEQA) serves as the framework to consult, as appropriate, in the development of the RTP with federal, state and local resource agencies responsible for land use management, natural resources, environmental protections, conservation, and historic preservation. This consultation will include other agencies and officials responsible for other planning activities in the MTC region that are affected by transportation, to the maximum extent practicable.

As required by CEQA, the Notice of Preparation (NOP) stating that MTC as the lead agency will prepare a program-level Environmental Impact Report (EIR) for the RTP is the first step in the environmental process. The NOP gives federal, state and local agencies and the public an early opportunity to identify areas of concern to be addressed in the EIR and to submit them in writing to MTC. Further, MTC also will hold agency and public scoping meeting(s) to explain the environmental process and solicit early input on areas of concern. During the development of the Draft EIR, MTC will consult with affected agencies on resource maps and inventories for use in the EIR analysis.

MTC will consider the issues raised during the NOP period and scoping meetings(s) during its preparation of the EIR. Subsequently, as soon as MTC completes the Draft EIR, MTC will file a Notice of Completion (NOC) with the State Clearinghouse and release the Draft EIR for a 45-day public review period. MTC will seek written comments from agencies and the public on the environmental effects and mitigation measures identified in the Draft EIR. During the comment period, MTC may consult directly with any agency or person with respect to any environmental impact or mitigation measure. MTC will respond to written comments received prior to the close of comment period and make technical corrections to the Draft EIR where necessary. The Commission will be requested to certify the Final EIR, and MTC will file a Notice of Determination (NOD) within five days of Commission certification.

Note that while the RTP is not subject to the federal National Environmental Policy Act (NEPA), MTC will consult with federal agencies as appropriate during the preparation of the CEQA environmental document. Additionally, the involvement of federal agencies in the RTP can link the transportation planning process with the federal NEPA process. As the projects in the RTP and TIP

continue down the pipeline toward construction or implementation, most must comply with NEPA to address individual project impacts.

Transportation Improvement Program (TIP)

As discussed above, crucial decisions whether or not to support or fund a transportation program or project in the region first occurs at the RTP level. The TIP translates recommendations from the RTP into a short-term program of improvements focused on projects that have a federal interest. Therefore, the earlier, and more effective, timeframe for public comment on the merits of a particular transportation project is during the development of the long-range plan. The TIP defines project budgets, schedules and phasing for those programs and projects that are already part of the RTP. The TIP does not provide any additional information regarding environmental impacts, beyond that found in the program-level environmental analysis prepared for the RTP.

As such, starting at the RTP development stage, MTC staff will concurrently consult with all agencies regarding the TIP. Subsequent to the RTP, additional consultations at the TIP stage will be based on an agency's needs and interests. At a minimum, all agencies will be provided with an opportunity to review and comment on the TIP. Project sponsors — including the California Department of Transportation (Caltrans), local jurisdictions, transit operators, and county congestion management agencies (CMAs) — review and consult with MTC on each of their respective projects in the TIP. These agencies (and any other interested agency) are involved every step of the way in the establishment of MTC programs, selection of projects and their inclusion in the TIP.

B. OTHER PROTOCOLS FOR WORKING WITH PUBLIC AGENCIES

The Bay Area Partnership Review and Coordination

MTC established the Bay Area Partnership to collaboratively assist the Commission in fashioning consensus among its federal, state, regional, and local transportation agency partners regarding the policies, plans, and programs to be adopted and implemented by the Commission. More recently, that focus has shifted to advising the Commission on specific transportation investment policies or matters related to the Regional Transportation Plan. Membership includes a chief staff officer from all public agencies representing the following transportation interests:

- Transit operations
- Transportation facilities
- Congestion management agencies
- Public works agencies
- Airports and seaports
- Regional, state and federal transportation, environmental, and land use agencies

The Partnership Board's technical/advisory committees consider the on-going and more technical aspects of investment issues. The Partnership Board (audiocast live and later archived on MTC's website) and its technical advisory committee meetings are open to the public. The status of TIP revisions are provided to the partnership through email notifications. For TIP updates, technical/advisory committee(s) and working group(s) will be kept informed and consulted throughout the process by e-mail notifications or presentations as appropriate.

Air Quality Conformity and Interagency Consultation

A dialogue between agencies over transportation-air quality conformity considerations must take place in certain instances prior to MTC adoption of its RTP or TIP. These consultations are conducted through the Air Quality Conformity Task Force — which includes representatives of the U.S. Environmental Protection Agency, the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the California Air Resources Board (CARB), Caltrans, the Bay Area Air Quality Management District, and other state and local transportation agencies. These agencies review updates and, in certain instances,

amendments to the RTP and TIP to ensure they conform to federal transportation conformity regulations via transportation-air quality conformity analysis.

In accordance with Transportation-Air Quality Conformity and Interagency Consultation Protocol procedures (MTC Resolution No. 3757), MTC must implement the interagency consultation process for the nine-county San Francisco Bay Area before making a transportation conformity determination on the RTP or TIP. In developing an update to the RTP/TIP, MTC will bring important issues to the Partnership or its technical committees/working groups for discussion and feedback. All materials that are relevant to interagency consultation, such as the RTP/TIP schedule, important RTP/TIP-related issues, and draft RTP/TIP, will also be transmitted to the Conformity Task Force for discussion and feedback. Similar consultation will occur for RTP/TIP amendments requiring an air quality conformity analysis.

Intergovernmental Review via Regional and State Information

Clearinghouses

The intent of intergovernmental review, per Executive Order 12372, is to ensure that federally funded or assisted projects do not inadvertently interfere with state and local plans and priorities. Applicants in the Bay Area with programs/projects for inter-governmental review are required to submit documentation to Association of Bay Area Government's (ABAG) Area-wide Clearinghouse and the State Clearinghouse in Sacramento, which are responsible for coordinating state and local review of applications for federal grants or loans under state-selected programs. In this capacity, it is also the function of the Clearinghouses to coordinate state and local review of federal financial assistance applications, federally required state plans, direct federal development activities, and federal environmental documents. The purpose of the clearinghouses is to afford state and local participation in federal activities occurring within California. The Executive Order does not replace public participation, comment, or review requirements of other federal laws, such as the National Environmental Policy Act (NEPA), but gives the states an additional mechanism to ensure federal agency responsiveness to state and local concerns.

ABAG's clearinghouse notifies, via the bi-weekly e-mail Intergovernmental Review Newsletter, entities and individuals at all governmental levels, as well as certain public interest groups that might be affected the proposed project or program. The state and area- wide clearinghouses are a valuable tool to help ensure that state

and local agency comments are included along with any applications submitted by an applicant to the federal agencies.

MTC uses this service to notice TIP updates and those TIP amendments that require an air quality determination. This service is not used for TIP amendments that do not require an air quality conformity determination, for TIP administrative modifications and for TIP technical corrections. The clearinghouses also receive and distribute environmental documents prepared pursuant to the California Environmental Quality Act (CEQA) and coordinate the state-level environmental review process. The RTP is subject to CEQA and therefore is reviewed through the clearinghouses as well.

C. TRIBAL GOVERNMENT CONSULTATION

There are six federally recognized Native American tribes in the San Francisco Bay Area. MTC invites the tribes to conduct government-to-government consultation throughout the regional transportation planning process and the companion Transportation Improvement Program. MTC lays the groundwork for consultation early in the process of developing the regional transportation plan, and generally includes a “Tribal summit” for all six Tribal governments. MTC expresses to each tribe a willingness to conduct individual meetings at the tribe’s convenience.

MTC board members and executive staff participate in consultation with the Tribal governments. MTC will conduct consultation and associated activities in locations convenient for the Tribal governments. Past meetings have been held in Sonoma County, where most of the Tribal governments are located.

The Tribal summit often will include MTC’s partner agencies, the Association of Bay Area Governments, the state Department of Transportation and the appropriate congestion management agencies. The Tribal summit also may include facilitation by an individual or organization known to the Tribal governments.

The Tribal summit will include discussion about how the Tribal governments will participate in development of the long-range plan, as well as the companion TIP. The Tribal summit also serves to introduce the Tribal governments to MTC’s partner agencies.

As a next step after the tribal summit, MTC encourages individual meetings with each tribal government throughout development of the regional transportation plan to discuss issues and concerns specific to each tribe. MTC offers to conduct consultation at a time and location convenient for the tribe, which may include attendance at meetings of the tribal council or committees. The governments also receive material from MTC throughout the RTP planning effort.

VI. Evaluation and Update of the Public Participation Plan

MTC's Public Participation Plan is not a static document, but an on-going strategy that will be periodically reviewed and updated based on our experiences and the changing circumstances of the Commission and the transportation community it serves.

As part of every public outreach and involvement program developed for the regional transportation plan, MTC will set performance measures for the effectiveness of the participation program and report on the results. These performance reports will serve to inform and improve future outreach and involvement programs, including future updates to this Public Participation Plan.

Additionally, MTC will periodically evaluate various components of the items identified under Section II, "Continuing Public Engagement," which form the core of MTC's public involvement activities.

This Public Participation Plan may be subject to minor changes from time to time. Any major updates will include a review by MTC's advisory committees, 45-day public comment period with wide release and notification of the public about the proposed changes, review by the Commission's Legislation Committee (a public meeting), and approval by the Commission. We will extend the public comment period by an additional 45 days in instances where major revisions are proposed in response to comments heard.

MTC Public Participation Plan

Appendix A

A Public Participation Plan for the 2017 Update to Plan Bay Area



Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street, Oakland, CA 94607-4700

Approved: February 25, 2015

*Also available in Chinese and Spanish
Other languages available upon request by calling 510.817.5757*

請撥打電話 510.817.5757 來索取中文版公眾參與計劃的初稿。

Para solicitar una copia en español del
Borrador Preliminar del Plan para la Participación del Público llame al 510.817.5757.

A Public Participation Plan for



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I. Introduction

In July 2013, the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) adopted Plan Bay Area, the first Regional Transportation Plan for the nine-county San Francisco Bay Area that also includes a Sustainable Communities Strategy as required by California Senate Bill 375 (2008). Per federal requirements, MTC must update the regional transportation plan every four years. This Appendix A to MTC's Public Participation Plan outlines the anticipated approach and schedule for the update of Plan Bay Area.

Senate Bill 375 gives MTC and ABAG joint responsibility for Plan Bay Area. In general, ABAG is responsible for land use and housing forecasts; MTC will forecast travel demand and transportation revenue. The legislation also states that the two agencies are jointly responsible for "set(ting) forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board."

Plan Bay Area focuses on where the region is expected to grow and what transportation investments will support that growth. The adopted Plan charts a course for accommodating anticipated growth while fostering an innovative, prosperous and competitive economy; preserving a healthy and safe environment; and allowing all Bay Area residents to share the benefits of vibrant communities connected by an efficient and well-maintained transportation network.

Although the federal guidelines require the Regional Transportation Plan to be updated every four years, the plans themselves are long-range plans, and many key policy priorities, projects and programs remain the same from one plan to the next. As ABAG and MTC look towards the 2017 update of the Plan, our approach for this planning cycle is to conduct a focused update of Plan Bay Area building off of the core framework established by the 2013 Plan.

PLAN BAY AREA UPDATED EVERY FOUR YEARS

One key difference between the 2013 Plan Bay Area and the 2017 update is that the 2017 update does not include the Regional Housing Needs Allocation (RHNA), which was required in 2013, and is expected to be included again in the 2021 Sustainable Communities Strategy.

Public Participation Plan

This appendix outlines the ways that ABAG and MTC will work to involve Bay Area residents and public officials in the 2017 update to Plan Bay Area. The process will promote an open, transparent process that encourages the ongoing and active participation of local governments and a broad range of community members.

The update to Plan Bay Area will require MTC and ABAG to work together with local governments, county congestion management agencies, public transit agencies, business and community groups, nonprofits, and interested residents to allow all who are interested have the opportunity to be involved. We invite all Bay Area residents to join in the dialogue to make our region a better, more livable place.

One key difference between the 2013 Plan Bay Area and the 2017 update is that the 2017 update does not include the Regional Housing Needs Allocation (RHNA), which was required in 2013, and is expected to be included again in the 2021 Sustainable Communities Strategy.

II. Developing an Update to Plan Bay Area

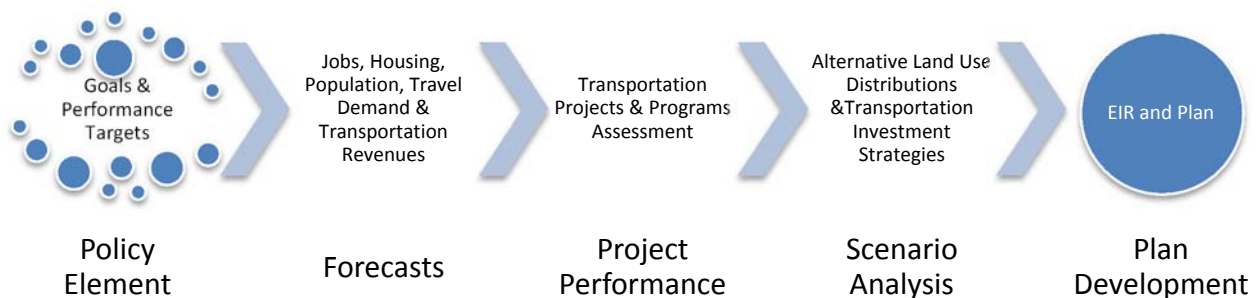
ABAG and MTC will complete the main work elements for the update to Plan Bay Area. In an effort to integrate transportation and land use planning with clean air and climate adaptation planning, the Bay Area Air Quality Management District (BAAQMD) and the Bay Conservation and Development Commission (BCDC) will provide support on the update. Local government participation is also vital; regional agencies will partner with cities and counties on this effort — including on public engagement. Outreach will highlight locally approved plans or policies for future growth, and illustrate how the regional planning process supports local priorities.

Local government participation is vital; regional agencies will partner with cities and counties on this effort — including on public engagement.

A. Plan Update Process & Schedule

Developing a multibillion-dollar, long-range plan for the nine-county San Francisco Bay region is not a simple task. The update will take place over two-and-a-half-years and involve four regional agencies, nine counties, 101 towns and cities, elected officials, planners, stakeholder organizations, the public and other interested residents. The many moving parts include goal setting, statutory and voluntary targets, land use forecasting, financial projections, project evaluation, scenario analysis and more. The figure below provides a high-level overview of the Plan development process. Public participation is critical to ensure an open process, in which all interested residents have the opportunity to offer input and share their vision for what the Bay Area will look like decades from now.

Plan Development Process



The process will need to be flexible and is subject to change, as needed, to reflect and respond to the input received as we move through the steps of updating Plan Bay Area. To help direct interested Bay Area residents and organizations to participate in key actions or decisions being taken, any changes as well as additional detail will be posted on the PlanBayArea.org website.

B. Summary of Key Milestones

This section describes key milestones along the path to developing the update to Plan Bay Area. For more detail also see Attachment A, Key Milestones 2014-2017, which illustrates the expected timing of decision making for the planning effort; and Attachment B, Responsibilities & Roles. For descriptions of advisory committees, please refer to Section IV, Public Engagement.

1. Policy Element

This task establishes goals and a performance framework for outcomes the region desires to achieve. The goals and performance framework for the update of the Plan will build off the 2013 Plan.

a. Goals

Before proposing a land use approach or recommending a transportation investment strategy, the two agencies will set regional goals to guide policy and investment decisions to help the region achieve its desired outcomes.

- *Opportunities for Input:* Evening public open houses; discussion at the Regional Advisory Working Group and MTC's Policy Advisory Council.
- *Decision-Making Roles:* Direction from MTC's Planning Committee and ABAG's Administrative Committee; adoption by MTC Commission and ABAG Executive Board.
- *Significance:* Regional goals will be used to guide policy direction and investment decisions.
- *Timeframe:* A first step toward the update. (See Attachment A.)

b. Performance Targets

Performance targets provide a framework from which we can measure and evaluate various land use scenarios and transportation investments and policies. Taken together, performance targets allow us to better understand how different projects and policies might affect the region's future. The current Plan Bay Area adopted in 2013 includes a complementary set of 10 performance measures (see table below).

Two of the 10 adopted Plan Bay Area targets are not only ambitious — they also are mandated by state law (SB 375). The first mandatory target requires the Bay Area to reduce its per-capita greenhouse gas emissions from cars and light-duty trucks by 15 percent by 2035. The second mandatory target addresses adequate housing by requiring the region to house 100 percent of its projected population growth.

The remaining targets are voluntary targets and were adopted through consultation with experts and the public. The targets focus on the economy, environment and equity, with additional metrics focused on the state of the region's transportation system. All 10 performance targets tied to the current adopted Plan are listed below. These targets may be revised for the Plan Bay Area update.

**PLAN BAY AREA
PERFORMANCE
TARGETS**

The first mandatory target requires the Bay Area to reduce its per-capita greenhouse gas emissions from cars and light-duty trucks by 15 percent by 2035.

The second mandatory target addresses adequate housing by requiring the region to house 100 percent of its projected population growth.

Performance Targets from Plan Bay Area, adopted July 2013

Climate Protection	<ul style="list-style-type: none"> • Reduce per-capita greenhouse gas emissions from cars and light-duty trucks by 15%
Adequate Housing	<ul style="list-style-type: none"> • Requires the region to house 100 percent of its projected population growth
A Prosperous and Globally Competitive Economy	<ul style="list-style-type: none"> • To increase the Bay Area's gross regional product (GRP) • Maintain the transportation system • Decrease automobile vehicle miles traveled per capita and increase non-auto mode share
A Healthy and Safe Environment	<ul style="list-style-type: none"> • Reduce premature deaths from air pollution • Reduce injuries and fatalities from collisions • Increase the amount of time people walk or cycle for transportation • Protect open space and agricultural lands
Equitable Access	<ul style="list-style-type: none"> • Decrease the share of low-income and lower-middle income residents' household income consumed by transportation and housing

- *Opportunities for Input:* Evening public workshops; discussion at the Regional Advisory Working Group, and MTC's Policy Advisory Council.
- *Decision-Making Roles:* Direction from MTC's Planning Committee and ABAG's Administrative Committee; approval from MTC Commission.
- *Significance:* Targets and metrics provide a framework to measure and evaluate various land use scenarios and transportation investments and policies.
- *Timeframe:* A first step toward the update. (See Attachment A.)

2. Regional Forecasts

ABAG and MTC track and forecast the region's demographics, transportation and economic trends to inform and guide Plan Bay Area investments and policy decisions. The forecasts provide a picture of what the Bay Area may look like in 2040, so that today's decisions align with tomorrow's expected transportation, business and housing needs. These forecasts form the basis for developing the regional land use plan, which is critical for the region's ability to forecast and analyze regional travel patterns and to develop the region's transportation investment strategy. For Plan Bay Area, ABAG is responsible for the land use forecasts, including jobs, housing and population forecasts; MTC is responsible for travel demand forecasts and analysis as well as developing the transportation revenue forecasts.

a. Population, Employment, Housing and Travel Demand Forecasts

The total regional jobs, housing and population forecasts provide essential information for the update to Plan Bay Area. ABAG will forecast regional employment by industry, population and households by age and income. This forecast will be built with several forecasting tools — including REMI (an econometric model), a demographic model developed by Meyers and Pitkin (USC), and a housing model developed by ABAG. These models will provide insights on the potential economic and demographic drivers for the Bay Area over the next 30 years. The forecast methodology and results will be reviewed by a technical advisory committee that includes regional agencies, consultants and scholars with substantial experience in regional analysis.

REGIONAL FORECASTS

For Plan Bay Area, ABAG is responsible for the land use forecasts, including jobs, housing and population forecasts; MTC is responsible for travel demand forecasts and analysis as well as developing the transportation revenue forecasts.

The 2017 update will not include the Regional Housing Needs Allocation (RHNA), which was required in 2013, and is expected to be included again in the 2021 Sustainable Communities Strategy.

MTC uses the population, employment and housing forecasts developed by ABAG to estimate and analyze regional travel patterns and demand on the transportation system and the resulting emissions.

- *Opportunities for Input:* Discussion at the Regional Advisory Working Group, ABAG's Regional Planning Committee, MTC's Policy Advisory Council.
- *Decision-Making Roles:* Direction from MTC's Planning Committee and ABAG's Administrative Committee; adoption by ABAG Executive Board.
- *Significance:* This technical work sets the stage for future analysis by identifying anticipated employment, population and housing growth.
- *Timeframe:* Forecasts are needed before scenario options are fully defined and evaluated. (See Attachment A.)

b. Transportation Revenue Forecast

The investment strategy for the update to Plan Bay Area will be based on an estimate of total transportation funding available looking forward at least 20 years, per federal requirements. MTC will work with partner agencies and use financial models to forecast how much revenue will be available for transportation purposes over the duration of the Plan. These forecasts are used to plan investments that fit within the “financially constrained” envelope of revenues that are reasonably expected to be available.

Under the current Plan Bay Area, revenue forecasts total \$292 billion over the 28-year period, in year of expenditure dollars. Over two-thirds (68 percent) of these funds are from regional and local sources, including transit fares, dedicated sales tax programs, city and county revenues, and bridge tolls, among others. Making up the remainder are state and federal revenues (mainly derived from fuel taxes) and “anticipated” revenues, which are unspecified revenues that reasonably can be expected to become available within the Plan horizon.

- *Opportunities for Input:* Discussion at the Regional Advisory Working Group and the Policy Advisory Council.
- *Decision-Making Roles:* Direction from MTC's Planning Committee and ABAG's Administrative Committee.
- *Significance:* This technical work sets the stage for future investment strategy, identifies transportation revenue expected to flow to region over the life of the plan (at least 20 years).
- *Timeframe:* Forecasts are needed before scenario options are fully defined and evaluated. (See Attachment A.)

3. Project Performance

This component identifies potential transportation projects; evaluates those projects to determine their cost-effectiveness and contribution toward achieving the Plan's adopted performance targets; provides information on what is needed to operate and maintain the region's transportation network; and considers the effects of the transportation projects on the region's low-income and minority populations.

a. Call for Projects

The Call for Projects allows public agencies to submit candidate transportation projects for consideration in the update to Plan Bay Area. Draft guidance for submitting projects will be released in advance of the initial call for projects. The initial step will be to update information for projects included in the 2013 Plan Bay Area. The submittal process will call for each county Congestion Management Agency (CMA) to coordinate the project submittal process for their respective county and provide public comment opportunities. Larger projects spanning multiple counties or that are regional in nature may be submitted by a public agency directly to MTC.

- *Opportunities for Input:* Discussion at the Regional Advisory Working Group, MTC's Policy Advisory Council and locally through county Congestion Management Agencies. Currently planned projects will be a topic at the Plan Bay Area evening public open houses, slated for May 2015.

- *Decision-Making Roles:* CMA boards will approve project listings from each county; MTC's Planning Committee will provide overall direction.
- *Significance:* Opportunity to submit transportation projects for consideration in the update to Plan Bay Area.
- *Timeframe:* Potential projects must be identified before scenario options are fully defined and evaluated. (See Attachment A.)

b. Project Performance Assessment

Plan Bay Area is also based on MTC's commitment to evaluate major transportation projects to make sure dollars are allocated to the most cost-effective projects that support the established goals and targets. MTC will again perform a project performance assessment on major projects across the region in order to evaluate projects on two criteria: benefit-cost ratio (which captures the project's cost-effectiveness) and a target score. The target score measures the contribution the project makes toward achieving the Plan's adopted performance targets, and also evaluates how well projects meet goals related to equity, the environment and the economy.

The Commission will use its policy discretion along with the project performance assessment results to decide which transportation projects and programs to include in the preferred transportation investment strategy.

- *Opportunities for Input:* Discussion at the Regional Advisory Working Group and the Policy Advisory Council; results of this assessment will be discussed at the second round of evening public meetings relating to planning scenarios (see page 12).
- *Decision-Making Roles:* Direction from MTC's Planning Committee; approval by MTC Commission.
- *Significance:* Provides information to use in deciding which projects and programs to include in the preferred transportation investment strategy.
- *Timeframe:* Potential projects are evaluated before scenario options are fully defined and evaluated; precedes any decision by ABAG and MTC on a preferred scenario for the Plan. (See Attachment A.)

c. Operations and Maintenance Need Assessments

Plan Bay Area’s “fix it first” policy ensures the region directs a majority of funding to maintaining and operating the existing transportation system. The operations and maintenance needs assessment identifies the funding needed to operate and maintain the existing transportation network — including local streets and roads, the state highway system and public transit services. MTC staff work directly with staff from transit agencies and local streets and roads agencies to get information for the need assessments.

- *Opportunities for Input:* Discussion at Regional Advisory Working Group and MTC’s Policy Advisory Council.
- *Decision-Making Roles:* Direction from MTC’s Planning Committee and ABAG’s Administrative Committee.
- *Significance:* This technical evaluation will provide information on the funding needed to operate and maintain the region’s transportation network.
- *Timeframe:* Precedes any decision by ABAG and MTC on a preferred scenario for the Plan. (See Attachment A.)

4. Scenario Analysis

With the goals and targets clearly identified, MTC and ABAG will formulate possible scenarios — combinations of land use patterns and transportation investments — that could be evaluated together to see if (and by how much) they achieve (or fall short of) the performance targets.

a. Define and Evaluate Scenarios

As part of the update to Plan Bay Area, ABAG and MTC will develop up to three land use and transportation scenarios that will provide options for distribution of the total amount of growth forecasted for the region to specific locations, coupled with different transportation investment strategies. These scenarios will seek to address the needs and aspirations of each Bay Area jurisdiction, while meeting Plan Bay Area performance targets to guide and gauge the region’s future growth. The analysis of various scenarios will inform the development of a preferred alternative, both for transportation investments and a land use strategy as well as identify alternatives to analyze in the environmental review process.

The metrics identified earlier in the process (see Performance Targets, page 5) will be the basis of an analysis to gauge the effects of Plan Bay Area on the region's economy, environment, and low-income and minority populations.

- ***Economic Metrics*** seek to track the strength of the Bay Area's economy and business climate and provide a framework for evaluating the overall strength of the region's economy. The currently adopted Plan Bay Area seeks to increase gross regional product (GRP).
- ***Environmental Metrics*** measure impacts on public health and the natural environment from vehicle emissions, including greenhouse gasses and particle pollution. They also track open space preservation and active transportation.
- ***Equity Metrics*** provide a framework for evaluating equity concerns for the approximately one-fifth of the Bay Area's total population that live in areas with large numbers of low-income and minority populations. Promoting access to housing, jobs and transportation for these residents advances Plan Bay Area's objective to advance equity in the region; it also increases our chances of meeting the other performance targets. For the update to Plan Bay Area, the analysis of the equity metrics (including the supplemental equity analysis conducted for Plan Bay Area) will be fully integrated into the performance analysis of the scenarios rather than developed through a separate evaluation. To further address any issues related to low-income communities and communities of color, a Regional Equity Working Group will be established and meet as needed for the focused update to Plan Bay Area, drawing from membership of the Regional Advisory Working Group and MTC's Policy Advisory Council.

A number of potential transportation investments will be considered as part of the update to Plan Bay Area, but not all of these items will be funded due to limited resources. Likewise, a variety of policies will be considered to achieve the goals set earlier for the Plan. But which supporting policies will help the region achieve its goals? The tradeoffs considered in these decisions will be the focus of this component to the update of Plan Bay Area.

- *Opportunities for Input:* Topic at evening public workshops to allow public review and comment on the results of the analysis of the scenario alternatives. Discussion also at the Regional Advisory Working Group, MTC's Policy Advisory Council and ABAG's Regional Planning Committee.
- *Decision-Making Roles:* Direction from MTC's Planning Committee and ABAG's Administrative Committee; approval of land use distribution by ABAG Executive Board; and approval of transportation investment strategy by MTC Commission.
- *Significance:* The scenarios offer a regional-scale analysis for a package of investments and policies.
- *Timeframe:* Precedes any decisions by ABAG and MTC on a preferred scenario for the Plan. (See Attachment A.)

b. Adopt Preferred Scenario

Based on the results of the scenario and project performance assessments, ABAG and MTC will define a preferred scenario to advance to final environmental analysis. The preferred scenario will include a land use distribution, a transportation investment strategy and policies MTC and ABAG believe will best meet the goals and targets established early in the process.

- *Opportunities for Input:* Selection of Preferred Scenario follows the second round of evening public meetings that discussed the scenario options. Discussion at Regional Advisory Working Group, MTC's Policy Advisory Council and ABAG's Regional Planning Committee.
- *Decision-Making Roles:* Direction from MTC's Planning Committee and ABAG's Administrative Committee; adoption by MTC Commission and ABAG Executive Board.
- *Significance:* The Preferred Scenario pairs a single land use distribution that is a flexible blueprint for accommodating growth over the long term with a financially-constrained transportation investment strategy.
- *Timeframe:* Occurs after the second round of public meetings and before the detailed environmental review work can begin. (See Attachment A.)

5. Draft and Final Plan

a. Draft and Final Environmental Impact Report (EIR)

A programmatic environmental impact report on the Plan, including the preferred scenario and a limited set of alternatives, will identify the environmental impacts of the proposed long-range land-use changes and transportation investments and policies taken as a whole. A Draft EIR will be released for public comment and submitted to the appropriate resource agencies for review and comment.

- *Opportunities for Input:* A Notice of Preparation will be issued and a public scoping meeting(s) will be held to explain the environmental process and solicit early input on areas of concern. The Draft EIR will be the subject of three public hearings. Discussion at Regional Advisory Working Group, MTC's Policy Advisory Council and ABAG's Regional Planning Committee. A public comment period will be established for written and oral public comments, as per guidelines under the California Environmental Quality Act (CEQA); responses to comments will be in the Final EIR.
- *Decision-Making Roles:* Direction from MTC's Planning Committee and ABAG's Administrative Committee; approval from MTC Commission and ABAG Executive Board.
- *Significance:* Final set of actions leading to adoption of the updated Plan Bay Area.
- *Timeframe:* Final set of actions. (See Attachment A.)

b. Title VI and Environmental Justice Analysis

MTC and ABAG will conduct an equity analysis to satisfy federal requirements with respect to the metropolitan planning process. The analysis will measure both the benefits and burdens associated with the investments in the update to Plan Bay Area to determine that minority, limited English proficient and low-income communities share equitably in the benefits of the investments without bearing a disproportionate share of the burdens.

- *Opportunities for Input:* Discussion at Regional Advisory Working Group and MTC's Policy Advisory Council.
- *Decision-Making Roles:* Direction from MTC's Planning Committee.

PROGRAM EIR

A Program EIR is prepared on the Draft Plan and looks at the environmental impacts of proposed transportation investments and land use forecasts taken as a whole, as one large project, as required by the California Environmental Quality Act (CEQA).

- *Significance*: Provides information on the effects of Plan Bay Area on the region's minority, limited English proficient and low-income communities.
- *Timeframe*: Final set of actions. (See Attachment A.)

c. Air Quality Conformity Analysis

The air quality conformity analysis considers if the transportation projects in the financially constrained Plan Bay Area, taken together, do not cause new air quality violations, worsen existing air quality, or delay timely attainment of the federal air quality standards pertaining to ozone, carbon monoxide and particulate matter (PM2.5). The analysis is done to meet federal planning requirements in accordance with the latest U.S. Environmental Protection Agency transportation conformity regulations and the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757).

- *Opportunities for Input*: Technical analysis will be discussed by the Regional Air Quality Conformity Task Force.
- *Decision-Making Roles*: Direction from MTC's Planning Committee; approval from MTC Commission.
- *Significance*: Final set of actions leading to adoption of the updated Plan Bay Area.
- *Timeframe*: Final set of actions. (See Attachment A.)

d. Draft and Final Plan

Release of the Draft Plan Bay Area will initiate another round of public meetings to gather comments on the draft in preparation for final Plan adoption. MTC and ABAG will seek input on the Draft Plan through a variety of methods.

Staff anticipates a concurrent release of the Draft EIR and Draft Plan Bay Area documents for 45-day and 55-day public comment periods, respectively. The Draft EIR analysis, together with input from the public on the Draft Plan, will inform the policy discussions and public dialogue leading to the Final Plan Bay Area adoption by both ABAG and MTC, anticipated to occur in June 2017.

- *Opportunities for Input:* The Draft Plan will be the subject of the third series of public meetings, including at least three public hearings. Discussion at Regional Advisory Working Group, MTC's Policy Advisory Council and ABAG's Regional Planning Committee.
- *Decision-Making Roles:* Direction from MTC's Planning Committee and ABAG's Administrative Committee; approval from MTC Commission and ABAG Executive Board.
- *Significance:* Final set of actions leading to adoption of the updated Plan Bay Area.
- *Timeframe:* Final set of actions. (See Attachment A.)

III. Related Work

A. Tracking Performance

At both the scenario and project levels, Plan Bay Area emphasizes performance. To complement this performance focus, a new, dynamic performance monitoring effort is underway.

Vital Signs Regional Performance Monitoring Initiative –

In coordination with regional partners, MTC is leading a new regional performance monitoring initiative to track regional progress toward key transportation, land use, environmental, and economic goals. Vital Signs will measure on-the-ground performance and help to inform the public and policymakers alike about critical regional trends. The results will provide an early look at progress towards regional objectives established in Plan Bay Area and help inform its update.

Vital Signs will focus on observed data and be updated annually. These results will be shared with the public through a new interactive performance monitoring portal, integrating maps and graphs to explore regional data and allowing the public to better understand the performance of their neighborhood or city in the broader regional context.

Performance results will be released in multiple phases, starting with transportation and land use metrics in early 2015. Additional Vital Signs metrics related to economic and environmental performance will be released through mid-2015.

B. Countywide Transportation Plans

Bay Area counties are authorized by state law to develop Countywide Transportation Plans on a voluntary basis, and the countywide plans are an integral part of Plan Bay Area. These long-range planning and policy documents assess transportation needs and guide transportation priorities and funding decisions for that county over a 20-25 year horizon. These countywide plans inform the transportation projects and programs that are forwarded to MTC for consideration in the region's long-range plan. Adopted countywide transportation plans in the Bay Area can be found at the links shown below. MTC's guidelines for

development of countywide plans by the county Congestion Management Agencies can be found here:

<http://www.mtc.ca.gov/planning/ctp/RES-2120.pdf>

Alameda County: Alameda County Transportation Commission
http://www.alamedactc.org/app_pages/view/795

Contra Costa County: Contra Costa Transportation Authority
<http://ccta.net/sources/detail/11/1>

Marin County: No current plan

Napa County: Napa County Transportation and Planning Agency
<http://www.nctpa.net/vision-2040-project-overview>

San Francisco County: San Francisco County Transportation Authority
www.sfcta.org/transportation-planning-and-studies/san-francisco-transportation-plan-2040-home

San Mateo County: City/County Association of Government of San Mateo County
<http://ccag.ca.gov/programs/planning/countywide-transportation-plan/>

Santa Clara County: Santa Clara Valley Transportation Authority
<http://www.vta.org/projects-and-programs/planning/valley-transportation-plan-2040-vtp-2040>

Solano County: Solano Transportation Authority
<http://www.sta.ca.gov/Content/10054/ComprehensivePlans.html>

Sonoma County: Sonoma County Transportation Authority
http://www.sctainfo.org/reports/Comprehensive_Transportation_Plan/2009%20Comprehensive%20Transportation%20Plan.htm

C. Legal Settlements

ABAG and MTC agreed to perform a number of activities associated with the 2017 update to Plan Bay Area and its companion programmatic Environmental Impact Report (EIR) as part of legal settlements. These activities include, but are not limited to, feasibility analyses, healthy infill guidelines and Priority Development Area performance assessment. The settlement agreements can be found online at <http://planbayarea.org/plan-bay-area/legal-settlements.html>.

IV. Public Engagement

In developing the update to Plan Bay Area, ABAG and MTC strive to promote an open, transparent process that encourages the ongoing and active participation of local governments and a broad range of interest groups and individuals from the general public. That will entail involving both government and non-government agencies, organizations and individuals in the multi-year planning effort.

A. Local Governments

A partnership with local governments — from elected officials to city managers, planning and public works directors, transit operators, and congestion management agencies — is critical to the update to Plan Bay Area. Local officials can provide the valuable context and specifics about local priorities, and explain how the regional plan supports these. One avenue for discussion with local government staff is through the Regional Advisory Working Group (RAWG), described below. In addition to the staff-to-staff discussions that will occur at the RAWG meetings, ABAG and MTC will work with members of their policy boards to coordinate meetings in each county with elected officials and local government staff. County Congestion Management Agencies (CMAs) provide a meeting structure that will also be used to discuss issues related to Plan Bay Area.

Regional Advisory Working Group (RAWG): Comprised of local government staff as well as staff from county Congestion Management Agencies, transit agencies and county health departments, the primary purpose of this ad hoc group is to enable MTC and ABAG staff to provide information to and receive input from local and county-level staff. Regular discussions on technical milestones will be held; the group will meet as needed. It is anticipated that the RAWG will meet approximately monthly throughout 2015 and early 2016.

The Regional Advisory Working Group has no set membership, its meetings are open to the public and representatives from other organizations, and any individuals interested in the development of Plan Bay Area are invited to participate and provide feedback. Because it is primarily a staff-to-staff group, RAWG meets during the workday. Meeting materials are posted on the Plan Bay Area website; meetings are audiocast over the Internet and archived on the web.

LOCAL CONTEXT

For public workshops, MTC and ABAG will seek partnerships with local and county government, Caltrans and other public agencies to explain the relationship of the regional plan to adopted local priorities for transportation and land use.

ABAG DELEGATE MEETINGS

An elected official from each city, town and county in the Bay Area serves as a delegate to ABAG's General Assembly. Shortly after adoption of Plan Bay Area in 2013, ABAG staff convened regular meetings of their ABAG delegates in each county to start an ongoing dialogue with these elected officials about the challenges in implementing Plan Bay Area and how ABAG could be of greater help.

To date, ABAG has held delegate meetings in San Mateo, Santa Clara, Alameda, Solano, Sonoma, Marin, Napa and Contra Costa counties with anywhere from five to 15 delegates in each meeting. These conversations are helping to inform ABAG and MTC about the challenges facing local jurisdictions as they seek to implement Plan Bay Area in ways that reflect their local land use controls as well as their unique assets and values. Some communities are focused on creating more open space and recreation areas for their residents while others seek to attract more jobs or create additional transportation and housing options for local families.

ABAG staff will conduct a second and third round of delegate meetings with elected officials in each county over the next two years to continue learning about local issues and challenges and to provide local officials an even greater voice in the shaping of the update to Plan Bay Area.

B. General Public

The general public has several avenues for ongoing participation in the development of the Plan.

- Key issues and policy matters will be presented at public meetings or open houses held in the evening. MTC and ABAG will hold a minimum of three public meetings in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties, and one or more meetings in the less populous Marin, Napa, Solano and Sonoma counties over the course of developing the Plan. Topics will include goals, alternative scenarios, and the Draft Plan and Draft Environmental Impact report, as detailed in Attachment A, Key Milestones 2014-2017.
- For public workshops, MTC and ABAG will seek partnerships with cities and counties, Caltrans and other public agencies to explain the relationship of the regional plan to adopted local priorities for transportation and land use.

- ABAG and MTC policy board meetings present another opportunity for the public to keep abreast of the Plan’s development. The committees are described below.
- Additionally, ABAG and MTC both have advisory panels that meet on a regular basis. The Plan’s development will be presented to these groups for discussion and comment. The committees are described below; meetings are open to the public.
- The public is invited to be an active participant in meetings of the Regional Advisory Working Group, where a wide range technical and policy issues will be discussed.
- The Plan Bay Area website (www.PlanBayArea.org) is another way for the public to stay informed on the progress of the update or participate in online surveys or comment forums.
- Regular updates will be sent to interested members of the public via electronic newsletters and email.

C. Policy & Advisory Committees

Regularly scheduled meetings of ABAG’s and MTC’s policy and advisory committees present another opportunity for interested members of the public — whether government or non-government — to stay involved. Meeting times and locations will be posted on the Plan Bay Area website. If unable to attend, meeting materials will be accessible via the Plan Bay Area website (www.PlanBayArea.org) as well.

Additionally, meetings of MTC’s policy board are audiocast and archived at mtc.ca.gov/meetings/schedule/. ABAG’s major meetings (Executive Board, Legislation and Governmental Organization Committee, Finance and Personnel Committee, Regional Planning Committee and General Assembly) are videotaped and available on regional-video.com/mtc-abag-video-index/ (YouTube) and also linked from ABAG’s website abag.ca.gov/meetings/.

The ABAG Executive Board: ABAG’s Executive Board carries out policies established by the General Assembly, which is composed of representatives of the Bay Area’s 101 cities, towns and counties. ABAG’s Executive Board makes operating decisions and controls expenditures and acts on recommendations from other Association committees. The 38 voting memberships on the Executive Board include elected officials reflecting population size of the nine counties, with non-

voting members representing state or federal agencies invited to serve at the pleasure of the Board. The Executive Committee meets the third Thursday of every other month, beginning in January, at 7 p.m. in the auditorium of the Joseph P. Bort MetroCenter.

ABAG General Assembly: ABAG's General Assembly meets twice a year (usually in April and October) and determines policy matters for the Association, including adoption of the annual budget and work program, and reviews major policy actions and recommendations of the Executive Board. General Assembly delegates from each member city and county and their alternates must be elected officials from the jurisdiction they represent — except for the City of San Francisco, where the mayor may appoint as his or her alternate any officer of that government. Each member city and county has one vote in the General Assembly; San Francisco is counted as both a city and county for the purposes of membership. Votes are tabulated separately for county representatives and for city representatives, with majority vote of each group required for action or adoption of policy recommendations.

Metropolitan Transportation Commission: MTC is guided by a 21-member policy board composed of local officials from the nine Bay Area counties, including two members who represent regional agencies — ABAG and the Bay Conservation and Development Commission — as well as three nonvoting members appointed to represent the U.S. Department of Housing and Urban Development, the U.S. Department of Transportation, and the California Department of Transportation. Sixteen of the voting commissioners are appointed by local elected officials in each county, including the mayors of the three most populous cities in the region — San Jose, San Francisco and Oakland. The Commission generally meets monthly on the fourth Wednesday of the month, at approximately 10 a.m., at MTC's offices in Oakland, in the Joseph P. Bort MetroCenter.

Joint ABAG and MTC Meetings: To more fully collaborate, the **MTC Planning Committee** and **ABAG's Administrative Committee** will meet jointly as needed to oversee development of the update to Plan Bay Area. At major planning milestones, staff will present a summary of key comments heard from public workshops, open houses, online forums, telephone polls and the like. ABAG's Administrative Committee submits reports and recommendations to the Executive Board or acts for the Executive Board in a month when the Board does not meet or in an emergency. MTC's Planning Committee considers issues related

to Plan Bay Area and other regional plans, state and federal air quality plans, corridor studies, as well as connections between transportation and land use.

Additionally, both the full MTC Commission and ABAG Executive Board will meet jointly at key milestones throughout the process.

ADVISORY COMMITTEES TO THE PLAN BAY AREA UPDATE

Joint Policy Committee: The Bay Area Joint Policy Committee (JPC) coordinates the planning efforts of ABAG and MTC, as well as the Bay Area Air Quality Management District (BAAQMD) and the Bay Conservation and Development Commission (BCDC). The JPC has 20 voting members (five each from the four regional agencies) who work on issues of interest to the four agencies, including climate change adaptation, regional economic development, renewable energy and Plan Bay Area.

MTC's Policy Advisory Council: The Policy Advisory Council is a 27-seat advisory panel established to advise MTC on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity. This panel will be an active participant in the update to Plan Bay Area by providing input on regional planning efforts linking transportation, housing and land use plans to reduce greenhouse gas emissions. The Policy Advisory Council meets monthly, on the second Wednesday of the month, at 1:30 p.m. at MTC's offices in the Joseph P. Bort MetroCenter, Oakland.

ABAG's Regional Planning Committee: The Regional Planning Committee hears Bay Area planning issues of regional concern and makes recommendations to the ABAG Executive Board. The Regional Planning Committee includes 36 members, with a minimum of 18 elected officials from the nine Bay Area counties; representatives of the four regional agencies; and stakeholders representing a broad range of issues, including business, economic development, recreation/open space, environment, public interest, housing and labor; as well as representatives from ethnic minority groups and special districts. The Regional Planning Committee meets the first Wednesday of alternate months, from 1-3 p.m. in the Joseph P. Bort MetroCenter Auditorium, in Oakland.

The Bay Area Partnership: This group of top executives from Bay Area transit operators, county Congestion Management Agencies and public works

departments, as well as regional, state and federal transportation, environmental and land use agencies, advises MTC periodically on key planning issues, including Plan Bay Area. Staff level working groups meet occasionally on issues such as local roads, public transit and transportation finance.

The Active Transportation Working Group: The Active Transportation Working Group is an advisory group to MTC staff focused on bicycle and pedestrian policy to reduce crashes and encourage more people to use active modes. The group is comprised of staff members from local cities, transit agencies, county Congestion Management Agencies, advocacy groups, public health departments and other interested residents. They advise MTC staff on pedestrian and bicycle policy, funding, engineering and design issues. They meet approximately every other month at MTC's offices and will provide staff-level feedback as appropriate.

D. Additional Outreach to Government

FEDERAL, STATE AND OTHER GOVERNMENT AGENCIES AND NATIVE AMERICAN TRIBAL GOVERNMENTS

In addition to the local governments that will be involved in the update to Plan Bay Area, MTC and ABAG will consult with officials responsible for other types of planning activities that are affected by transportation in the area, such as federal and state conservation and historic preservation agencies. Consultation will be based on the agency's needs and interests. At a minimum, agencies will be informed about the process to develop the update and will be provided an opportunity to participate.

Consultation with the region's Native American governments also will occur. There are six federally recognized Native American tribes in the San Francisco Bay Area. MTC and ABAG will invite the tribes to participate in government-to-government consultation during development of the update to the Plan. The groundwork for consultation will occur early in the process of developing the regional transportation plan and will include a "Tribal summit" for all six Tribal governments. MTC and ABAG will also conduct individual meetings at each tribe's convenience.

STATUTORILY REQUIRED INPUT

As required by SB 375 legislation, at least two informational meetings in each county will be held for members of the county board of supervisors and city councils to review and discuss the Draft Plan and consider their input and recommendations. Notice of the meeting shall be sent to each city clerk and to the clerk of the board of supervisors. One informational meeting will be conducted if attendance at the one meeting includes county board of supervisors and city council members representing a majority of the cities representing a majority of the population in the incorporated areas of that county.

V. Public Participation Strategies

Development of the update to Plan Bay Area will be a multi-year effort. Public participation strategies for major milestones will be identified and posted on www.PlanBayArea.org. Detail for all milestones is described in Chapter 2, although it is important to note that this is an iterative process that is subject to change. Throughout each phase, ABAG and MTC will use a variety of participation techniques to engage a wide range of residents, as described in this Participation Techniques section.

A. Voices from Underserved Communities

The success of Plan Bay Area is dependent on all voices in the region being represented and involved. MTC and ABAG will take special effort to engage minority and low-income residents that do not typically participate in regional government planning efforts.

In order to seek out and consider the needs of those traditionally under-represented in the planning process, including minority, low-income and limited English proficient communities, a limited number of contracts will be provided to community non-profit organizations in communities of concern through a request for proposals (RFP) competitive process for assistance in engaging their residents. See MTC's Plan for Special Language Services to Limited English Proficient (LEP) Populations for more information on involving populations with limited-English proficiency.

B. Other Partnerships

To encourage partnerships with the many interested groups and to help reach out to and involve individuals, local government officials, and community organizations, a Plan Bay Area "tool kit" will be developed. The tool kit will include information to continue discussions with other interested members of the public, publicize comment opportunities and build general awareness for the long-range planning effort. We will build upon the networks of advisors and the work of partner agencies.

C. Participation Activities

The public participation efforts will include:

Advance Notice

- Develop details for the planning process and opportunities for public engagement in advance of each phase of the Plan Bay Area development — and post these details on www.PlanBayArea.org.
- Maintain an updated calendar of events on the Plan Bay Area website.
- Provide timely notice about upcoming meetings. Post agendas and meeting materials on the web one-week in advance of policy committee meetings or ad hoc advisory group meetings.
- Use a mailing list database to keep participants notified throughout the multi-year process (via e-mail or U.S. mail).
- Circulate a Draft Plan Bay Area or Alternative Planning Strategy, if one is prepared, for public review at least 55 days before the adoption of the Final Plan Bay Area.
- Work with media outlets to encourage news coverage in advance of meetings.

Meetings, Open Houses, Workshops, Public Hearings

- Provide opportunities for a discussion in each county on important issues surrounding how Plan Bay Area can better support local activities. Pursuant to state statute, MTC and ABAG will hold a minimum of three public meetings in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties, and one or more meetings in the less populous Marin, Napa, Solano and Sonoma counties.
- Promote a civil atmosphere at public meetings that provides an opportunity for all participant to speak free of disruptions and personal attacks.
- Host public meetings, open houses or workshops in convenient and accessible locations and at a variety of times (evenings, weekends, as well as weekdays).
- Hold at least three public hearings on the Draft Plan Bay Area or Alternative Planning Strategy, if one is prepared; hold the public hearings in different parts of the region to maximize the opportunity for participation by members of the public throughout the region.
- Use “visualization” techniques to communicate technical planning issues and strategies to the public, such as maps, videos, graphics, animation or computer simulation to depict alternatives under consideration.
- Provide a summary of comments heard at public meetings via www.PlanBayArea.org.

Internet/Social Media

- Use a single web address — www.PlanBayArea.org — so members of the public have a single place to go for current updates and to request to receive notices and information.
- Maintain an archive of past workshop meeting materials on the Plan Bay Area website.
- Offer interactive web polls, surveys, etc.
- Provide timely, easy-to-understand information on a website that is accessible, per the Americans with Disabilities Act.
- Use social media to reach and engage residents.

Media Outlets

- Issue press releases to media outlets, including ethnic, foreign-language and community media, to keep reporters apprised of progress and generate coverage on radio, television, newspapers and the Internet.
- Translate news releases about public meetings into Spanish and Chinese, or other languages as appropriate. ..

Outreach to targeted groups

- Recruit “ambassadors” to help spread the word about public comment opportunities.
- Piggy-back on existing meetings in order to attract greater attendance and participation.
- Seek out and consider the needs of those traditionally under-represented in the planning process, including minority, low-income and limited English proficient communities.
- Provide assistance, if requested at least three working days prior to a meeting, to people with disabilities and language assistance to people with limited English proficiency. (Five or more days’ notice is preferred.) Such requests may be made through the MTC Public Information Office at 510-817-5757.

Other

- Statistically relevant public opinion poll (also available in languages other than English).
- The methods ABAG and MTC will use to report progress on the Plan Bay Area update will include, but not be limited to, the web, e-mail updates, electronic and print newsletters, and local media outlets.

VI. Public Participation Goals for Plan Bay Area

People who take the time and energy to participate should feel it was worth their while to join in the discussion and debate. MTC, with assistance from ABAG, commits to the following goals and performance benchmarks to measure the effectiveness of the public participation program.

1. **Promote a transparent process:** MTC and ABAG should make every effort to make the often-complex planning process transparent so that the public has early and continuing opportunities to help shape policies and inform decisions.

2. **Encourage broad participation:** The process should include the greatest number of people possible from throughout the region and reflect the diverse Bay Area population, regardless of individuals' language, personal mobility or ability to attend a meeting, subject to available budget and resources.

3. **Engage for impact:** The feedback received through this Public Participation Plan should be analyzed and provided to policy makers in a timely manner to inform their decisions. Interested participants should be informed of actions by MTC and ABAG at key milestones throughout the planning process.

4. **Build knowledge:** This program is an opportunity for MTC and ABAG to inform a wide range of people about transportation and land-use issues in the Bay Area. Each step of the process should include an educational element to set context and promote increased understanding of the plan and relevant topics.

“What I want is to get done what the people desire to have done, and the question for me is how to find that out exactly.”

—Abraham Lincoln

Targeted Performance Measures

MTC and ABAG will survey participants in an effort to inform and improve future outreach and involvement programs. Results from the survey and other data will be used to conduct an evaluation of Plan Bay Area public engagement at the conclusion of the planning process. Following are specific performance metrics that will be tracked:

1. Promote a transparent process
 - For each major technical planning milestone, develop user-friendly web content and/or handouts written in plain language explaining:

- the purpose of the work
- significance or impact on other plan elements
- opportunities for public input
- decision-making roles
- Produce user-friendly videos, interactive data visuals, maps and other graphic elements to help tell the story.

2. Encourage broad participation

- The demographics of targeted groups (age, ethnicity, income, primary language, geographic location, disability) roughly mirror the demographics of the Bay Area's population.
- Four thousand or more comments are logged on the Plan Bay Area update or associated documents.
- There are 100,000 visits or "page views" to the Plan Bay Area website.
- Online engagement options are available for those who are not able to attend meetings.
- Meetings are held in all nine counties, in central locations and accessible by public transit to the extent feasible.
- Meetings are linguistically accessible to 100 percent of participants, with three (3) working days' advance request for translation. (Meeting announcements offer translation services with advance request for translation services.)
- All meetings are accessible under the requirements of the Americans with Disabilities Act (ADA).
- Plan Bay Area or elements of it are mentioned in at least 200 radio or TV broadcasts, online forums and blogs, social media, newspaper articles, editorials, commentaries, or other printed media.

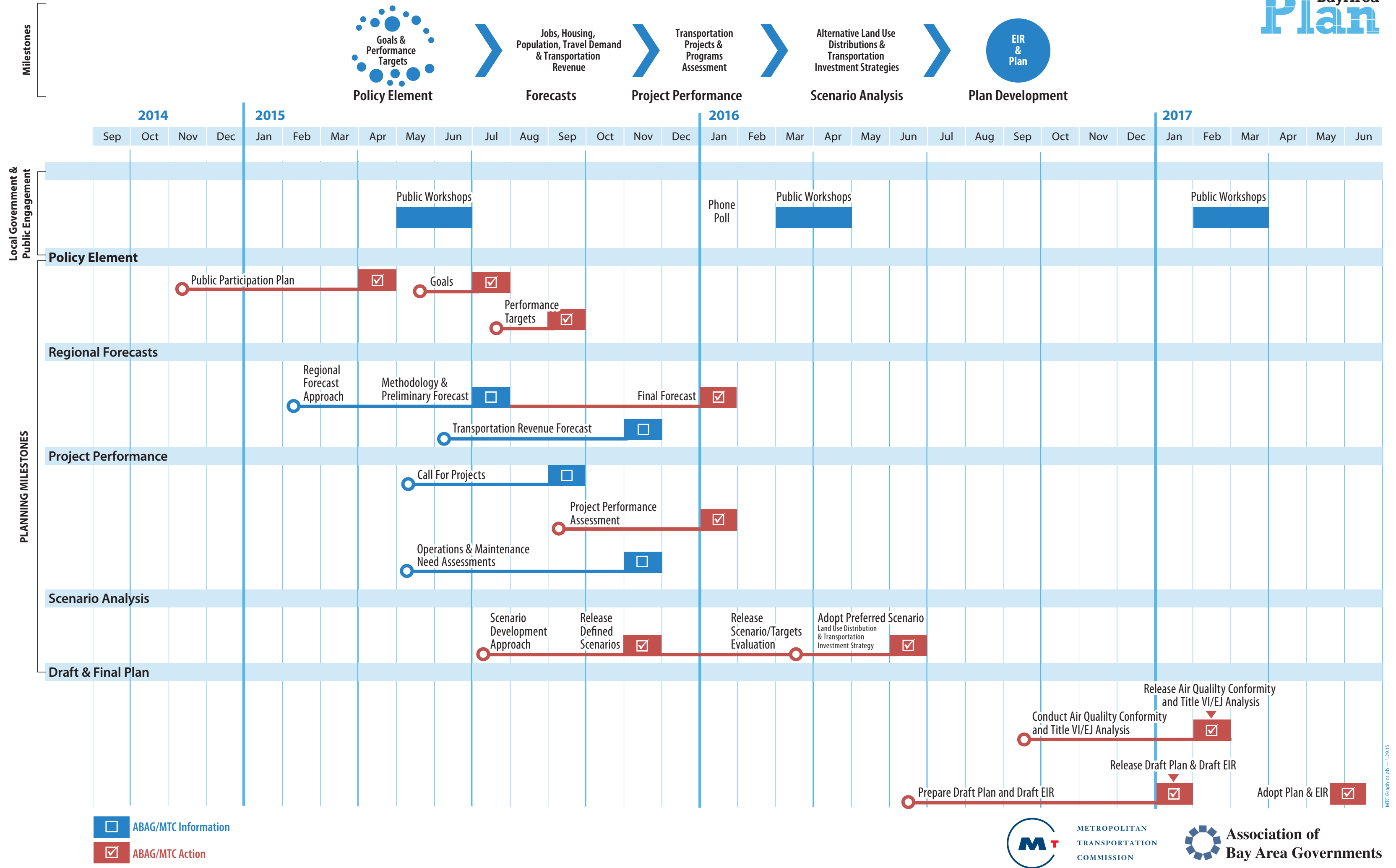
3. Engage for impact

- One hundred percent of written correspondence received is logged, analyzed and shared in a timely manner with staff and policy makers for consideration.
- One hundred percent of written correspondence is acknowledged.
- Policy decisions and other actions are summarized and reported back to the database of interested residents at key milestones in the process.

4. Build knowledge

- Sixty percent of participants surveyed “strongly agree or agree” with statements that rate Plan Bay Area public participation efforts provided:
 - Sufficient opportunity to comment/ask questions
 - Clear information at an appropriate level of detail
 - An opportunity to learn about transportation and land use issues
 - An opportunity to hear other perspectives and different points of view.

Plan Bay Area Update: Key Milestones 2014–2017



MTC Graphics.pb - 1.29.15

Attachment B – Responsibilities & Roles: 2017 Plan Bay Area

Major Tasks	Advisory				Decision-Making		
	A	B	E	F	G	H	I
	Partnership Board MTC	Regional Advisory Working Group Joint	Policy Advisory Council MTC	Regional Planning Committee ABAG	MTC Planning Committee & ABAG Administrative Committee Joint	Executive Board ABAG	Commission MTC
1. Policy Element							
Goals		●	●		☑	☑	☑
Performance Targets		●	●		☑		☑
2. Regional Forecasts							
Population/Employment/Housing Forecasts		●	●	●	☑	☑	
Transportation Revenue Forecast		●	●		●		
3. Project Performance	●						
Call For Projects		●	●		●		
Project Performance Assessment		●	●		☑		☑
Operations & Maintenance Needs Assessment		●	●		●		
4. Scenario Analysis	●						
Define & Evaluate Scenarios		●	●	●	☑	☑	☑
Adopt Preferred Scenario [Land Use Distribution+ Transportation Investment Strategy]		●	●	●	☑	☑	☑
5. Draft and Final Plan							
Draft EIR		●	●	●	☑	☑	☑
Draft Plan		●	●	●	☑	☑	☑
Air Quality Conformity Analysis		●	●		☑		☑
Final EIR		●	●	●	☑	☑	☑
Final Plan		●	●	●	☑	☑	☑

- Input/Information
- ☑ Action/Decision

NOTE: Information provided is tentative and subject to change.

Action items presented jointly to MTC’s Planning Committee and ABAG’s Administrative Committee may seek a recommendation from one or both committees.

APPENDIX A – 6

Regional Policies: Long-Range Planning / Plan Bay Area

Equity Analysis Report



Plan Bay Area

July 2013

Strategy for a Sustainable Region



Association of
Bay Area
Governments



Metropolitan
Transportation
Commission

Equity Analysis Report Including Title VI, Environmental Justice and Equity Analysis for Plan Bay Area

Metropolitan Transportation Commission

Amy Rein Worth, Chair
Cities of Contra Costa County

Dave Cortese, Vice Chair
Santa Clara County

Alicia C. Aguirre
Cities of San Mateo County

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

Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Bill Dodd
Napa County and Cities

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Scott Haggerty
Alameda County

Anne W. Halsted
*San Francisco Bay Conservation
and Development Commission*

Steve Kinsey
Marin County and Cities

Sam Liccardo
San Jose Mayor's Appointee

Mark Luce
Association of Bay Area Governments

Jake Mackenzie
Sonoma County and Cities

Joe Pirzynski
Cities of Santa Clara County

Jean Quan
Oakland Mayor's Appointee

Bijan Sartipi
*State Business, Transportation
and Housing Agency*

James P. Spering
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Scott Wiener
San Francisco Mayor's Appointee

Association of Bay Area Governments

Supervisor Mark Luce,
County of Napa
President

Mayor Julie Pierce,
City of Clayton
Vice President

Representatives From Each County

Supervisor Richard Valle
Alameda

Supervisor Scott Haggerty
Alameda

Supervisor Karen Mitchoff
Contra Costa

Supervisor John Gioia
Contra Costa

Supervisor Katie Rice
Marin

Supervisor Mark Luce
Napa

Supervisor Eric Mar
San Francisco

Supervisor Warren Slocum
San Mateo

Supervisor Dave Pine
San Mateo

Supervisor Mike Wasserman
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Plan Bay Area Equity Analysis Report

Including Title VI, Environmental Justice, and Equity Analysis Results for Plan Bay Area

Metropolitan Transportation Commission
Association of Bay Area Governments
July 2013

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ABBREVIATIONS USED IN THIS REPORT

ABAG	Association of Bay Area Governments
ACS	American Community Survey
BAAQMD	Bay Area Air Quality Management District
CARB	California Air Resources Board
CARE	Community Air Risk Evaluation Program
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality Improvement Program
DOF	California Department of Finance
DOT	United States Department of Transportation
EIR	Environmental Impact Report
EJ	Environmental justice
EO 12898	Executive Order 12898
FHEA	Fair Housing Equity Assessment
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	Greenhouse gas
H+T	Housing + Transportation (Costs/Affordability as a % of Income)
HUD	United States Department of Housing and Urban Development
MAP-21	Moving Ahead for Progress in the 21st Century

MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
NEPA	National Environmental Policy Act
OBAG	OneBayArea Grant program
PDA	Priority Development Area
PM	Particulate matter
RHNA	Regional Housing Needs Allocation
RTP	Regional Transportation Plan
SAFETEA	Safe, Accountable, Flexible, Efficient Transportation Equity Act
SB 375	Senate Bill 375 (Steinberg), Sustainable Communities and Climate Protection Act of 2008
SCS	Sustainable Communities Strategy
STP	Surface Transportation Program
TAC	Toxic air contaminant
TAZ	Travel analysis zone
TIP	Transportation Improvement Program
Title VI	Title VI of the Civil Rights Act of 1964
TOAH	Bay Area Transit Oriented Affordable Housing Fund
TPP	Transit Priority Project
USC	United States Code
USDOT	United States Department of Transportation
VMT	Vehicle-miles of travel
YOE	Year-of-expenditure (dollars)

Executive Summary

INTRODUCTION AND BACKGROUND

This report documents the Equity Analysis results for Plan Bay Area, which includes both federally required nondiscrimination (Title VI) and environmental justice analyses, as well as analysis of the overall performance of the Draft Plan related to regional equity policy priorities identified by the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG), and regional stakeholders. The ultimate goals of this report are to demonstrate MTC's compliance as a metropolitan planning organization (MPO) with federal requirements related to Title VI and environmental justice in the Regional Transportation Plan (RTP) development process, and to help regional policymakers, local partners, and the general public understand the regional equity implications of implementing Plan Bay Area for the region's disadvantaged communities of concern (as they are defined in this report), by examining the distribution of benefits and burdens between communities of concern and the rest of the region under the Plan.

This report is one of several activities supporting regional equity objectives that MTC and ABAG carry out in their regional planning efforts, ranging from public outreach to technical analysis, policy and program development, and implementation and monitoring activities.

METHODOLOGY

This report includes a combination of modeled technical performance measures and off-model analysis to carry out three distinct but related analyses of the draft Plan Bay Area. The methodologies used were designed with extensive input from the Regional Equity

Working Group and other interested stakeholders. These analyses, all of which are carried out at a regional, programmatic level, include:

- A **Title VI analysis** of the Plan’s investments in public transportation using federal and state funding sources, to determine whether there are any disparate impacts of the distribution of these funds on the basis of race, color, or national origin;
- An **environmental justice analysis** that uses both an off-model investment analysis and modeled performance measures to determine whether the draft Plan has disproportionately high and adverse effects on low-income and minority populations and/or communities of concern; and
- An **equity analysis** examining the distribution of benefits and burdens of the Draft Plan between communities of concern and the remainder of the region, with special emphasis on comparing the distribution of impacts between the Draft Plan and the No Project (business-as-usual) alternatives of the Plan Bay Area Draft Environmental Impact Report to characterize the specific impacts of adopting the Plan versus what is forecast to occur in the future if the Plan is not adopted.

Defining Communities of Concern

Based on input from the Regional Equity Working Group, this report defines “communities of concern” as **census tracts having either 1) significant concentrations of both low-income and minority residents, or 2) significant concentrations of any four or more of the following**: minority persons, low-income persons below 200% of the federal poverty level (about \$44,000 per year for a family of four), persons with Limited English Proficiency, zero-vehicle households, seniors aged 75 and over, persons with a disability, single-parent families, and housing units occupied by renters paying more than 50% of household income on rent. Based on this definition, 20% of the region’s population is characterized as living in communities of concern, and 80% live in the remainder of the region.

Transportation Investment Analysis

To inform MTC’s Title VI and environmental justice requirements and policies, this report includes an analysis of the distribution of the proposed RTP investments relative to the region’s low-income and minority populations and communities of concern. These include:

- A **population/use-based analysis**, which compares the estimated share of regional investments benefiting low-income and minority populations to these populations’ respective shares of the region’s population as a whole, and these

populations' relative usage of the regional transportation system (both roadways and transit).

- A **project mapping analysis**, which overlays mappable RTP projects against communities of concern as well as census tracts with concentrations of minority populations that are above the regional average.

Technical Performance Measures

To compare potential outcomes across the various planning scenarios analyzed in this report, a set of five technical performance measures were recommended by Regional Equity Working Group members for inclusion in the equity analysis, based on their relevance to priority equity concerns identified by Working Group members. These measures are:

- Housing and Transportation Affordability
- Potential for Displacement
- Density of Vehicle Travel (VMT Density)
- Average Commute Time
- Average Non-Commute Time

The basic methodology for assessing the equity impacts of Plan Bay Area in terms of outcomes is:

1. Identify each of the region's 1,454 traffic analysis zones as either being in a community of concern or the remainder of the region.
2. Extract indicator variables for both communities of concern and the remainder of the region for each alternative analyzed (this report focuses on analyzing the alternatives studied in the Plan Bay Area Draft Environmental Impact Report).
3. Evaluate results to assess (among other questions):
 - whether the Project has a beneficial impact on communities of concern; and
 - whether communities of concern receive similar or greater benefit compared to the remainder of the region under the proposed Plan (the Project), relative to the No Project alternative.

REGIONAL TRENDS

To provide more in-depth context for analyzing long-range outcomes for minority and low-income populations and communities of concern, this report also summarizes key regional demographic and socioeconomic trends, with particular emphasis on commuting and travel habits of these populations, and recent trends in housing and transportation affordability.

Key findings include:

- **Communities of concern have distinct demographic and socioeconomic characteristics compared to the rest of the region.** In particular, low-income persons, Limited English Proficiency persons, and zero-vehicle households are twice as likely to live in communities of concern compared to the population in general.
- **The region's demographics continue to diversify.** In 2010, 58% of the region's population was a member of one or more minority groups, a share that is forecast to rise to 66% by 2040. Demographics also vary substantially across age groups. Bay Area residents 65 and over are twice as likely to be white and non-Hispanic than those under 18, while a Bay Area resident under 18 is more than three times more likely than a resident 65 or over to be of Hispanic or Latino origin.
- **The region's low-income population continues to grow and decentralize; income trends differ across age groups.** Between 2000 and 2010, the region's low-income population (below 200% of the poverty level) grew by more than 430,000, an increase of 32%. During this same period, the region's non-low-income population (above 200% of poverty) fell in absolute terms by nearly 30,000 residents. Suburbanization of the region's low-income population also continues: in 2011, 36% of the region's low-income population lived in the region's three largest cities of San Jose, San Francisco, and Oakland, down from 43% in 1990. Across various age groups, youth under 18 were most likely to be low-income (31% compared to the regional average of 26%).
- **Low-income workers are more likely to commute by transit and work within their county of residence, but auto trips still dominate mode share.** Despite variations in non-automobile commute modes such as transit, walking, and biking between different demographic and socioeconomic groups, more than two thirds of workers across all populations and community types commute by car. Low-income workers are also more likely than higher-income workers to commute within their county of residence, and less likely to have Transbay commutes.
- **Housing and transportation costs are rising faster than incomes.** The share of households paying more than 30% of income on housing costs has risen from 34% in 2000 to 43% in 2011. For renters, the share is slightly greater; in 2011, nearly half of the region's renters (49%) paid more than 30% of their income on rent. At the same time, day-to-day transportation costs have risen relative to incomes since 2000. After adjusting for inflation between 2000 and 2010, the average transit fare paid in the region rose 34%, the average retail price of a gallon of gas rose 30%, while per-capita income in the region fell by 12%.

ANALYSIS RESULTS

Transportation Investment Analysis: Key Findings

The population/use-based analysis of the overall RTP investment strategy found that in most cases, low-income and minority populations are receiving a similar or greater share of Plan investments relative to their overall share of the region’s population and trips, as shown in Table ES-1.

Table ES-1. Plan Bay Area Transportation Investment Analysis Results by Population Subgroup, All Modes

	Subgroup	Total Plan Bay Area Funding (Millions of YOY \$)	% of Total Funding	% of Average Daily Regional Trips	% of Total Regional Population
Minority Status	Minority	\$149,119	54%	43%	58%
	Non-minority	\$128,580	46%	57%	42%
	Total	\$277,699	100%	100%	100%
Low-Income Status	Low-Income	\$109,445	39%	18%	31%
	Not Low-Income	\$168,254	61%	82%	69%
	Total	\$277,699	100%	100%	100%

Source: MTC analysis of Plan Bay Area investments, 2000 Bay Area Travel Survey, 2010 Census SF1, 2010 American Community Survey Public Use Microdata Sample 1-Year Estimates.

Only in the case of the region’s minority population as a whole does a target group receive a slightly smaller share of regional funding (54%) relative to population as a whole (58%). This result appears to be due mainly to differences in overall regional demographics captured between the 2000 Bay Area Travel Survey (which was weighted according to the region’s 2000 Census population, which was then 50% minority) used to allocate funding on the basis of usage, and the 2010 Census (58% minority) used for the overall regional population comparison.

Similarly, the project mapping analysis did not reveal any systematic exclusion of communities of concern or minority communities or imbalance in the spatial distribution of projects throughout the region.

Finally, the Title VI disparate-impact analysis revealed that on a per-capita population basis, minority persons in the region are receiving 120% of the benefit of Plan Bay Area’s investments in public transportation from Federal and State sources compared to non-minority persons. On a ridership basis, minority riders are receiving 99% of the benefit of Federal- and State-funded transit investments in Plan Bay Area compared to non-minority

riders. This 1% difference between minority and non-minority per-rider benefits is not considered statistically significant, and therefore this analysis found no disparate impact in the distribution of Federal and State funding for public transportation purposes between minority and non-minority populations or riders in the draft Plan investment strategy.

Technical Performance Measures: Key Findings

Results of the analysis of five technical performance measures were intended to compare outcomes under different planning scenarios, including the Draft Plan, for communities of concern (or low-income households) compared to the rest of the region. A comparison of the distribution of impacts between the Draft Plan and the No Project (business-as-usual) alternatives characterize the specific impacts of adopting the Plan versus what is forecast to occur in the future if the Plan is not adopted.

Table ES-2 summarizes the results of the five technical performance measures for the EIR alternatives studied, with key findings from each noted below.

Table ES-2. Summary of Equity Analysis Technical Performance Measures: EIR Scenarios

Measure	Target Population	2010	1	2	3	4	5	% Change	
		Base Year	No Project	Draft Plan (Project)	Transit Priority Focus	Network of Comm.	Env., Equity & Jobs	Base Year to Project	No Project to Project
Housing + Transportation Affordability	Households <\$38,000/yr	72 %	80 %	74 %	77 %	74 %	73 %	3 %	-7 %
	Households >\$38,000/yr	41 %	44 %	43 %	43 %	42 %	43 %	4 %	-4 %
Potential for Displacement	Communities of Concern	n/a	21%	36%	25%	31%	21%	n/a	68%
	Remainder of Region	n/a	5%	8%	7%	9%	6%	n/a	67%
VMT Density	Communities of Concern	9,737	11,447	11,693	11,536	12,123	11,259	20%	2%
	Remainder of Region	9,861	11,717	11,895	11,804	12,261	11,626	21%	2%
Average Commute Time	Communities of Concern	25	26	26	25	26	25	5%	-1%
	Remainder of Region	27	29	27	26	27	27	2%	-6%
Average Non-Commute Time	Communities of Concern	12	13	13	13	13	13	5%	0%
	Remainder of Region	13	13	13	13	13	13	1%	0%

Source: MTC and ABAG estimates.

Housing and Transportation Affordability

This measure estimates current and future combined housing and transportation costs as a share of household income for the region’s low-income households (earning less than \$38,000 a year in 2010 dollars) compared to non-low-income households (earning more than \$38,000 a year). These costs vary by alternative depending on future locations of households and employment, and availability of transportation options by location. All future-year scenarios forecast an increase in the combined share of income spent by

households on housing and transportation relative to the base year, due especially to assumptions about increases in the cost of fuel in the future, since housing costs as a share of income are assumed to remain similar to today based on a variety of policy and planning assumptions included in the analysis.

In comparison to the No Project alternative, low-income households see a proportionally greater improvement in affordability under the Project (a 7% reduction in housing and transportation costs as a share of income) than non-low-income households (a 4% reduction in percent of income spent on housing and transportation).

Potential for Displacement

The Potential for Displacement measure estimates what percentage of today's overburdened renters (those households spending more than half their incomes on rent) currently live in communities where more intensive planned housing growth is forecast by 2040 (defined as an 30% or greater increase in housing units relative to today, or slightly above the regional average of 27% growth). It is intended to capture, at a neighborhood level, where clusters of vulnerable renters live today in relation to neighborhoods that may face upward market pressures in the future based on planned growth patterns. However, it is not a prediction that displacement will actually occur.

For communities of concern, the No Project and the Environment, Equity, and Jobs Scenarios have the least overlap between planned high-growth tracts and existing concentrations of overburdened renters. The Enhanced Network of Communities alternative and the Project have the greatest share of today's overburdened renters included in tracts where these characteristics overlap. This measure's calculation relies on a measure of future growth and there is no relevant comparison measure for the base year.

Comparing the Project to the No Project alternative, the focused-growth approach of the Project increases the displacement potential by approximately two-thirds, however this effect, while adverse, is not disproportionately high for communities of concern (68%) when compared to the remainder of the region (67%).

VMT and Emissions Density

The VMT Density measure is intended to quantify the effects of vehicle-miles of travel (VMT) in and near communities. It is a measure of the total VMT on major roadways located in or near residential and commercial areas; the result is expressed as an average VMT per square kilometer of developed land within 1,000 feet of major roadways. As a related measure, vehicle emissions were also estimated and analyzed.

Generally, all future-year scenarios have higher VMT Density compared to the base year, mainly owing to the increased population in 2040.

The Draft Plan has slightly greater VMT Density results than the No Project, both in communities of concern as well as the remainder of the region. This result may be due to the more focused growth pattern of the Plan putting more travel demand on already heavily used roadways that are near populated areas, whereas the No Project scenario would shift more of this demand to more dispersed parts of the region.

Comparing the distribution of impacts of the Draft Plan between communities of concern and the remainder of the region, relative to the No Project scenario the Plan has a similar impact on both communities of concern and the remainder of the region. VMT Density increases by 2% for all communities of concern as well as for the remainder of the region.

Average Commute Time

This measure provides average travel time in minutes per commute trip for all modes, based primarily on the locations of a worker's residence and place of work and choice of travel mode. Generally, comparing travel time between home and work provides an indication of the proximity of jobs and housing and transportation options available for different groups under the various alternatives studied.

Generally, there is not much variation between scenarios overall, and all future-year scenarios have increased travel times relative to the base year. Most of the variations in commute time are likely related to two factors: (1) increased population overall increases congestion overall in the future (especially in the urban core), slowing travel speeds and hence increasing travel times for most modes; and (2) some automobile trips shift to non-auto modes that are generally slower on average than auto travel.

Comparing the Draft Plan to the No Project, communities of concern see a slightly smaller reduction in commute time relative to the remainder of the region, mainly due to the overall focused-growth emphasis of the Plan impacting both travel speeds and mode choice as described above. However, to the extent that under the Draft Plan more trips shift from autos to less-expensive transit, walking, and biking modes, the cost-savings benefits of those mode shifts may outweigh the otherwise negligible increase in travel time for residents of communities of concern.

Average Non-Commute Time

The measure of average travel time in minutes for non-commute trips is intended to be a measure of overall equitable mobility. Although commute trips are generally longer in time and length, more trips taken overall are non-commute trips, and include activities such as

shopping, going to medical appointments, social and recreational trips, and other kinds of personal business that does not start or end at one's place of work or school, such as leaving one's house, going to the grocery store, and returning home.

Across the scenarios, there is even less variation than was seen in the Commute Time results. Although a slight increase is noted in average travel times for communities of concern relative to the base year, there is a negligible difference between communities of concern and the remainder of the region in comparing the Draft Plan to the No Project.

SUMMARY AND CONCLUSIONS

As described in the Methodology section, this report includes three distinct but related analyses: a Title VI analysis, an environmental justice analysis, and an overall equity analysis. Results and conclusions of each analysis are summarized below.

Title VI Analysis Results

Following FTA guidance, MTC's disparate impact analysis of the Plan Bay Area draft investment strategy revealed that on a per-capita population basis, minority persons in the region are receiving 120% of the benefit of the Draft Plan's investments in public transportation from Federal and State sources compared to non-minority persons. On a transit-ridership basis, minority transit riders receive 99% of the benefit of Federal- and State-funded transit investments compared to non-minority transit riders. This 1% difference between minority and non-minority per-rider benefits is not considered statistically significant, and therefore this analysis found no disparate impact in the distribution of Federal and State funding for public transportation purposes between minority and non-minority populations or riders in the draft Plan's investment strategy.

Environmental Justice Analysis Results

Under Executive Order 12898 and the associated DOT Order on Environmental Justice, MTC's responsibility is to assist DOT, FHWA, and FTA in their mission "to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects," on EJ populations.

To summarize the environmental justice analysis, therefore, Table ES-3 presents the results of each of the performance measures analyzed in relation to whether the Draft Plan (a) poses adverse effects to EJ populations relative to the No Project scenario and (b) if so, whether the effect is disproportionately high.

Table ES-3. Summary of Environmental Justice Analysis Results for Plan Bay Area.

Performance Measure	Does the Project Have an Adverse Effect on EJ Populations?	Is Any Adverse Effect on EJ Populations Disproportionately High?	Complementary Policies or Actions
Transportation Investment Analysis	No	No	None
Housing and Transportation Affordability	No	No	None
Potential for Displacement	Yes	No	See Section 4.3
VMT Density	Yes	No	See Section 4.4
PM10 Density	Yes	No	"
PM2.5 Density	No	No	"
Diesel PM Density	No	No	"
Commute Time	No	No	None
Non-commute Time	No	No	None

Although none of the measures analyzed found a disproportionately high and adverse effect on EJ populations, in cases where the analysis found there was an adverse effect (even if not a disproportionately high one), mitigation measures or regional policies are nevertheless identified in this report as proposed actions to address two measures in particular where EJ populations already bear high burdens, notably the Potential for Displacement Measure (see Chapter 4, Section 4.3) and the VMT and Emissions Density measures (see Chapter 4, Section 4.4).

Overall Equity Analysis Results

Beyond federal nondiscrimination and environmental-justice requirements discussed in the previous sections, Regional Equity Working Group members and other stakeholders felt strongly that Plan Bay Area should aim to *reduce any existing disparities* between communities of concern and the remainder of the region.

In order to summarize the analysis results in these terms, Table ES-4 lists each performance measure that was analyzed for all EIR alternatives and determines:

1. Whether a disparity currently exists at the regional level between communities of concern and the remainder of the region;
2. Whether the Draft Plan reduces any existing disparity; and

3. Whether the Draft Plan performs better than the other alternatives studied.

Table ES-4. Equity Analysis Results Summary for Plan Bay Area and EIR Alternatives

Performance Measure	Is There an Existing Regional Disparity Between Communities of Concern and the Remainder of the Region?	Does the Draft Plan Reduce Any Existing Regional Disparity?	Does the Draft Plan Perform Better Than Other Alternatives?
Housing and Transportation Affordability	Yes*	Yes	No
Potential for Displacement	Yes**	No	No
VMT Density	No	No	No
Commute Time	No	No	No
Non-commute Time	No	No	No

* Low-income vs. non-low-income households analyzed rather than communities of concern for this measure.

** The existing disparity is characterized here as communities of concern currently having a higher share of overburdened-renter households than the remainder of the region.

Stakeholder Feedback

The Regional Equity Working Group, along with other stakeholder groups, noted that the Environment, Equity, and Jobs scenario appeared to outperform the other scenarios, including the Draft Plan, across the Equity Analysis measures. Still, the Equity Working Group’s feedback also focused on overarching concerns about challenges to the provision of affordable housing in the region and displacement pressures that were found to be present to some degree in all scenarios analyzed.

NEXT STEPS

Some of the next steps that MTC and ABAG may take or consider taking to build upon the findings and conclusions of the Plan Bay Area equity analysis include:

- Complete Bay Area Regional Prosperity Plan to help guide implementation of Plan Bay Area.
- Implement regional programs that invest strategically to enhance mobility for communities of concern and transportation-disadvantaged populations.
- Pursue state and federal advocacy initiatives related to supporting and improving the region’s affordable housing and transportation options.
- Update key regional indicators related to equity to aid in monitoring Plan Bay Area implementation.

- Continue to refine equity analysis methodologies.

Chapter 1. Introduction

1.1 BACKGROUND AND PURPOSE OF THIS REPORT

This report documents the Equity Analysis results for Plan Bay Area, which includes both federally required nondiscrimination (Title VI) and environmental justice analyses, as well as analysis of the overall performance of the Draft Plan related to regional equity policy priorities identified by the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG), and regional stakeholders. The ultimate goals of this report are to demonstrate MTC's compliance as a metropolitan planning organization (MPO) with federal requirements related to Title VI and environmental justice in the Regional Transportation Plan (RTP) development process, and to help regional policymakers, local partners, and the general public understand the regional equity implications of implementing Plan Bay Area for the region's disadvantaged communities of concern (as they are defined in this report), by examining the distribution of benefits and burdens between communities of concern and the rest of the region under the Plan.

SB 375 Links Regional Housing and Land Use Planning with Transportation Investments

Although MTC has performed federally required environmental justice and/or equity analyses of past RTPs since 2001, Plan Bay Area is the first RTP to be developed with a Sustainable Communities Strategy (SCS) under California State Senate Bill (SB) 375. SB375 went into effect in 2009 to help achieve the goal of reducing greenhouse gas (GHG) emissions to levels established by the California Air Resources Board and mandated under

AB 32. The Bay Area’s per-capita GHG emission reduction targets are –7 percent in 2020 and –15 percent in 2035 from 2005 levels.

The primary purpose of SB 375 is to integrate land-use and transportation planning to help lower GHG emissions and vehicle-miles traveled through the development of an SCS that links future development, including housing for all income categories, with investments in the regional transportation network.

1.2 LEGAL, REGULATORY, AND POLICY CONTEXT

The contents of this report are intended to satisfy several federal requirements as well as regional policy objectives outlined in this section. At the federal level are civil rights protections afforded to persons against discrimination in federal programs on the basis of race, color, or national origin; and federal environmental justice objectives aimed at avoiding disproportionately high and adverse effects on minority and low-income populations. At the regional level are MTC’s own adopted environmental justice principles in addition to numerous other, ongoing efforts by MTC and ABAG to incorporate social equity throughout the agencies’ regional planning efforts, including Plan Bay Area. This section describes each set of requirements and summarizes MTC’s specific responsibilities and commitments in each area.

Title VI of the Civil Rights Act of 1964: The Right of Non-discrimination in Federally Funded Programs on the Basis of Race, Color, or National Origin

This section discusses the relationship between Title VI, its requirements, and the development of the RTP.

What Is Covered under Title VI?

Title VI of the Civil Rights Act of 1964 states that “[n]o person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”¹ Title VI further authorizes Federal agencies that make grants (for example, the U.S. Department of Transportation) to promulgate regulations to effectuate compliance with the law’s provisions.

¹ 42 U.S.C. §2000d.

What Are MTC's Responsibilities?

As a recipient of U.S. Department of Transportation (DOT) funds, MTC is responsible for complying with DOT regulations related to Title VI² (see sidebar). In October 2012, the Federal Transit Administration (FTA) issued a new Circular with guidance to its recipients for compliance with federal Title VI requirements.³ This guidance lays out requirements for FTA's recipients, including metropolitan planning organizations (MPOs) such as MTC, to ensure that their programs, policies, and activities comply with DOT's Title VI regulations. The guidance offers several specific requirements that MPOs must submit to the State and to FTA as part of their overall Title VI Programs, including:

1. "All general requirements set out in [the General Requirements section of the] Circular.
2. "A demographic profile of the metropolitan area that includes identification of the locations of minority

U.S. Department of Transportation Title VI Regulations

Specific discriminatory actions prohibited under DOT Title VI regulations include:

- (1) A recipient under any program to which this part applies may not, directly or through contractual or other arrangements, on the grounds of race, color, or national origin.
 - (a) Deny a person any service, financial aid, or other benefit provided under the program;

Provide any service, financial aid, or other benefit to a person which is different, or is provided in a different manner, from that provided to others under the program;

- (b) Subject a person to segregation or separate treatment in any matter related to his receipt of any service, financial aid, or other benefit under the program;
- (c) Restrict a person in any way in the enjoyment of any advantage or privilege enjoyed by others receiving any service, financial aid, or other benefit under the program;
- (d) Treat a person differently from others in determining whether he satisfies any admission, enrollment, quota, eligibility, membership, or other requirement or condition which persons must meet in order to be provided any service, financial aid, or other benefit provided under the program;
- (e) Deny a person an opportunity to participate in the program through the provision of services or otherwise or afford him an opportunity to do so which is different from that afforded others under the program; or
- (f) Deny a person the opportunity to participate as a member of a planning, advisory, or similar body which is an integral part of the program.

- (2) A recipient, in determining the types of services, financial aid, or other benefits, or facilities which will be provided under any such program, or the class of person to whom, or the situations in which, such services, financial aid, other benefits, or facilities will be provided under any such program, or the class of persons to be afforded an opportunity to participate in any such program; may not, directly or through contractual or other arrangements, utilize criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color, or national origin, or have the effect of defeating or substantially impairing accomplishment of the objectives of the program with respect to individuals of a particular race, color, or national origin.

² 49 CFR part 21.

³ Federal Transit Administration Circular 4702.1B, *Title VI Requirements and Guidelines for Federal Transit Administration Recipients*: http://www.fta.dot.gov/documents/FTA_Title_VI_FINAL.pdf.

populations in the aggregate;...

3. “A description of the procedures by which the mobility needs of minority populations are identified and considered within the planning process;
4. “Demographic maps that overlay the percent minority and non-minority populations as identified by Census or ACS data ... and charts that analyze the impacts of the distribution of State and Federal funds in the aggregate for public transportation purposes...;
5. “An analysis of impacts identified in paragraph (4) that identifies any disparate impacts on the basis of race, color, or national origin, and, if so, determines whether there is a substantial legitimate justification for the policy that resulted in the disparate impacts, and if there are alternatives that could be employed that would have a less discriminatory impact.”⁴

Specific methods MTC uses in addressing these requirements for the RTP are included in Chapter 2, Methodology, under Section 2.4, Transportation Investment Analysis. In addition to analyzing the long-range Plan as described in this report, MTC’s Title VI program includes a variety of commitments to ensure nondiscrimination on the basis of race, color, or national origin in its programs and activities.⁵

Environmental Justice: Avoiding, Minimizing, or Mitigating Disproportionately High and Adverse Effects on Low-Income and Minority Populations

Environmental justice is a concept related to civil rights but distinct from Title VI. Whereas Title VI provides legal protection from discrimination in Federal programs on the basis of race, color, or national origin, environmental justice in the context of this Plan relates to an administrative framework for Federal agencies to ensure their programs and activities incorporate environmental justice principles and do not disproportionately burden low-income and minority populations.

The environmental justice movement emerged following the broader environmental movement of the 1960s and 1970s, out of concern that predominantly minority and low-income communities were bearing disproportionate environmental burdens relative to their non-minority and non-low-income counterparts. In this sense, the “justice” aspect of environmental justice is rooted in the basic concept of fairness in terms of the distribution

⁴ FTA Circular 4702.1B, page VI-1f.

⁵ For more information, see MTC’s Title VI page at: http://www.mtc.ca.gov/get_involved/rights/title_VI.htm.

of environmental benefits and burdens, and seeks to promote participation of community members in the decision-making processes that affect them.

What Is Covered under Environmental Justice?

In an effort to address environmental justice concerns mounting across the country during the 1980s and early 1990s, President Clinton signed Executive Order 12898, *Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations*, in 1994. This Order directed each Federal agency to “make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations...”⁶ Furthermore, the Executive Order directed each Federal agency to develop an agency-wide environmental justice strategy.

Accordingly, the U.S. DOT issued its original Environmental Justice Order in April 1997, establishing its overall strategy and procedures to comply with EO 12898. In response to the August 4, 2011, Memorandum of Understanding on Environmental Justice signed by heads of Federal agencies, DOT issued its revised environmental justice strategy, DOT Order 5610.2(a), in March 2012, in an effort to (as described in the MOU) “renew the process under Executive Order 12898 for agencies to provide environmental justice strategies and implementation progress reports...”⁷ This updated DOT Order places responsibility on the head of each Operating Administration within DOT to determine whether programs, policies, or activities for which they are responsible will have an adverse human health or environmental effect on minority and low-income populations and whether that adverse effect will be disproportionately high.

As operating administrations within DOT, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) both define three fundamental environmental justice principles consistent with the Executive and DOT Orders as follows:⁸

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.

⁶ Executive Order 12898 (1994, Clinton).

⁷ Memorandum of Understanding on Environmental Justice and Executive Order 12898, available at: <http://www.epa.gov/compliance/ej/resources/publications/interagency/ej-mou-2011-08.pdf>.

⁸ See http://www.fhwa.dot.gov/environment/environmental_justice/ej_at_dot/.

- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The DOT Order further defines “disproportionately high and adverse effect on minority and low-income populations” as an adverse effect that:

1. is predominately borne by a minority population and/or a low-income population, or
2. will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

In June 2012, FHWA released a new and updated Order 6640.23A, *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*.⁹ This Order clarifies FHWA’s environmental justice policies, guidance, and responsibilities consistent with the updated DOT Order.

In August 2012, FTA released final guidance in the form of a Circular on incorporating environmental justice principles into plans, projects, and activities that receive funding from FTA.¹⁰ This final guidance provides recommendations to recipients of FTA funds, including metropolitan planning organizations, on how to fully engage environmental justice populations in the public transportation decision-making process; how to determine whether environmental justice populations would be subjected to disproportionately high and adverse human health or environmental effects as a result of a transportation plan, project, or activity; and how to avoid, minimize, or mitigate these effects.

MTC’s Environmental Justice Principles

In addition to MTC’s long-standing commitment to supporting DOT, FHWA, and FTA in fulfilling their environmental justice mission under the Executive Order, MTC’s commitment to environmental justice is embodied in two Environmental Justice Principles adopted by the Commission in 2007. Developed in a collaborative process involving

⁹ FHWA Order 6640.23A, available at: <http://www.fhwa.dot.gov/legisregs/directives/orders/664023a.htm>.

¹⁰ FTA Circular 4703.1, *Environmental Justice Policy Guidance for Federal Transit Administration Recipients*, available at: http://www.fta.dot.gov/legislation_law/12349_14740.html.

regional environmental-justice stakeholders and transportation agencies, the adopted principles affirm MTC's ongoing commitments to:

1. Create an open and transparent public participation process that empowers low-income communities and communities of color to participate in decision making that affects them.
2. Collect accurate and current data essential to defining and understanding the presence and extent of inequities, if any, in transportation funding based on race and income.

What Are MTC's Responsibilities?

Recipients' responsibilities related to environmental justice are part of FTA's annual Master Agreement, which requires recipients, including MTC, to promote environmental justice by following and facilitating FTA's compliance with EO 12898, and following DOT's Order on environmental justice. MTC fulfills these responsibilities through a range of programs and activities that support environmental justice principles, including:

- Identifying mobility needs of low-income and minority communities through MTC's Community Based Transportation Planning Program.
- Developing and implementing MTC's Public Participation Plan, which lays out specific strategies for engaging low-income and minority populations and other traditionally underrepresented stakeholders throughout the metropolitan planning process.
- Conducting an environmental justice analysis of the RTP (as summarized in this report), including an analysis of the distribution of regional transportation investments for low-income and minority populations, and analysis of benefits and burdens using technical performance measures to determine whether the proposed investment strategy may present any disproportionately high and adverse human health and environmental effects on environmental justice populations.
- Continually refining and updating the data and analytical methods required to carry out environmental justice analysis at the regional, programmatic level, incorporating both stakeholder feedback and ongoing improvements in analytical technologies and data collection.

Additional information on these and other activities as they relate specifically to Plan Bay Area is provided in the following section.

1.3 INCORPORATING EQUITY CONSIDERATIONS THROUGHOUT THE PLAN BAY AREA PROCESS

Equity has been a recurring theme throughout the development of Plan Bay Area, starting with the overarching framework of the “3 Es” of sustainability, which aim to balance environmental, equity, and economic needs and concerns to guide the region’s overarching policy goals for the Plan. This section describes specific areas of policy development and stakeholder involvement related to equity in Plan Bay Area.

Performance Targets: Setting the Region’s Priorities with Equity in Mind

MTC and ABAG each have a long-established practice of applying performance-based approach to long-range planning and forecasting activities. The starting vision for the performance of Plan Bay Area was to reduce greenhouse gas emissions from passenger vehicles while supporting a prosperous and globally competitive economy, providing for a healthy and safe environment, and producing equitable opportunities for all Bay Area residents to share in the benefits of a well-maintained, efficient regional transportation system. The adopted Plan Bay Area performance targets, therefore, give more specific, measurable expression to MTC and ABAG’s commitment to the “3 Es” principles. Each of the adopted targets was selected based on its ability to inform one or more of the 3 Es, including equity.¹¹

In addition, as part of the Project Performance Assessment process, special consideration was given to the equity-related impacts of specific projects evaluated. This effort is described further in Chapter 4, under Project Mapping, and fully documented in the Plan Bay Area Performance Assessment Report.

Stakeholder Involvement: Identifying Needs and Soliciting Input through Full and Fair Participation

MTC and ABAG have a variety of practices and policies in place to ensure full and fair participation of all regional residents in the Plan Bay Area process, and specifically to identify needs and priorities of low-income, minority, and underserved communities.

¹¹ For more information on the performance targets and the overall Plan Bay Area performance assessment, see the Plan Bay Area Performance Assessment report, at the OneBayArea website (<http://www.onebayarea.org/>)

MTC's Public Participation Plan Guides Outreach for Plan Bay Area

In December 2010, MTC adopted an update to the region's Public Participation Plan, to guide agency outreach and public involvement efforts throughout the development of Plan Bay Area.¹² This Plan outlined several initiatives to support engagement with low-income and minority communities, including:

- Three rounds of equity analysis to incorporate equity considerations throughout development of Plan Bay Area, including an Initial Vision Scenario analysis, Alternative Scenarios analysis, and finally an analysis of the Draft Plan plus alternatives studied in the EIR.¹³
- Two rounds of outreach to low-income, minority, and traditionally underrepresented communities via partnerships with community-based organizations to solicit input from these communities early in the Plan's development process and again prior to adoption.¹⁴

Regional Equity Working Group

In December 2010, MTC and ABAG staff solicited participation by members of MTC's Policy Advisory Council and the MTC/ABAG Regional Advisory Working Group in the formation of a Regional Equity Working Group, which convened in February 2011 and met frequently throughout development of Plan Bay Area. The primary purpose of the Regional Equity Working Group was to advise MTC and ABAG staff on the development of the equity analysis methodology, including defining communities of concern and identifying performance measures to analyze for each round of scenario analysis. Drawing from these two MTC and ABAG advisory bodies brought together stakeholders from around the region representing low-income and minority communities; seniors and persons with disabilities; staff representing local jurisdictions, local public health departments, county congestion management agencies, and transit agencies; and community-based organizations and advocacy groups. All Regional Equity Working Group meetings were open to the public and members of the public were encouraged to participate in the group's discussions.

Community Based Transportation Planning

With its Community-Based Transportation Planning Program, MTC created a collaborative planning process that involves residents in low-income Bay Area communities, community-

¹² For more information on MTC's Public Participation Plan, see http://www.mtc.ca.gov/get_involved/participation_plan.htm.

¹³ Discussion of results from each round of scenarios can be found in Chapter 4, Analysis Results.

¹⁴ A summary of input received during the winter 2012 community-based-organization outreach efforts can be found at:

http://www.onebayarea.org/pdf/winter_2012_summary/Plan_Bay_Area_Winter_2012_Public_Outreach_and_Involvement.pdf.

and faith-based organizations that serve them, transit operators, county congestion management agencies, and MTC. Launched in 2002, the program evolved out of two reports completed in 2001, the *Lifeline Transportation Network Report* and the *2001 Regional Transportation Plan Environmental Justice Report*. The Lifeline Report identified basic travel needs in low-income Bay Area communities and recommended community-based transportation planning as a way for communities to set priorities and evaluate options for filling transportation gaps. Likewise, the Environmental Justice Report identified the need for MTC to support local planning efforts in low-income communities throughout the region.¹⁵

Coordinated Public Transit–Human Services Transportation Plan

MTC’s Coordinated Public Transit–Human Services Transportation Plan seeks to improve transportation coordination in the region to address the transportation needs of older adults, persons with disabilities, and low-income individuals. The Plan also establishes priorities to inform certain funding decisions for specialized transportation services in the Bay Area. Consistent with requirements established under the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA), MTC adopted the region’s first Coordinated Plan in 2007, during the development of the previous Regional Transportation Plan, and in March 2013, adopted an update to the Coordinated Plan to coincide with the development of Plan Bay Area.¹⁶

Snapshot Analysis and SCS Indicators: Monitoring the Region’s Progress

Based on a recommendation in the *Transportation 2035 Equity Analysis Report*, MTC’s Snapshot Analysis was developed in 2010 in partnership with advisors and stakeholders to evaluate key transportation-related indicators in order to assess transportation differences between communities of concern today and ultimately to be able to track changes over time.¹⁷

In 2011, MTC and ABAG staff jointly developed a set of Regional Indicators related to the Sustainable Communities Strategy. Related to the Plan Bay Area performance targets, which focused on long-term policy goals and objectives, the SCS Indicators were framed as metrics that, when measured over time, could demonstrate whether the region is maximizing the potential benefits of new transportation investments and land use development identified in

¹⁵ A list of all completed Community Based Transportation Plans can be found at <http://www.mtc.ca.gov/planning/cbtp/>.

¹⁶ For more information about the Coordinated Plan, see <http://www.mtc.ca.gov/planning/pths/>.

¹⁷ For more information about MTC’s Snapshot Analysis, see <http://www.mtc.ca.gov/planning/snapshot/>.

the SCS.¹⁸ Several of the Indicators address issues identified by the Equity Working Group as key equity priorities, including reducing auto-related injuries and increasing walkability, preserving and increasing affordable housing in growth areas, and improving school performance in growth areas.

1.4 CONTENTS OF THIS REPORT

The remainder of this report is divided into the following subjects by chapter:

- **Chapter 2** describes the methodology used to carry out the equity analysis and other associated analyses included in this report.
- **Chapter 3** summarizes regional demographic and socioeconomic trends relevant to regional equity issues, particularly focused on communities of concern, minority populations, and low-income populations; travel behaviors of these populations; and regional housing and transportation affordability trends over time.
- **Chapter 4** presents the results of all analyses and performance measures included in this report.
- **Chapter 5** provides an overall summary of the analysis results and findings, including Title VI analysis, environmental justice analysis, and overall equity analysis.
- **Chapter 6** outlines next steps that the regional agencies can take or consider taking to advance the findings of this analysis and continue to incentivize more equitable outcomes for the region's communities of concern as the region develops.

¹⁸ For a summary of Regional Indicators developed during the Alternative Scenarios analysis, see http://www.onebayarea.org/pdf/SCS_Indicators_v3.pdf.

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Chapter 2. Methodology

This chapter summarizes the various methodologies used by MTC and ABAG to define target populations and performance measures for the purposes of analyzing equity for the various Plan Bay Area scenarios studied.

The primary goal of the Plan Bay Area Equity Analysis is **to analyze at a regional, programmatic level the distribution of benefits and burdens of the Draft Plan between communities of concern and the remainder of the region.** To emphasize the impacts of the Draft Plan in particular, special emphasis is placed on comparing the distribution of impacts between the Project and No Project alternatives using a set of five technical performance measures, as described further in this chapter. This comparison between the Project and No Project is intended to characterize the specific impacts of adopting the Plan versus what is forecast to occur in the future if the Plan is not adopted.

The methodology presented in this chapter stems from more than a year's worth of development work by MTC and ABAG staff, including extensive input from the Regional Equity Working Group and other interested stakeholders, on both the identification of target populations (low-income households and communities of concern) as well as the set of performance measures to be analyzed for all scenarios. Because multiple rounds of scenarios were analyzed prior to this final round of Environmental Impact Report (EIR) alternatives analysis, staff was able to incorporate feedback from stakeholders on the methodology iteratively as Plan Bay Area was developed over the past two years. Staff is extremely grateful for the time and efforts put forth by Equity Working Group members and other interested stakeholders to improve the equity analysis methodology.

In addition to the five technical performance measures, this chapter also describes the methodology used for the programmatic financial analysis of the RTP transportation

investments. The Transportation Investment Analysis examines the distribution of Plan benefits to low-income and minority populations based on their respective shares of the region’s population and overall transportation system usage.

Additional details on the specific methodology for each performance measure and underlying data and assumptions are provided in Appendix A. Results of the performance measures described here are presented in Chapter 4, Analysis Results.

2.1 DEFINITIONS

Conducting an equity analysis requires dividing the regional population as a whole into different groups on some specific demographic or socioeconomic basis, so that comparisons between different groups can be made across the same set of measures (performance measures are described below under Section 2.5, Technical Performance Measures). This report deals specifically with minority and non-minority households, low-income and non-low-income populations and households, and communities of concern and the remainder of the region. The following definitions for these terms and populations are used in this analysis.

Minority

Minority populations include persons who identify as any of the following groups defined by the Census Bureau¹⁹ in accordance with guidelines provided by the U.S. Office of Management and Budget (OMB):

- American Indian or Pacific Islander alone
- Asian alone
- Black or African-American alone
- Hispanic or Latino of any race
- Native Hawaiian or Pacific Islander alone

For the purposes of this report, all Hispanic and Latino residents of all races are included in the Hispanic and Latino definition, and only non-Hispanic or Latino persons are included in other minority groups. In addition, this report includes with the minority population those persons whose responses identify Some Other Race or Two or More Races. Accordingly, the “non-minority” population consists of all other persons not included in any of the above-

¹⁹ For details on race and ethnicity definitions as of the 2010 Census, see <http://www.census.gov/prod/cen2010/doc/sfi.pdf>.

named groups, namely those identifying as non-Hispanic white alone. Because the Bay Area is a “majority minority” region, the designation of non-Hispanic white persons as “non-minority” is not intended to be misleading, as this population still represents a relative majority (a plurality) in the region but not an absolute majority. Nevertheless, the term “non-minority” is used here to provide consistency and clarity with regard to federal guidance.

Low-Income Persons

A **low income person** is defined by MTC as persons identified by the Census Bureau as below 200% of the federal poverty level. MTC established the 200% of poverty threshold in 2001 to account for the Bay Area’s high cost of living relative to nationally defined poverty thresholds; the Census Bureau does not adjust the poverty level for different parts of the continental U.S. where different costs of living to factor into the varying affordability of basic necessities.²⁰

The Census Bureau establishes poverty status for individuals based on a combination of an individual’s household composition, size, and income. As of 2010, the 200% threshold represented a household income of approximately \$23,000 a year for a single person living alone, and approximately \$47,000 a year for a family of four.²¹

The federal poverty level provides a reasonable benchmark to understand trends over time related to many people and what proportion of the population may be considered low-income. However, because the actual income thresholds that define the federal poverty level change from year to year, the poverty population is not forecast. Therefore, for modeling and forecasting applications, a separate definition of low-income households is used as described below.

Low-Income Households

Many of the measures analyzed using the regional travel model are able to produce results for all low-income households, or persons living in low-income households, throughout the

²⁰ The Census Bureau has been working with other Federal agencies toward development of a new Supplemental Poverty Measure (SPM). The SPM extends the information provided by the official poverty measure by including many of the government programs designed to assist low-income families and individuals that are not included in the current official poverty measure, and to account for other identified shortcomings of the current “official” poverty measure. See <https://www.census.gov/hhes/povmeas/methodology/supplemental/overview.html>.

²¹ For a complete listing of poverty guidelines used by the Census Bureau, see <http://www.census.gov/hhes/www/poverty/data/threshld/index.html>.

region, regardless of their residential location. **Low-income households** are defined in MTC’s travel model as having incomes of less than \$30,000 a year 2000 dollars (approximately \$38,000 in 2010 dollars), which represent the lowest 28% of households in 2010. Non-low-income households, as a basis for comparison, are defined as having incomes of \$30,000 or more per year in 2000 dollars, and represent the upper 72% of households.

Due to limitations of other regional data sources, the Plan Bay Area Transportation Investment Analysis defines low-income households as those earning \$50,000 per year or less (in 2006 dollars).²² Because of differences in how household income data was collected across the multiple data sources used in the analysis, this \$50,000 threshold was the only available income breakpoint that could be applied consistently across the multiple data sources that are used in this analysis.

Communities of Concern

In discussing how to define target populations for equity analysis, Equity Working Group members emphasized the importance of spatial location within the region with respect to the impacts of future development patterns and transportation investments. Thus, staff worked with Working Group members to develop a spatial definition of communities of concern, against which performance measure results could be compared with non-communities of concern (typically referred to in the analysis as the “remainder of region”). Except where noted, data used to define communities of concern is from the Census Bureau’s 2005–09 American Community Survey, the most recent data set available for this analysis that is readily compatible with MTC’s existing travel-analysis-zone definitions used for spatial analysis, which are based on 2000 Census geography.

In response to feedback that the analysis would be more informative with a more focused definition of communities of concern than was used in past RTP Equity Analyses, and a recommendation from MTC’s Policy Advisory Council to consider seniors and persons with disabilities in addition to low-income and minority populations, staff proposed a revised community-of-concern definition which identifies communities with **multiple overlapping potential disadvantage factors** relevant to the Plan Bay Area planning process.

²² 2006 dollars are in reference to the year in which income data was collected for the regional Transit Passenger Demographic Survey, which is one several data sets used in the Transportation Investment Analysis and described further below on page 2-10.

Thresholds were proposed to incorporate the most significant concentrations²³ of eight different target populations while minimizing inclusion of non-target population members. The list of factors, reviewed by the Equity Working Group and approved by MTC’s Planning Committee in October 2011, are summarized in Table 2-1 and described in further detail in Appendix A.

Table 2-1. Target Populations and Thresholds Used in Overlapping-Factor Analysis

Disadvantage Factor	% of Regional Population	Concentration Threshold
1. Minority Population	54%	70%
2. Low Income (<200% of Poverty) Population	23%	30%
3. Limited English Proficiency Population	9%	20%
4. Zero-Vehicle Households	9%	10%
5. Seniors Aged 75 and Over	6%	10%
6. Population with a Disability	18%	25%
7. Single-Parent Families	14%	20%
8. Rent-Burdened Households	10%	15%

Source: 2005–09 American Community Survey and 2000 Census (#6).

Communities of concern were then defined as recommended by Equity Working Group members as **those tracts having concentrations of 4 or more factors listed above, or having concentrations of both low-income and minority populations.**

Based on this definition, a total of 305 out of 1,405 Census tracts in the region were identified as communities of concern. These locations, shown in Figure 2-1 on page 2-6, were then corresponded to 323 out of the region’s 1,454 travel analysis zones (TAZs)²⁴ for the purpose of extracting and tabulating travel model output on a geographic basis in order to summarize regional results for communities of concern and the remainder of the region.

²³ Using the previous community of concern thresholds established by stakeholders of either 70% minority or 30% low-income populations as a starting point, proposed concentration thresholds for other populations generally followed a similar pattern of falling between the regional average (mean) and one standard deviation above the mean.

²⁴ Most TAZs in the region correspond to census tract boundaries, except for some locations in the region’s densest areas where more than one TAZ may “nest” within a single census tract.

Figure 2-1. Location of Communities of Concern within the Region

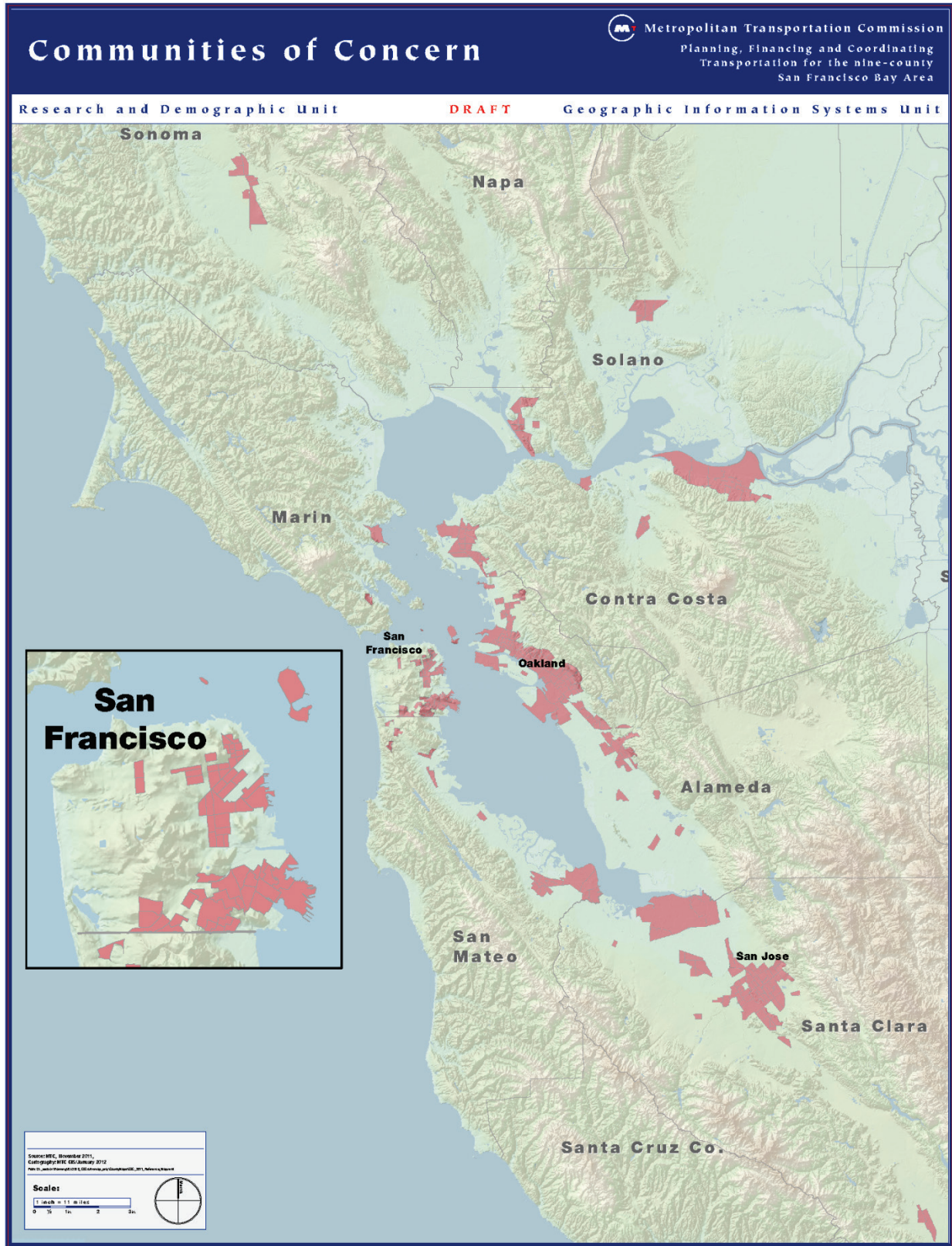


Table 2-2 shows the total populations captured within areas of communities of concern and the remainder of the region in 2010 and forecast in 2040. Approximately 1.4 million residents currently reside in communities of concern, or 20% of the region’s total population. Population growth in communities of concern is forecast to outpace growth in the remainder of the region between 2010 and 2040, with the population of communities of concern increasing by 43% compared to 26% in the remainder of the region.

Table 2-2. Population in Communities of Concern and Remainder of Region, 2010 and 2040

	<u>2010 Population</u>		<u>2040 Population</u>		<u>Change 2010–2040</u>	
	#	% of Total	#	% of Total	#	%
Communities of Concern	1,433,148	20%	2,054,137	22%	620,989	43%
Remainder of Region	5,658,097	80%	7,141,432	78%	1,483,335	26%
Bay Area Total	7,091,245	100%	9,195,569	100%	2,104,324	30%

Source: ABAG forecasts

Appendix A provides greater detail on the potential disadvantage factors contributing to the community-of-concern definition. Chapter 3 and Appendix B provide greater detail on the populations currently living in communities of concern.

2.2 DATA SOURCES

This section describes the various data sources used to conduct the analyses in this report. They range from large, multi-purpose public data products such as those provided nationally by the Census Bureau, to smaller, more specialized regional data sources collected and maintained by MTC and ABAG for regional planning purposes.

Decennial Census and American Community Survey

The Census Bureau provides two key data sets used in this report. One, the decennial Census, was most recently completed in 2010 and is a 100% count of all persons in the United States as mandated in the U.S. Constitution. The decennial Census includes complete data on all persons’ race and ethnicity as well as age and certain household and family characteristics.

The second Census Bureau data product used is the American Community Survey (ACS). The ACS is an ongoing annual sample-based survey of the U.S. population and provides basic demographic information similar to the decennial Census but also provides far greater detail on various socioeconomic characteristics, including such data relevant to this analysis as household income, poverty status, level of proficiency with English, household vehicle

ownership, disability status, housing costs, and information about workers' typical commuting habits. Because the ACS is based on sample data collected by the Census Bureau (as opposed to 100% counts of the population like the decennial Census), situations calling for very detailed socioeconomic data require using larger samples. Sample sizes can be increased by looking at either larger geographic areas or else multiple years' worth of data for smaller areas. Hence, looking at just one year's worth of data to get a single "snapshot" in time may require looking only at larger geographies such as counties, while looking at very detailed geographies at a neighborhood level may require examining up to five continuous years' worth of sample data collected from the same relatively small area.

In this report, data from the 2010 Census is used primarily in the regional demographic profile summarized in Chapter 3, Regional Trends, and to characterize the regional minority population for the Transportation Investment Analysis described below in Section 2.4. Data from the American Community Survey is used in the definition of communities of concern as described above in Section 2.1, to summarize regional socioeconomic characteristics in Chapter 3, and to characterize the regional low-income population for the Transportation Investment Analysis.

Data from the 2000 Census, which predates the American Community Survey and provides a combination of 100% count and sample data, is also used in this report, mainly for historical comparisons to more current data, and in one other case in the definition of communities of concern where it is the most recent data available on disability at the census tract level.

California Department of Finance Forecasts

The California Department of Finance (DOF) provides statewide population projections by county by age, gender, and race/ethnicity. The 2040 DOF forecasts for race/ethnicity for the nine Bay Area counties were used in the forecast of population by race/ethnicity in Chapter 3, Regional Trends, because ABAG does not produce more detailed population forecasts for the region by race/ethnicity.

ABAG Forecasts

The Association of Bay Area Governments maintains the regional population, household, and employment forecasts for the nine-county Bay Area, which reflect the most up-to-date assumptions about the location and density of future growth.

Plan Bay Area utilizes ABAG housing and land use forecasts as the basis for estimating future housing costs and incomes for the Housing and Transportation Affordability

measure, and for modeling future travel demand and activities in the horizon year 2040 in the Jobs-Housing Connection and Enhanced Network of Communities scenarios (described below in Section 2.3, EIR Alternatives).

MTC Travel Model One

MTC's Travel Model One is a disaggregate, activity-based travel demand forecasting model that replaced MTC's legacy aggregate, trip-based model in early 2011. It is used to simulate future-year travel patterns for the year 2040 and to forecast future-year automobile ownership by income group. MTC's travel model uses an advanced population synthesizer to support more sophisticated travel behavior simulation compared to MTC's previous travel model, such as coordinated travel among household members and the availability of time windows in activity scheduling. Results for four of the five technical performance measures analyzed in Chapter 4 are generated all or in part by MTC's travel model, including the transportation component of the Housing and Transportation Affordability measure, VMT Density and associated emissions measures, Commute Time, and Non-commute Time.

UrbanSim

In 2011, ABAG and MTC staff began working with researchers at the University of California, Berkeley, to develop and refine a spatially explicit economic and land use model known as UrbanSim. In combination with MTC's Travel Model One, UrbanSim was designed to produce detailed results for several of the Plan Bay Area Environmental Impact Report (EIR) alternatives analyzed in this report.

The UrbanSim model was developed to predict economic behavior based on detailed market and regulatory information stored at a parcel level and subsequently simulate economic behavior of developers and development patterns.²⁵ This modeling approach is analogous to Travel Model One's simulation of household travel behavior, allowing for the development of regional travel forecasts. UrbanSim and Travel Model One work in an integrated manner to help regional planners examine the connections between transportation investments and land use patterns.

Plan Bay Area utilizes UrbanSim in conjunction with Travel Model One forecasts as the basis for land use and transportation demand in the horizon year 2040 in the No Project; Transit Priority Focus; and Environment, Equity, and Jobs scenarios (described further below in Section 2.3, EIR Alternatives).

²⁵ For more information, see <http://www.urbansim.org/>.

Bay Area Travel Survey 2000

The Bay Area Travel Survey (BATS) is MTC's periodic regional household travel survey, the most recent of which was completed in 2000. BATS2000 is an activity-based travel survey that collected information on all in-home and out-of-home activities, including all trips, over a two-day period for more than 15,000 Bay Area households. The survey provides detailed information on many trip characteristics such as trip purpose, mode, origins and destinations, as well as household demographic and socioeconomic characteristics, and informs development of the regional travel model. In this report, BATS is used to primarily to provide data on usage of the regional transportation system, and in particular the share of trip-making and vehicle-miles of travel (VMT) on the region's road and highway system, for different demographic and socioeconomic groups in the Transportation Investment Analysis.

The region's household travel survey is currently in the process of being updated as part of a broader statewide travel survey project. Data collection and analysis efforts are currently under way, and new data from the updated regional travel survey is expected to be available sometime in 2014.

Bay Area Transit Passenger Demographic Survey

In 2006 MTC conducted a comprehensive survey of all Bay Area transit operators to collect consistent demographic and socioeconomic data for all the region's transit riders. Data collected included race/ethnicity, age, fare payment information, household income, and vehicle availability. Results for this survey are used in the Transportation Investment Analysis to determine transit-investment benefits to low-income and minority populations based on these groups' share of transit use on individual systems and across the region as a whole. The Transit Passenger Demographic Survey also informs the Title VI Analysis of Plan Bay Area by establishing a consistent demographic profile of the region's overall transit ridership across all systems by minority and non-minority status.

To update this data on an ongoing basis, MTC is now working with transit operators on ridership surveys that will collect a variety of consistent demographic and travel-activity data across all transit systems surveyed.²⁶ In order to make best use of available funding and resources to support these extensive survey efforts, surveys are being conducted on

²⁶ Surveys are being conducted on all transit systems claiming funds under the Transportation Development Act (TDA), consistent with those included in MTC's annual Statistical Summary of Bay Area Transit Operators.

different systems on a serial basis over time. Surveys are anticipated to be complete for all systems and updated regional data available in 2015.

2.3 EIR ALTERNATIVES

In addition to a 2010 base year, the technical performance measures analyzed in this report compare five different planning alternatives developed for study in the Draft Environmental Impact Report (DEIR) for 2040. Each scenario has different assumptions and policies concerning regional growth and associated transportation investments and policies to support different growth patterns. With the exception of the No Project scenario, all were developed in an effort to achieve the region's 15% reduction in per-capita greenhouse-gas emissions mandated by the California Air Resources Board under SB 375. More information and details about the alternatives can be found in the Plan Bay Area Draft Environmental Impact Report.

Alternative 1: No Project

The No Project alternative represents the potential scenario if Plan Bay Area is not implemented. Under this alternative, no new regional policies would be implemented in order to influence local land use patterns and no uncommitted transportation investments would be made. The key elements of the No Project alternative that vary from the proposed Plan include the following:

- **Land Use Policies:** No new regional land use plan would be developed and no new policies would be implemented to influence the locations of housing and employment centers in the region. No new fees, subsidies, or land development incentives would be provided on the regional level. Urban growth boundaries would be assumed to expand at historical rates, allowing for additional development potential in greenfield locations.
- **Transportation Investments:** Projects and programs that are identified as “committed” in MTC Resolution 4006 Committed Projects and Programs Policy are included in this alternative; this is similar but not identical to the list of projects in *Transportation 2035*. The transportation network in this alternative would therefore not be equivalent to existing conditions. The committed projects and programs include transportation projects/programs that were sufficiently through the environmental review process as of May 2011 and had full funding plans in place. In addition, regional programs with executed contracts or funding already secured are considered committed and included in the No Project alternative, through the existing contract period for each program. However, Express Lane projects in MTC's

regional network are listed as committed but technically are uncommitted;²⁷ all of the MTC Network Express Lane projects are therefore excluded from the No Project alternative (VTA's Express Lane Network is a fully committed project and included in every alternative).

- **Transportation Policies:** Tolls would remain the same as measured in constant year dollars. Parking prices would remain the same as measured in constant year dollars, and localized parking minimums would remain the same for new development.

Alternative 2: Jobs-Housing Connection Scenario (Project)

Alternative 2, proposed as the Jobs-Housing Connection Scenario, was selected by MTC and ABAG as the preferred plan option for Plan Bay Area, and is the proposed Plan evaluated throughout this report. Plan Bay Area accommodates the region's future growth by focusing housing and job growth around high-quality transit corridors, particularly within areas identified by local jurisdictions as Priority Development Areas (PDAs). This land use strategy enhances mobility and economic growth by linking housing and jobs with transit to create a more efficient land use pattern around transit and help achieve a greater return on existing and planned transit investments. Ultimately, local planning efforts and government policies as well as decisions made by private business and residents will create the region's future development pattern.

The proposed Plan's growth pattern is shaped around:

- Priority Development Areas
- The region's core transit network
- The Bay Area's network of open spaces and conservation land including Priority Conservation Areas
- Opportunities to increase access to job centers

Priority Development Areas are nominated by local jurisdictions as appropriate places to concentrate future growth. PDAs are existing neighborhoods served by transit and supported by local plans (both existing and to-be-completed) to provide a wider range of housing options along with amenities and services to meet the day-to-day needs of residents in a pedestrian-friendly environment. Under the proposed Plan, PDAs would absorb about

²⁷ The region's two Express Lane networks, MTC's regional network and VTA's network, are each viewed as a project made up of individual project segments. Unless the entire network is fully funded and committed, the entire network, or "project," is uncommitted. As a result, MTC's Express Lane Network is an uncommitted project; VTA's Express Lane Network is a fully committed project.

80 percent of new housing and 66 percent of new jobs on about 5 percent of the Bay Area’s total land area. Regional centers in Oakland, San Francisco, and San Jose will account for about 14 percent of new housing and 17 percent of job growth. Medium-size cities will also play an important role by adding a mix of new housing, employment, and services in strategic locations. As a result of this focused growth, under the proposed Plan about 99 percent of new housing would be within the region’s existing urban footprint, helping retain open space and agricultural land. North Bay counties would also take a very small share of growth — Napa and Marin counties will account for about 1 percent each of the total regional housing growth and Sonoma and Solano counties will account for 5 and 3 percent, respectively.

The region’s core transit network (existing and planned) and the related services will provide a strong foundation upon which to distribute future growth. Many PDAs include at least one station served by the region’s major heavy- and light-rail systems and will be nodes connecting the majority of the region’s housing and jobs by 2040. For example, three planned heavy rail expansion projects — BART to Silicon Valley, BART to Antioch (“eBART”), and Sonoma-Marín Area Rail Transit (SMART) — provide an opportunity to link residents more efficiently to the region’s major job centers. Targeted residential and commercial development around stations along these new corridors (reflecting local plans) can help ease the Bay Area’s chronic housing shortage, improve the cost-effectiveness of new service, and preserve regional open space.

Alternative 3: Transit Priority Focus

The Transit Priority Focus alternative seeks to develop a focused growth pattern primarily in the region’s urban core by relying on Transit Priority Project eligible areas (TPPs), which are areas with high-frequency transit service that are eligible for higher-density development streamlining, as per SB 375. The TPP framework is meant to leverage the significant investment the region has made and continues to make in transit service. Key components of this alternative that vary from the proposed Plan include the following:

- **Land Use Policies:** Rather than the Priority Development Area (PDA)-based framework of the proposed Plan, this alternative would emphasize future development in TPPs. Defined by SB 375 as growth emphasis areas, local jurisdictions would be encouraged to up-zone these areas in order to encourage growth around high-frequency transit services (especially fixed-guideway assets). Additionally, a regional development fee based on vehicle miles traveled would be implemented to discourage low-density suburban and rural development, with proceeds used to subsidize urban infill development areas.

- **Transportation Investments:** The transportation network for Alternative 3 revises the Transportation Investment Strategy identified in the proposed Plan to place a greater emphasis on supporting the urban core. This alternative slightly scales back the Regional Express Lane Network by removing proposed express lanes at the fringe of the region. In addition, funding is shifted from other priorities (the Freeway Performance Initiative and OneBayArea grants) to support additional investment in BART service in the core of the region (the BART Metro project) and increased AC Transit bus service in the urban core.
- **Transportation Policies:** This alternative would increase the San Francisco–Oakland Bay Bridge toll to \$8 at peak hours. The higher bridge toll is intended to reduce congestion and encourage transit ridership in the bridge corridor and support investment in transit service on the Bay Bridge corridor.

Alternative 4: Enhanced Network of Communities

This alternative seeks to provide sufficient housing for all people employed in the San Francisco Bay Area and allows for more dispersed growth patterns than the proposed Plan. This alternative reflects input from the region’s business community, which requested an alternative that mirrors the land use pattern previously identified in Current Regional Plans/Projections 2011 (CRP).²⁸ Key components of this alternative that vary from the proposed Plan include the following:

- **Demographics:** This is the only alternative that includes different and higher population and employment projections within the region, which reflect an elimination of in-commuting from neighboring regions. All other alternatives assume that the Bay Area will continue to import workers from adjacent counties at the current rate of in-commuting. This higher regional population will lead to a higher number of jobs in the region, as more residents consume services which require employees. As a result, this alternative also has a higher number of jobs than the proposed Plan.
- **Land Use Policies:** The land use is based on CRP, which focuses growth around PDAs, but at a lower level than in the proposed Plan. The distribution of future housing and jobs is based on Projections 2009, adjusted to reflect local jurisdiction input and to extend the forecast from 2035 to 2040. When developing CRP, CMAs and local jurisdictions were asked to review and provide comments on Projections 2009 to improve the spatial distribution of housing and job growth. In some cases,

²⁸ See Supplemental Report, *Current Regional Plans Technical Report*, on onebayarea.org.

local feedback included updates to forecasts at the census tract level, while in other cases local planners identified allocations of future growth at the neighborhood or city level. Responses were not comprehensive across all jurisdictions. Growth levels in CRP were adjusted proportionally to achieve consistency with the regional projections for housing and jobs assumed in this alternative. Subsidies were applied as necessary to achieve the growth distribution desired in this alternative. This alternative will include OBAG incentives for development in targeted locations, but unlike the proposed Plan would not include incentives for redevelopment.

- **Transportation Investments:** The transportation investments for both road and transit networks would remain consistent with the proposed Plan with the exception of shifting \$70 million from the Climate Initiatives Policies to local road and state highway maintenance and dedicating revenues from the bridge toll increase (see below) to state highway maintenance.
- **Transportation Policies:** Like Alternatives 3 and 5, this alternative will increase the San Francisco–Oakland Bay Bridge toll to \$8 at peak hours.

Alternative 5: Environment, Equity, and Jobs

This alternative reflects the development proposal presented by Public Advocates, Urban Habitat, and TransForm during the scoping period. This alternative seeks to maximize affordable housing in high-opportunity urban and suburban areas through incentives and housing subsidies. The suburban growth is supported by increased transit service to historically disadvantaged communities through a Vehicle Miles Traveled (VMT) tax and higher bridge tolls. Key components of this alternative that vary from the proposed Plan include the following:

- **Land Use Policies:** The intent of this alternative is to reduce residential displacement and support affordable housing in both PDAs and “high-opportunity” suburban locations. This alternative would encourage intensification of land use beyond PDAs to include jobs-rich, high-opportunity TPPs not currently identified as PDAs. Based on criteria specified by the equity stakeholders, these additional areas would include locations that are generally rich in employment and good schools but lack affordable housing. Select PDAs in rural or exurban areas would also be disqualified for upzoning or OBAG funding, as identified by equity stakeholders, in order to discourage growth far away from existing job centers. This alternative would also include a modified OneBayArea grant program focused on affordable housing and anti-displacement policies as pre-conditions for subsidies and incentives (due to modeling limitations, these incentives did not impact modeling outputs). The reinstatement of some form of redevelopment financing would help support infill

development in this alternative, while subsidies would be used to support programs that minimize displacement. Unlike Alternatives 3 and 4, this alternative would discourage CEQA streamlining for TPP-eligible areas. While streamlining would still be legal, as per SB 375, based on the input provide by the EEJ stakeholders, the Plan would not reference TPPs, thus making it impossible for project sponsors to streamline. The modeling analysis for this alternative therefore did not include any benefits from CEQA streamlining to encourage development.

- **Transportation Investments:** This alternative seeks to strengthen public transit by significantly boosting service frequencies in most suburban and urban areas, other than on Muni, BART or Caltrain, and providing free transit passes to youth throughout the region. This alternative includes a reduced scope highway network which excludes all uncommitted road projects, other than maintenance projects, from the Transportation Investment Strategy. As with Alternative 1, the No Project alternative, all of the MTC Network Express Lane projects are excluded as they are considered uncommitted (VTA's Express Lane Network is a fully committed project and included in every alternative). As such, this alternative does not include the Regional Express Lanes Network, with the exception of committed projects.
- **Transportation Policies:** Most notably, this alternative would require the implementation of a vehicle-miles traveled (VMT) tax to fund the expanded investments in public transit. This tax, assumed at a rate of 1 cent per mile on annual vehicle miles traveled within the region, would provide a substantial revenue source, while also discouraging residents from driving; exemptions from the tax would be provided for low-income households. Furthermore, the San Francisco–Oakland Bay Bridge would have an increased peak-period toll of \$8, consistent with Alternatives 3 and 4, providing additional revenue in the Transbay corridor.

2.4 TRANSPORTATION INVESTMENT ANALYSIS

In addition to modeling travel and socioeconomic outcomes based on various regional development and transportation investment scenarios using technical performance measures described later in this chapter, MTC carried out an off-model analysis of the Draft Plan's overall transportation investment strategy to illustrate the distribution of the proposed Regional Transportation Plan investments relative to different populations and communities in the region. In an ongoing effort to ensure equity in the metropolitan transportation planning process, MTC has previously carried out similar analyses of the 2009 RTP (*Transportation 2035*), the 2011 Transportation Improvement Program (TIP), and the Draft 2013 TIP, using methodologies developed and continually refined over time in consultation with MTC advisors and stakeholders.

The RTP Transportation Investment Analysis serves two key functions as MTC fulfills its Title VI and environmental justice responsibilities (described further in Chapter 1). To do so, this analysis addresses:

4. MTC’s environmental justice responsibilities as an FTA/FHWA grantee as well as MTC’s own adopted Environmental Justice Principles.
5. FTA’s analytical requirements of MPOs to certify compliance with FTA’s Title VI regulations (per FTA Circular 4702.1B, issued in October 2012) with “charts that analyze the impacts of the distribution of State and Federal funds in the aggregate for public transportation purposes...” and “an analysis of impacts ... that identifies any disparate impacts on the basis of race, color, or national origin...”;

To carry out these functions, the Transportation Investment Analysis relies on three different methodologies described in this section to determine whether the Plan’s investments are shared equitably among low-income and minority populations, and to determine whether there is any disparate impact at the regional level of the programmatic investment strategy on the basis of race, color, or national origin. No specific federal standard exists for conducting an environmental justice assessment. Similarly, FTA’s new Title VI requirements for MPOs do not provide any specific guidelines or benchmarks for MPO Title VI analyses, and because these requirements are new as of October 2012, there are not yet established best practices or approved comparative analyses against which MTC can measure its findings. Therefore, for this analysis MTC is building on its prior work undertaken in the Transportation 2035 investment analysis and the 2011 TIP Investment Analysis, with enhancements based on feedback from stakeholders on these prior analyses and from the Regional Equity Working Group and MTC Policy Advisory Council Equity & Access Subcommittee during development of Plan Bay Area and the 2013 TIP. MTC will continue to seek feedback on these methodologies and future enhancements to the methodologies, each of which is described further below.

Population/Use-Based Analysis

The population/use-based investment analysis is based on how different populations within the region use the regional transportation system. It compares the estimated percent of investment for low-income and minority populations to the percent of use of the transportation system (both roadways and transit) by low-income and minority populations, and also to low-income and minority populations’ share of the regional population as a whole. Generally, if Plan investments are greater in a mode or system used more by one population group, a greater share of benefit will accrue to that group in the analysis, and likewise if financial investments are less in a particular mode or system used

disproportionately by one population group, a smaller share of benefit will accrue to that group.

In the aggregate, the analysis measures transit and motor vehicle trips using the 2000 Bay Area Travel Survey (BATS 2000). In focusing on roadway investment alone, the analysis uses vehicle-miles traveled (VMT) as the measure of system use from BATS 2000. Similarly, for a more refined look at transit investment alone, transit trips are measured using data from MTC's 2006 Transit Passenger Demographic Survey. Consistent with the available data sources, the analysis uses definitions for low-income and minority populations as described above in Section 2.1, Definitions.

The population/use-based analysis proceeds as follows:

1. First, the region's **total population and total trips are divided** into two sets of subgroups: minority/non-minority and low-income/non-low-income.
2. Next, Plan investments are **separated into two modes**: transit and road/highway/bridge.
3. Plan investments are then **assigned by mode to population subgroups** — either minority/non-minority or low-income/non-low-income — by multiplying the share of each regional sub-population's use of each mode by the total investment in that particular mode. This analysis was conducted at the county level for highway and roadway investments and at the transit-operator level for transit investments.
4. Finally, Plan investments by mode (from county or transit operator data) are **summed** for low-income and non-low-income populations, and for minority populations and non-minority populations, based on each group's usage share of each mode. **The percent of investment for systems supporting each population subgroup is compared to the percent of usage** of the system by each population subgroup **as well as each subgroup's share of the region's population** as a whole.

As a regional-level, programmatic analysis, this assessment is fairly coarse, and has several limitations. The most significant shortcoming is that the analysis does not directly assess benefits and burdens related to outcomes of specific projects or programs beyond a regional measure of benefit in terms of investment per capita. With respect to assigning investment benefit from expansion projects to certain population subgroups, this analysis is also limited to assuming that existing usage demographics apply, since current demographic and travel surveys do not include future riders or drivers who will be attracted to the areas served by

these expansions as either origins or destinations.²⁹ Moreover, the roadway-usage share does not account for the benefit to the region's transit passengers who travel in vehicles that share the region's roadways, highways, and bridges with private automobiles. Also, for simplicity and due to limitations in how certain programmatic categories are characterized in Plan Bay Area, pedestrian and bicycle projects are assigned to local streets and roads and not specifically assigned based on usage by low-income or minority populations' use of these facilities, or their walk/bike mode share.

A portion of this analysis focusing only on Federal and State funding sources for public transportation purposes forms the basis of the Title VI Analysis for Plan Bay Area, which is described further beginning on page 2-20.

Project Mapping Analysis

To supplement the population/use-based analysis described above, and to reflect stakeholder feedback that the overall spatial distribution of projects is also important to analyze to ensure equitable access to Plan investments, MTC also mapped all the RTP projects that are mappable and overlaid them against communities of concern as well as census tracts with concentrations of minority populations that are above the regional average.

The project mapping analysis also has some limitations. First, not all significant regional investments are mappable. For example, a substantial share of total funding in the Plan is dedicated to transit operators for ongoing operations and maintenance of their entire system, which cannot be represented as a simple point or line on a map in relation to a specific community. Second, despite previous attempts by MTC to quantify the spatial distribution of regional investments in response to stakeholder requests (as in the 2011 TIP Investment Analysis), stakeholders have not agreed on how and whether investments can be appropriately accounted for in terms of whether a specific project or investment truly benefits a specific community and to what degree.

Given these limitations, the Regional Equity Working Group, which reviewed and provided input on the Transportation Investment Analysis methodology for Plan Bay Area, recommended a more straightforward qualitative, rather than quantitative assessment of the spatial distribution of mappable projects included in the Plan. This qualitative

²⁹ In cases where current demographic data did not exist for a future transit operator (for example, Sonoma-Marin Area Rail Transit), basic assumptions were applied based on demographics of current systems of the same mode, or in cases where no specific demographics by mode or operator could be assumed (for example, Lifeline Transportation Program funds), regional averages were assumed to apply.

assessment mainly involves examining the distribution of projects for any apparent systematic exclusion of communities of concern or minority communities in the spatial distribution of benefits, or any apparent systematic imbalances between the distribution of projects between communities of concern and the remainder of the region, or between minority and non-minority communities.

The component of this analysis overlaying Plan investments against communities with above-average minority populations also constitutes part of the Title VI Analysis of Plan Bay Area, described further below.

Title VI Analysis

As described in Chapter 1 (Section 1.2, Legal, Regulatory, and Policy Context), the Federal Transit Administration released new guidance in October 2012 specifying how MPOs such as MTC are to certify compliance with the provisions of Title VI of the Civil Rights Act of 1964 in the metropolitan planning process. This section describes the methodology that MTC is using to meet these requirements within the broader Transportation Investment Analysis framework for the Regional Transportation Plan, including the methodology for conducting a disparate impact analysis of the Transportation Investment Analysis results.

The key FTA requirements the Transportation Investment Analysis addresses in terms of Title VI are:

FTA Requirement	Related Plan Bay Area Analysis
"Demographic maps that overlay the percent minority and non-minority populations as identified by Census or ACS data ..."	(1) Project mapping analysis overlaying mappable Plan Bay Area projects against 2010 Census tracts with above-average concentrations of minority residents.
"[C]harts that analyze the impacts of the distribution of State and Federal funds in the aggregate for public transportation purposes..."	(2) Population/use-based analysis of <u>only</u> public transit investments using State and Federal funding sources.
"An analysis of impacts identified in paragraph [above] that identifies any disparate impacts on the basis of race, color, or national origin" ³⁰	(3) Disparate impact analysis comparing Plan Bay Area investments per capita for minority populations identified under (2) above as a percentage of per-capita investments identified for non-minority populations.

Because MTC does not currently have the ability to map only Plan Bay Area public transportation projects using State and Federal funds under (1) above, the disparate impact

³⁰ FTA Circular 4702.1B, page VI-2.

analysis under (3) incorporates only the quantitative results produced by the population/use-based analysis under (2) to make a determination of any disparate impact. The mapping analysis under (1) therefore shows all transit investments overlaid against minority tracts, regardless of fund source, and is a qualitative analysis only. Similarly, MTC currently lacks the ability to represent only public transit projects funded by Federal and State sources in the regional travel model, making any kind of technical analysis using performance measures to forecast potential future-year outcomes between different groups or communities based on these investments specific impossible. MTC will investigate the feasibility of updating future RTP project databases and/or travel model parameters to include more specific fund source information in the future in light of these new FTA requirements.³¹

MTC does have the ability to specify public transportation investments using State and Federal funds in the population/use-based analysis under (2) above. The State and Federal fund sources therefore included in the Title VI analysis of Plan Bay Area are:

- **Operating:** State Transit Assistance (revenue- and population-based), FTA 5307 Urbanized Area, Anticipated unspecified³²
- **Capital:** STP/CMAQ, Proposition 1B (revenue- and population-based), FTA 5307 Urbanized Area + 5309 Fixed Guideway, FTA 5311 Non-urbanized, Anticipated unspecified.

To conduct the disparate impact analysis under (3) above, the results of the population/use-based analysis of public transportation investments using State and Federal funds under (2) are first expressed in terms of investments per capita for both minority and non-minority transit riders (or total population) in the region as follows:

$$\text{Minority benefit per capita} = \frac{\text{Total transit investments allocated to minority riders}}{\text{Total regional minority transit ridership (or population)}}$$

³¹ Because development of the Regional Transportation Plan is a multi-year process, the Plan Bay Area project database was developed in early 2011, whereas FTA’s new Title VI requirements were finalized in October 2012. Similarly, development of MTC’s current travel model, Travel Model One, began in 2005, and was initially deployed for use in development of the long-range transportation plan in early 2011.

³² “Anticipated unspecified” funding sources for transit purposes in Plan Bay Area are included with other State and Federal sources, since the State and Federal governments have historically been the sources of such funds if and when they are made available to the region. Recent examples of situations where previously unanticipated funds have become available to MTC for programming for transit purposes include State Proposition 1B Transit funds in 2007 and Federal American Recovery and Reinvestment Act (ARRA) funds in 2009.

$$\text{Non-minority benefit per capita} = \frac{\text{Total transit investments allocated to non-minority riders}}{\text{Total regional non-minority transit ridership (or population)}}$$

Next, the minority and non-minority per-capita benefit results are compared, expressing the minority benefit per capita as a percentage of the non-minority benefit per capita:

$$\text{Result (\%)} = \frac{\text{Minority benefit per capita}}{\text{Non-minority benefit per capita}}$$

Although FTA does not provide specific guidance or standard benchmarks for MPOs to use in the metropolitan planning process to determine whether any given result represents a disparate impact, a general practice in disparate impact analysis is to use the percentage result to determine whether any differences between benefits for minority or non-minority populations may be considered statistically significant. If a disparate impact is found to be statistically significant, consideration must then be given to “whether there is a substantial legitimate justification for the policy that resulted in the disparate impacts, and if there are alternatives that could be employed that would have a less discriminatory impact.”³³

2.5 TECHNICAL PERFORMANCE MEASURES

In addition to an off-model analysis of the proposed Plan Bay Area investment program in terms of low-income and minority populations and travelers benefit from the Plan’s investment strategy, five technical performance measures were also selected for analysis in order to forecast specific outcomes identified as priorities by the Regional Equity Working Group. For most of the technical performance measures, estimates are produced at the neighborhood (TAZ) level of certain socioeconomic and travel characteristics for both a base year (2010) as well as different 2040 forecasts for the scenarios described in Section 2.3. The exception is the Housing and Transportation Affordability measure, which is calculated regionally by household income group for the purposes of comparing low-income households to non-low-income households.

The basic methodology for assessing the equity impacts of Plan Bay Area in terms of outcomes is:

1. Identify each of the region’s 1,454 TAZs as being either one of 323 TAZs meeting the community-of-concern definition, or else one of 1,131 TAZs characterized as being in the remainder of the region.

³³ FTA Circular 4702.1B, page VI-2.

2. Extract indicator variables for both communities of concern and the remainder of the region for each alternative described in the preceding section.
3. Evaluate results to assess (among other questions):
 - whether the Project has a beneficial impact on communities of concern; and
 - whether communities of concern receive similar or greater benefit compared to the remainder of the region under the proposed Plan (the Project), relative to the No Project alternative.

The five technical performance measures evaluated in this analysis are shown on the following page with the associated priority equity concern identified for Plan Bay Area by Equity Working Group members.

Priority Equity Theme	Associated Performance Measure
Affordable Housing and Transportation Choices	Housing and Transportation Affordability
Equitable Growth	Potential for Displacement
Healthy Communities	Vehicle-Miles of Travel (VMT) Density (including related emissions density measures)
Making the Jobs-Housing Connection	Average Commute Time
Equitable Mobility	Average Non-commute Travel Time

There are many potential measures by which equity can be evaluated. These five represent the combined effort of MTC and ABAG staff, the Regional Equity Working Group, and other interested stakeholders to identify which measures had greatest relevance to the region’s communities of concern in the context of the regional development and investment decisions relevant to Plan Bay Area. Details about how results for each measure are estimated is provided in Chapter 4, Analysis Results, with more thorough explanation of the methodology and assumptions behind each measure provided in Appendix A.

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Chapter 3. Regional Trends

This chapter provides a regional demographic profile for minority populations, low-income populations, and communities of concern in the nine-county San Francisco Bay Area and also summarizes key demographic and socioeconomic trends relevant to the Plan Bay Area planning process. The chapter is organized around five key findings regarding demographic and socioeconomic characteristics of communities of concern, minority populations, and low-income populations, with particular emphasis on commuting and travel habits of these populations, and recent trends in housing and transportation affordability.

3.1 COMMUNITIES OF CONCERN HAVE DISTINCT DEMOGRAPHIC AND SOCIOECONOMIC CHARACTERISTICS COMPARED TO THE REST OF THE REGION

Because MTC defines communities of concern largely on the basis of having four or more overlapping concentrations of specific populations of concern relative to the metropolitan planning process, or which have concentrations of both minority and low-income residents (as described further in Chapter 2, Methodology, beginning on page 2-4), it follows that as a whole their demographic and socioeconomic profile is distinct from the remainder of the region. Because different populations of concern are distributed differently throughout the region (some, such as zero-vehicle households, concentrate more heavily in relatively fewer areas than others, such as seniors 75 and older), the extent of these differences between communities of concern and the remainder of the region varies by population subgroup, as shown in Table 3-1.

Table 3-1. Demographic and Socioeconomic Profile of Communities of Concern and the Remainder of the Region, 2005–09

Population Subgroup	Communities of Concern			Remainder of Region			Regional Totals	
	#	CoC %	% of Regional Total in CoCs	#	Remainder of Region %	% of Regional Total in Remainder of Region	#	%
Minority Population	1,124,851	81%	30%	2,660,518	48%	70%	3,785,369	54%
Low-Income Population	611,176	45%	40%	933,176	17%	60%	1,544,352	23%
Limited English Proficiency Population	269,569	21%	44%	344,137	7%	56%	613,706	9%
Zero-Vehicle Households	94,774	21%	40%	139,300	7%	60%	234,074	9%
Population 75+	71,709	5%	18%	337,516	6%	82%	409,225	6%
Population with a Disability	318,406	24%	29%	788,427	16%	71%	1,106,833	18%
Single-Parent Families	70,095	25%	31%	155,164	12%	69%	225,259	14%
Rent-Burdened Households	84,637	19%	35%	155,826	8%	65%	240,463	10%
All Persons	1,380,393	--	20%	5,570,371	--	80%	6,950,764	100%

Source: MTC analysis of American Community Survey 2005-09 5-Year Sample Tables B03002, C17002, B16004, B25044, B01001, B11004, B25070, and B25003. Data on population with a disability is from Census 2000 SF3 Table P42.

While 20% of the region’s total population resides in communities of concern (nearly 1.4 million out of 7 million residents), this definition captures meaningful concentrations and shares of most population subgroups within them, most notably Limited English Proficiency persons (44% of the region’s total LEP population resides within communities of concern), zero-vehicle households (40%), and low-income persons (40%). Most population subgroups are around two to three times more likely to live in communities of concern than in the remainder of the region, based on the population averages of each subgroup represented in each part of the region. Only one population subgroup, seniors aged 75 and over, has a slightly greater likelihood of living outside of communities of concern than the population as a whole, since the definition captures only 18% of the region’s total population aged 75 and over, which is slightly less than the 20% of the total population captured.

While the definition of communities of concern attempts to identify the most meaningful concentrations of all population subgroups in the locations where they overlap spatially, it is important to keep in mind that most members of each population group live outside of communities of concern, where they are either more dispersed spatially or do not overlap

with as many other population subgroups. More details on the distribution and overlap of population subgroups within the region and the nine counties can be found in Appendix B.

3.2 THE REGION’S DEMOGRAPHICS CONTINUE TO DIVERSIFY

The Bay Area officially became a “majority minority” region with the 2000 Census, and, like the rest of California and the United States as a whole, its demographics are becoming increasingly diverse over time. As of the most recent 2010 Census, white, non-Hispanic persons were still the largest single racial/ethnic group (more information on how these groups are defined is provided in Chapter 2, under Section 2.1, Definitions), with 42% of the region’s population, as shown in Table 3-2. The next largest groups are persons of any race who identify as being of Hispanic or Latino origin, followed closely by persons who identify as Asian, each at around 23% of the region’s population. Persons identifying as Black or African American totaled 6% of the region’s population. Together with persons identifying as Native Hawaiian or Pacific Islander (0.6%), American Indian or Alaska Native (0.3%), and some other race or two or more races (4%), all persons identifying as a member of one or more minority groups totaled about 58% of the region’s population in 2010.³⁴

Table 3-2. Bay Area Population by Race/Ethnicity, 2010 and 2040

	2010		2040	
	Population	% of Total	Population	% of Total
American Indian/Alaska Native	20,691	<1%		<1%
Asian	1,645,872	23%		25%
Black or African-American	460,178	6%		5%
Hispanic/Latino (of any race)	1,681,800	24%		30%
Native Hawaiian or Pacific Islander	41,003	<1%		<1%
Some Other Race/Two or More Races	268,292	4%		5%
Minority Persons Subtotal	4,117,836	58%		66%
White, non-Hispanic (Non-minority)	3,032,903	42%		34%
Total Population	7,150,739	100%		100%

Source: 2010 Census SF1 Table P9; California Dept. of Finance Population Projections Table P-1 (January 2013).

As these demographic trends continue into the future, Table 3-2 shows the population of minority residents is projected to increase from 58% of today’s population to 66% by 2040. Still, by 2040, non-Hispanics white persons are forecast to remain the single largest

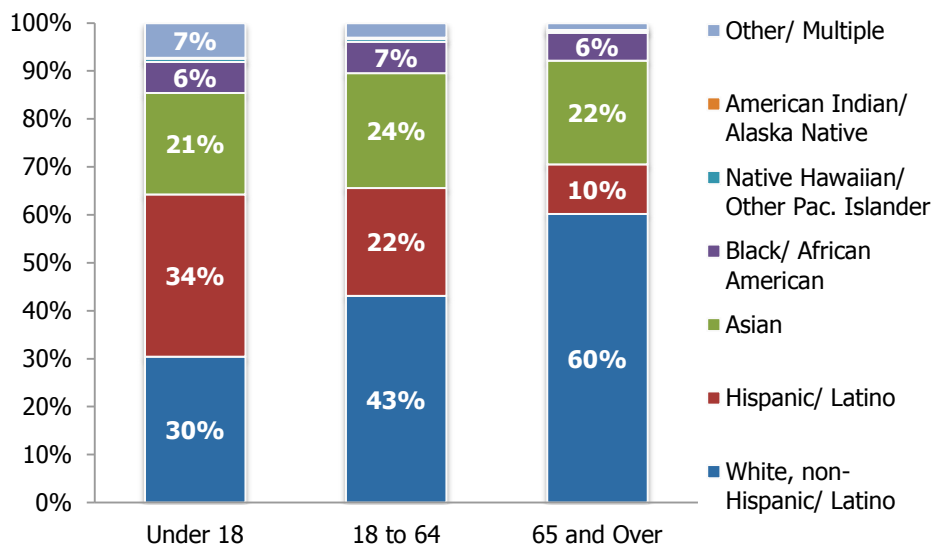
³⁴ Note this share differs from that shown in Table 3-1 due to differences in Census Bureau data products used to analyze populations. Because geographical correspondence with MTC’s travel model requires using Year 2000 Census geographies, data from the 2005-09 American Community Survey was the most recent available to use to define communities of concern, and represents a population sample. Data from the 2010 Census is slightly more recent and represents a 100% population count rather than a sample.

racial/ethnic group in the region, with 34% of the population, followed closely by Hispanic and Latino residents, whose share of the region’s population is forecast to rise from 24% today to 30% in 2040, the largest increase of any single racial or ethnic group in the region. The Asian population will also increase from 23% today to roughly a quarter of the region’s residents by 2040.

Regional Demographics Differ by Age Group

Because of the nature of how the Bay Area’s demographic makeup has been changing over time, driven largely by births and immigration of residents represented in younger age groups, demographic characteristics of various age groups within the region differ substantially, as shown in Figure 3-1. The biggest demographic differences are between the 65-and-over and under-18 age groups. In 2010, a Bay Area resident age 65 or over was twice as likely to be non-Hispanic white than a resident under 18, as white non-Hispanics made up 60 percent of the older population compared to 30 percent of the youth population. On the other hand, a Bay Area resident under 18 was more than three times more likely than a resident 65 or older to be of Hispanic or Latino origin (which is now the single largest racial/ethnic group represented among persons under 18), and about five times more likely to identify as a member of some other race or two or more races.

Figure 3-1. Bay Area Population by Race/Ethnicity by Age Group, 2010



Source: 2010 Census SF1, Tables PCT12A–O.

3.3 THE REGION'S LOW-INCOME POPULATION CONTINUES TO GROW AND DECENTRALIZE; INCOME TRENDS DIFFER ACROSS AGE GROUPS

The effects of the Great Recession in the late 2000s appear to have supported an existing trend of rising numbers and shares of low-income populations in the Bay Area already underway since 2000, a year which in hindsight appears to have been a “low water mark” for poverty in the region within the last 20 years. Looking at income trends within different population groups, it is apparent that the implications of these trends vary for different populations, notably by age.

The Region's Low-Income Population Is Growing in Both Number and Relative Share

The 2000s saw a notable increase in both the number and share of Bay Area populations in poverty (below 100% of the federal poverty level) and those defined by MTC as “low-income” (below 200% of the federal poverty level). Table 3-3 shows that between 2000 and 2010, the region saw a net increase in population below 200% of poverty of over 430,000 persons (a 32% increase from 2000), compared to a net decrease of nearly 30,000 residents above 200% of poverty, so that by 2010 over 780,000 persons in the Bay Area were living below 100% of poverty, and more than 1.8 million were considered low-income at below 200% of poverty.

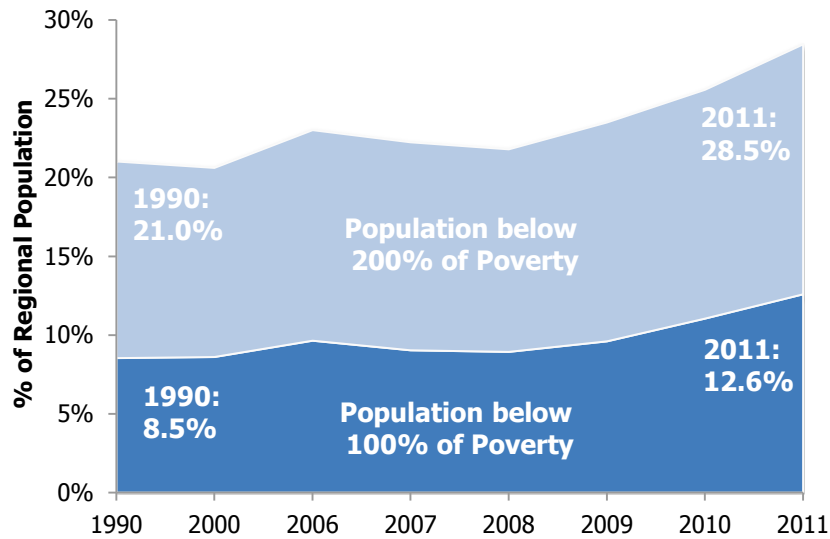
Table 3-3. Bay Area Poverty Population, 2000 and 2010

Ratio of Income to Poverty Level	2000	2010	# Change	% Change
Below 100%	573,333	781,336	208,003	36%
Below 200%	1,374,211	1,807,229	433,018	32%
Above 200%	5,287,329	5,258,776	-28,553	-1%
Total Population	6,661,540	7,066,005	404,465	6%

Source: 2000 Census SF3 Table P88; American Community Survey 2010 1-Year Estimates Table B17002.

Figure 3-2 illustrates these trends in terms of the shares of poverty and low-income populations as a share of the total population over time. The effects of the Great Recession are presumably seen beginning in 2009, with steep increases in the rates of both poverty and low-income populations.

Figure 3-2. Share of Bay Area Population by Poverty Ratio, 1990–2011



Source: 1990 Census STF3 Table P117, 2000 Census SF3 Table P88, American Community Survey 1-Year Estimates Table B17002.

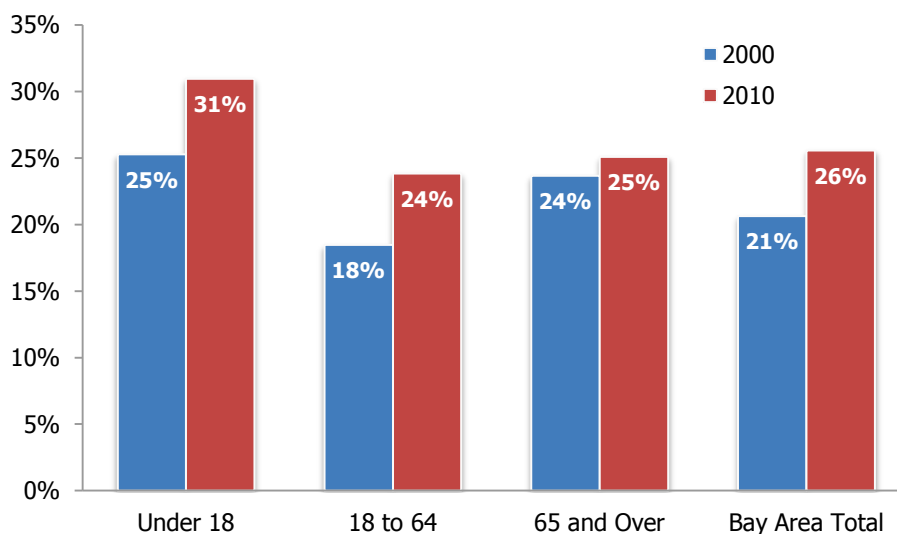
The suburbanization of the region’s low-income population is another long-term, continuing trend. In 1990, 43% of the region’s population below 200% of the poverty level lived in the three central cities of San Francisco, Oakland, and San Jose, which offer relatively high levels of access to public transit and other services compared to the region’s more suburban and rural areas. By 2000, that share had fallen to 39%, and had continued to fall to 36% as of 2011.³⁵

Income Trends Vary By Age Group, with Youth Under 18 Most Likely to Be Low-Income

Looking at the breakdown of low-income populations by age group, Figure 3-3 shows that persons under the age of 18 are most likely to be identified as being below 200% of Census Bureau poverty guidelines. In 2010, 31% were considered “low-income” by MTC’s definition, up substantially from 25% in 2000. Working-age persons between 18 and 64 were least likely among the age groups to be low-income, at 24% of the population in 2010, but also saw the largest relative increase since 2000 (up 37% from this age group’s 18% share of the population in 2000), perhaps due to the effects of prolonged unemployment trends following the Great Recession.

³⁵ Source: MTC staff analysis of 1990 Census STF3 Table P117, 2000 Census SF3 Table B88, American Community Survey 2011 1-Year Estimates Table B17002.

Figure 3-3. Share of Total Population Under 200% of Poverty Level by Age Group, 2000 and 2010



Source: Census 2000; Table PCT050; American Community Survey 2010 1-Year Estimate Table C17024.

Seniors 65 and over saw their low-income share hold relatively steady from 2000 to 2010, from 24% to 25%. One notable change in the share of low-income seniors between 2000 and 2010 is that in 2000, seniors were slightly *more* likely to be low-income than the regional average (24% compared to the regional average of 21%), and by 2010 were slightly *less* likely to be low-income relative to the regional average (25% compared to 26%).

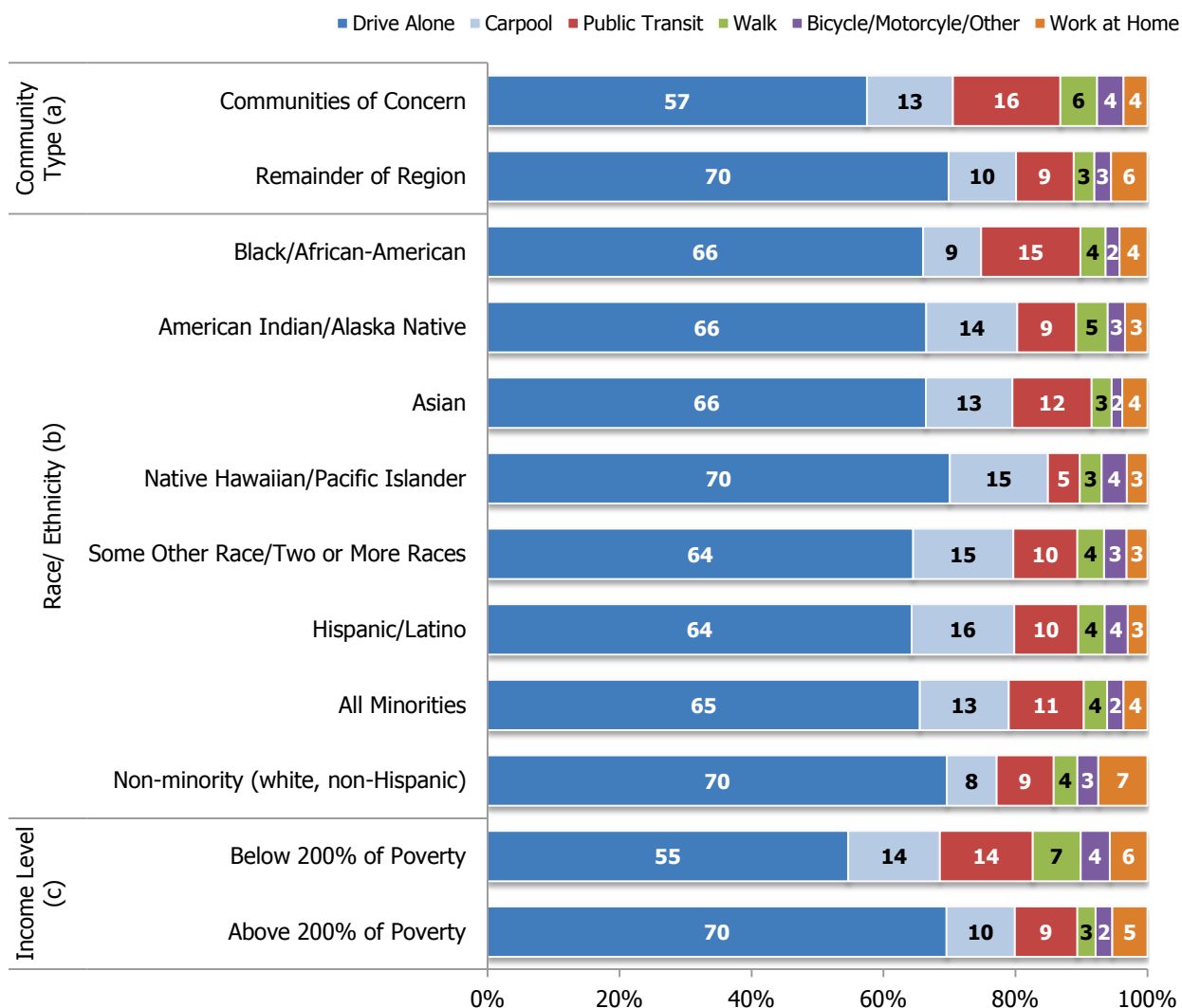
3.4 LOW INCOME WORKERS ARE MORE LIKELY TO COMMUTE BY TRANSIT AND WORK WITHIN THEIR COUNTY OF RESIDENCE, BUT AUTO TRIPS STILL DOMINATE MODE SHARE

This section examines commute behavior for low-income and minority workers, and workers living in communities of concern, specifically the typical commute mode reported to the Census Bureau and locations of work and home for low-income workers.

More Than Two-Thirds of Workers Across All Populations and Community Types Commute by Car

Figure 3-4 shows the breakdown of typical commute mode in terms of overall mode share for workers in communities of concern and the remainder of the region, for different racial and ethnic minority populations, and for low-income workers below 200% of federal poverty versus non-low-income workers.

Figure 3-4. Commute Mode Share by Population or Community Type, 2010



Source: (a) American Community Survey 2005-09 Table B08122; (b) American Community Survey 2006-10 Tables B08122B, C, D, E, F, G, H, and I. (c) American Community Survey 2006-10 Public Use Microdata Sample.

Driving alone continues to be far and away the most prevalent means of getting to work for all workers, both minority and non-minority, with non-minority workers only slightly more likely than minority workers to choose this mode (70% of non-minority workers vs. 65% of minority workers). The biggest differences between the groups were in carpooling, with minority workers nearly twice as likely to carpool as non-minority workers (13% vs. 8%, respectively), and working at home, with non-minority workers nearly twice as likely as minority workers to not commute at all (7% vs. 4%). Even though minority workers are slightly more likely than non-minority workers to commute by public transit (11% vs. 9%), taking into account both carpooling and solo-driving minority workers are slightly more likely to commute by car (81%) than non-minority workers (78%). Further study of this

trend would be worthwhile to examine availability and practicality of transit and cultural attitudes about using it for different racial and ethnic populations, suburbanization of employment in general and minority populations in particular, and the differences in work-at-home trends between minority and non-minority workers.

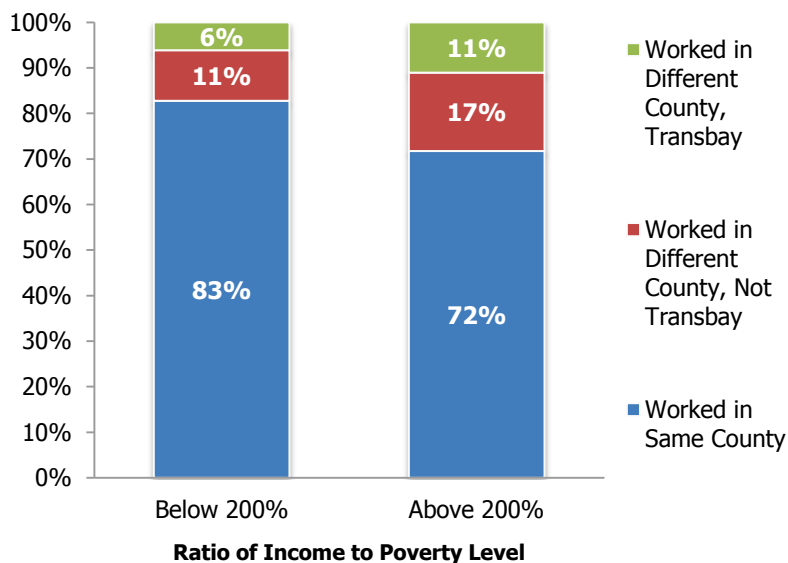
While trends are overall fairly similar between individual racial and ethnic minority groups, there are some notable differences. Black/African-American workers are most likely to commute by public transit (15%), while Native Hawaiian/Pacific islanders are least likely (5%). Hispanic/Latino workers are most likely to carpool (16%) while Black/African-American workers are least likely to do so (9%).

Although low-income commuters below 200% of poverty were most likely to commute by car like other groups (69%), they are the most likely of any group to commute by walking (7%). Similarly, commuters living in communities of concern were also most likely to commute by car (70%), but most likely of any group to commute by public transit (16%).

Low-Income Workers Are More Likely to Commute Within County of Residence, Less Likely to Commute Transbay

Turning to where low-income commuters work, Figure 3-5 illustrates where workers commute to relative to their county of residence, broken out by income level.

Figure 3-5. Work Location for Workers by Poverty Ratio, 2006–2010



Source: Tabulation prepared by MTC staff based on data from the American Community Survey 2006-2010 Public Use Microdata Sample (PUMS).

While the vast majority of workers across both income groups work in the same county as their county of residence (83% of low-income workers and 72% of non-low-income workers), low-income workers are substantially less likely than non-low-income workers to work outside their county of residence (17% of low-income workers compared to 28% of non-low-income workers). Out-of-county commuters were further broken down into Transbay and non-Transbay commuters, revealing that low-income workers were even less likely compared to non-low-income workers to have Transbay commutes than non-Transbay out-of-county commutes. This may be due to the extra time and costs associated with longer commutes in general and especially Transbay commutes in particular.

That low-income workers appear to commute closer to home than non-low-income workers may reflect a variety of factors: the locations of low-income jobs relative to low-income households; having less time available during the day to devote to commuting (such in cases where low-income workers may work more than one job or have sole childcare responsibilities at home); extra costs associated with long commutes, especially for transit trips that cross county lines and/or involve multiple operators requiring multiple fare payments; high fuel costs associated with long car commutes' and both tolls and higher fares/fees associated specifically with Transbay trips by both auto and transit.

3.5 HOUSING AND TRANSPORTATION COSTS ARE RISING FASTER THAN INCOMES

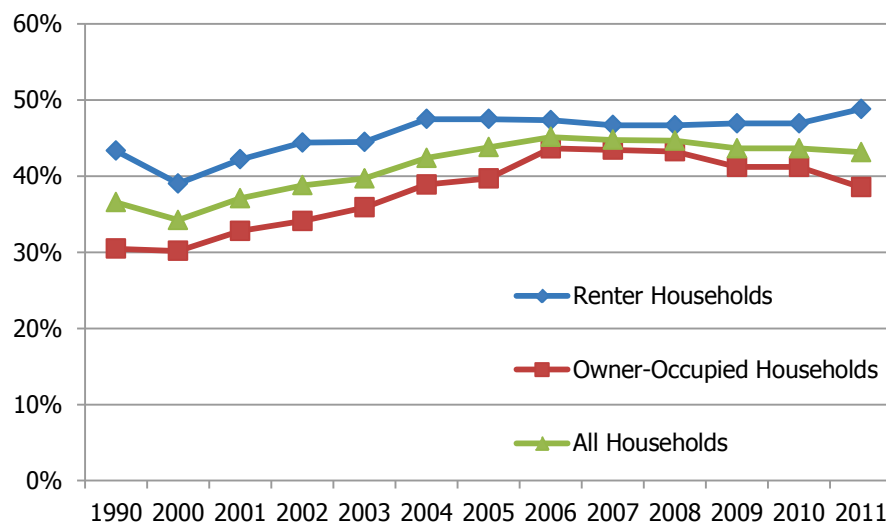
This section examines regional trends related to housing and transportation costs relative to incomes over the past 10 to 20 years. To the extent that housing and transportation affordability has been a key theme throughout development of Plan Bay Area, the data presented here show how Bay Area households have generally been losing ground in recent years as increases in both housing and transportation costs have outpaced incomes, leading most households in the region to spend an increasing share of income on both compared to 10 or 20 years ago.

Nearly Half of Region's Renters Are Paying More Than 30 Percent of Income for Housing

The housing boom of the early 2000s saw a run-up in the share of households in which housing costs consumed more than 30% of household income, which is a standard affordability benchmark for housing used by the U.S. Department of Housing and Urban Development and others. Figure 3-6 shows that this gradual upward trend in cost-burdened households appeared to affect both renter-households as well as owner-occupied

households similarly up until the housing crash of 2007, when the share of all households burdened by housing costs began to level off for several years. As the housing market corrected in the late 2000s, many former homeowners became renters again, and those prospective homeowners who may have bought homes in years prior continued renting due to either reluctance or inability to buy, pressure began to mount on the rental-home market, driving up rents in many areas of the region, especially the largest cities of San Francisco, Oakland, and San Jose.

Figure 3-6. Share of Bay Area Households Spending More Than 30% of Income on Housing Costs, 1990–2011



Source: Tabulation prepared by MTC staff based on data from the 1990 Census Summary Tape File 3 (Tables H051 and H058), Census 2000 Summary File 3 (Tables H69 and H94), and the American Community Survey 2006-2011 (Tables B25070 and B25091).

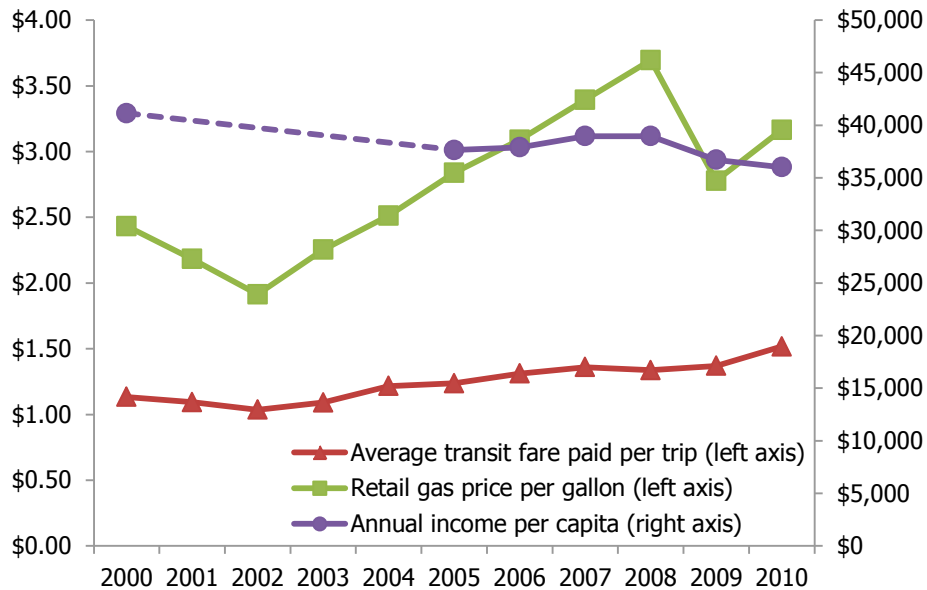
The result in recent terms appears to have been a slight upward trend for renter-households burdened by housing costs starting in 2011, which now totals 49% of all renter households in the region, the highest level seen during the time period analyzed, and a slight downward trend for the share of cost-burdened owner-occupied households, which dropped in 2011 to 39%, a level last seen around 2004, just prior to the peak of the housing boom. Nevertheless, levels across the board remain notably higher than they were in either 1990 or 2000, suggesting there may be a longer-term trend of regional housing costs rising faster than household incomes have been able to keep up.

Day-to-Day Transportation Costs Have Risen Relative to Incomes

In addition to the pressures of high housing costs on household incomes, costs associated with day-to-day transportation have also risen relative to incomes since 2000. Figure 3-7

shows the relationship between inflation-adjusted gas prices per gallon, average transit fares paid, and per-capita income in the Bay Area.

Figure 3-7. Inflation-Adjusted Bay Area Gas Prices, Transit Fares, and Per-Capita Income, 2000–2010



Source: MTC staff analysis of Statistical Summary of Bay Area Transit Operators; U.S. Dept. of Energy, Energy Information Administration; Census 2000 SF3 Tables P9 and P54; American Community Survey 1-Year Sample Data, 2005 through 2010, Tables B19025 and B11002.
 Note: All values in 2010 dollars.

The average transit fare paid per trip in the region rose 34% between 2000 and 2010, from an inflation-adjusted \$1.13 to \$1.52. During this same period, the average price for a gallon of gasoline in the Bay Area rose 30%, from \$2.43 to \$3.17, although with notably more fluctuation during this period than transit fares. Meanwhile, per-capita income in the region fell in real terms by 12%, from \$41,138 in 2000 to \$36,012 in 2010.

Because the vast majority of the region’s workers commute by either automobile or transit (as seen in Figure 3-4 on page 3-8), these rising costs are likely to be putting increasing pressure on personal incomes that are not keeping up.

Chapter 4. Analysis Results

This chapter summarizes the equity analysis results, incorporating where relevant findings from related Title VI analyses (in the distribution of certain investment benefits and the spatial distribution of projects included in the Plan) intended to satisfy federal nondiscrimination requirements and environmental justice analyses intended to address whether communities of concern are subject to disproportionately high and adverse effects of the Plan's overall development and investment strategy.

Summary of Previous Scenario Analyses

The analysis of the Plan Bay Area EIR Scenarios is actually the fourth round of equity analysis completed for Plan Bay Area. Consistent with MTC's adopted Public Participation Plan, equity analysis results were produced with every round of scenarios analyzed throughout the Plan Bay Area process, to provide the Regional Equity Working Group and other stakeholders the opportunity to provide feedback on both methods and results along the way, and to help inform each subsequent round of scenarios as they were refined. This section summarizes the results of prior rounds of Plan Bay Area equity analyses carried out during development of.

Initial Vision Scenario

In March 2011, MTC and ABAG conducted a preliminary equity analysis of the Initial Vision Scenario, which was an initial, unconstrained visioning exercise intended to be a starting point in developing the Sustainable Communities Strategy. Building off of the ten performance targets adopted by MTC and ABAG in January 2011,³⁶ this initial round of

³⁶ For details on the adopted Performance Targets for Plan Bay Area, see MTC Resolution 3987: http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1599/Revised_-_tmp-3987.pdf.

equity analysis presented results for the performance targets broken out by income level where possible in an effort to reveal whether the benefits and burdens forecast by the performance targets were equally distributed between low-income and non-low-income households.³⁷ Where possible, these outcomes were also compared with current conditions. The intent of this preliminary analysis was to identify potential negative regional equity results at the beginning of the planning process and to provide a starting point for refining the equity analysis methodology to be used in subsequent rounds of analysis.

Key feedback received from stakeholders on the results of the Initial Vision Scenario equity analysis were that a more targeted definition of communities of concern should be developed for subsequent analysis, and that different performance measures should be developed to more directly address priority equity issues for communities of concern.

Alternative Scenarios

Based on stakeholder feedback on the Initial Vision Scenario equity analysis, MTC and ABAG staff developed a substantially revised methodology and new performance measures to analyze the Alternative Scenarios for equity, as summarized in Chapter 2, Methodology, which was presented to MTC’s Planning Committee in October 2011. MTC and ABAG developed the five Alternative Scenarios to explore different land use and transportation investment strategies that might meet the region’s long-range goals, including the CARB-mandated greenhouse-gas reduction target.

In December 2011, MTC and ABAG released a second round of equity analysis results for the Alternative Scenarios.³⁸ These results revealed substantial future challenges facing low-income households and communities of concern with regards to housing and transportation affordability and displacement potential, and led to some methodology refinements to the Housing and Transportation Affordability measure based on stakeholder feedback received and some technical modifications to the VMT Density measure.

Of the Alternative Scenarios analyzed, the Priority Development Area–oriented “Focused Growth” scenario that most closely resembled what became the Draft Preferred Scenario offered “middle of the road” performance across all equity measures. Findings from the Alternative Scenarios equity analysis also helped inform subsequent discussions to frame policy for the region’s OneBayArea Grant program, which was adopted in May 2012,

³⁷ For additional information on methodology and results from this round of equity analysis, see the Initial Vision Scenario Report at http://www.onebayarea.org/pdf/Initial_Vision_Scenario_Report.pdf.

³⁸ For a summary of the Alternative Scenarios equity analysis results, see: <http://onebayarea.org/pdf/EquityAnalysisOverview.pdf>.

especially with regards to incorporating low-income housing and anti-displacement incentives into the OBAG program guidelines.³⁹

Draft Preferred Scenario

In May 2012, MTC and ABAG released preliminary equity analysis results for 2005 and 2035 under the Draft Preferred Scenario using the methodology initially developed and subsequently refined with the Alternative Scenarios equity analysis.⁴⁰ These results continued to emphasize overarching regional challenges related to Housing and Transportation Affordability for low-income households and Potential for Displacement in communities of concern under the Draft Preferred Scenario, both of which were addressed in the OBAG program guidelines adopted by MTC at the same time that MTC and ABAG approved the Draft Preferred Scenario.

The remainder of this chapter covers analysis results for the draft Plan Bay Area Transportation Investment Analysis as well as technical performance measures for the final draft Preferred Scenario (the EIR-defined Project), as well as the other EIR alternatives described in Chapter 2, Section 2.3.

4.1 TRANSPORTATION INVESTMENT ANALYSIS

Analyses of the distribution of transportation funding included in this section serve two main purposes, which are described in greater detail in Chapter 1 (Section 1.2, Legal, Regulatory, and Policy Context):

1. A general analysis of all transportation funding sources and purposes provided as part of MTC’s commitment to environmental justice, and in particular MTC Environmental Justice Principle #2.
2. A more targeted analysis of particular funding sources and purposes that serves to address specific federal requirements for metropolitan planning organizations like MTC to ensure nondiscrimination in the metropolitan planning process⁴¹ under Title VI of the Civil Rights Act of 1964.

³⁹ These are discussed further below in Section 4.3, under “Complementary Regional Policies and Planning Efforts” (see page 4-20).

⁴⁰ For a summary of Draft Preferred Scenario equity analysis results, see http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1875/Item_4a_Pref_Land_Use_Scenario_Transp_Invest_Strategy.pdf.

⁴¹ As part of the overall metropolitan planning process, MTC also conducts a similar analysis of the short-range Transportation Improvement Program (TIP). See <http://www.mtc.ca.gov/funding/tip/> for more.

Both analyses are described below, and include two different analytical approaches described further in Chapter 2, Section 2.4. The population/use-based analysis characterizes the quantitative distribution of transportation investments in the Plan based on the region’s share of low-income and minority populations, as well as each group’s relative share of system usage for both roadways and transit. The mapping analysis is a qualitative assessment of the spatial location of major projects included in the Plan’s investment strategy relative to the locations of minority communities and communities of concern within the region.

Population/Use-Based Analysis

This section presents the results of the population/use-based investment analysis. The analysis follows the four-step methodology described in Chapter 2, Section 2.4, beginning on page 2-15.

1. Establish Regional Population and System Usage Demographics

The population/use-based analysis requires first dividing both the region’s total population and total trips into two population subgroups by minority status and low-income status, as shown in Table 4-1. Note both the minority and low-income subgroups’ trip-making represents a smaller share of the regional total relative to their respective populations. Some of this difference is attributable to slight differences in overall regional demographics between the two datasets used (2010 Census Bureau data for populations, 2000 Bay Area Travel Survey data for trips), but particularly for the population in low-income households it is clear that their share of trip-making (18%) is substantially smaller than their share of the region’s population (31%).

Table 4-1. Regional System Usage and Population by Subgroup

	Subgroup	Average Daily Trips		Population	
		#	%	#	%
Minority Status	Minority	9,147,768	43%	4,117,836	58%
	Non-minority	12,200,114	57%	3,032,903	42%
	Total	21,347,882	100%	7,150,739	100%
Low-Income Status	Low-Income	3,392,623	18%	2,211,080	31%
	Not Low-Income	15,888,378	82%	4,843,266	69%
	Total	19,281,001	100%	7,054,346	100%

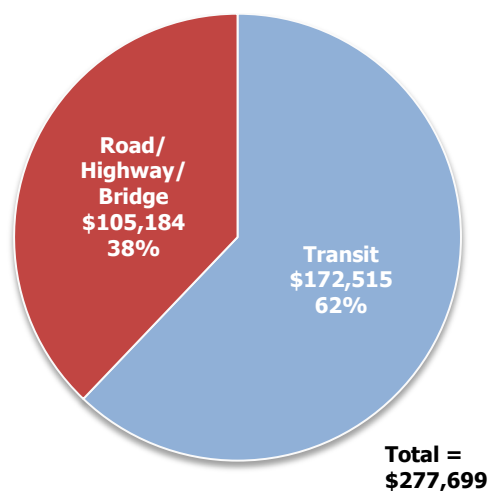
Sources: 2010 Census SF1 ; 2010 American Community Survey Public Use Microdata Sample 1-Year Estimates; Bay Area Travel Survey 2000.

Notes: Low-income universe is population in households, excluding persons living in group quarters. Low-income households adjusted for inflation across different data sources/years to capture households with incomes below \$50,000 per year in 2006 dollars.

2. Split Plan Investments by Mode

To begin allocating investment benefits to different subgroups based on usage, first the total Plan Bay Area investments are separated out into two modal categories, funding for transit projects and funding for road, highway, and bridge projects, as shown in Figure 4-1.

Figure 4-1. Plan Bay Area Investments by Mode, in Millions of Year-of-Expenditure Dollars



Source: MTC

This analysis represents roughly \$278 billion of investments over the Plan’s 28-year horizon that could be broken out into either primarily transit or roadway investment categories. A small amount of the Plan’s investments were excluded from the analysis in cases where investments had no modal component (such as regional planning funds, Climate Program funds, etc.) or otherwise could not be assigned primarily to the benefit of either roadway or transit users. More information about the overall Plan Bay Area investment strategy can be found in the Draft Plan Bay Area document (Chapter 4, Investments).

3. Assign Investment by Mode to Population Subgroups

Next, investments within each category are allocated to either minority or non-minority, or low-income or non-low-income populations, based on each subgroup’s share of usage of each modal system. For transit investments, assignments were based on each individual transit operator’s share of minority and low-income riders, or, for regional investments, to a regional average. For road and highway investments, assignments were based on the share by county of vehicle-miles of travel (VMT) by minority and low-income drivers. For simplicity, only the regional average usage shares for each mode are shown in Table 4-2;

actual investment allocations to specific counties and transit operators varied based on the specific demographic characteristics of each county/transit operator.⁴²

Table 4-2. Share of System Use by Mode by Subgroup (Regional Summary)

	Subgroup	Transit System Use (Ridership)	Roadway System Use (Vehicle-Miles of Travel)
Minority Status	Minority	62%	38%
	Non-minority	38%	62%
	Total	100%	100%
Low-Income Status	Low-Income	55%	13%
	Not Low-Income	45%	87%
	Total	100%	100%

Sources: 2006 Transit Passenger Demographic Survey, 2000 Bay Area Travel Survey.

Relative to the comparison of regional population characteristics to regional trip-making by all modes shown in Table 4-1, the distribution of system usage in terms of transit ridership and VMT in Table 4-2 shows even greater differences between the population subgroups by mode. Relative to their 58% share of the total population and 43% of all trips shown in Table 4-1, minority persons are more likely to be represented among transit ridership (62%), and less likely to be contributing to total roadway usage in terms of VMT (38%). Differences between population representation and system usage are even more pronounced for persons in low-income households. Compared to low-income persons’ 31% share of the total population and 18% of trips, low-income persons are far more likely to be represented in the share of regional transit ridership (55%), and far less likely to contribute to total regional VMT (13%).

4. Analysis Results: Sum All Investments by Population Subgroup and Compare Each Group’s Share of Investments to Shares of Regional System Usage and Population

To complete the analysis, investments are summed for each population subgroup, first separately by mode (all transit funding and all road/highway/bridge funding), then finally as a grand total for all investments combined.

Results: Funding Allocation by Mode. Based on each population subgroup’s share of system usage by county and transit operator, Plan Bay Area investments were allocated by mode to each subgroup. Table 4-3 shows the results for transit investments, allocated in terms of usage by individual transit operator demographics. Table 4-4 shows the results for road,

⁴² For more details on demographics by specific Bay Area transit operators, see under “Chapter 4: System-Level Key Findings” at <http://dataportal.mtc.ca.gov/2006-transit-passenger-demographic-survey.aspx>.

highway, and bridge investments, allocated in terms of usage by individual county-usage demographics.

Table 4-3. Plan Bay Area Transit Investments by Population Subgroup

	Subgroup	Total Plan Bay Area Transit Funding (Millions of YOE \$)	% of Total Transit Funding	% of Regional Transit Ridership	% of Total Regional Population
Minority Status	Minority	\$107,950	63%	62%	58%
	Non-minority	\$64,564	37%	38%	42%
	Total	\$172,515	100%	100%	100%
Low-Income Status	Low-Income	\$95,663	55%	55%	31%
	Not Low-Income	\$76,852	45%	45%	69%
	Total	\$172,515	100%	100%	100%

Source: MTC analysis of Plan Bay Area investments, 2006 Transit Passenger Demographic Survey, 2010 Census SF1, 2010 American Community Survey Public Use Microdata Sample 1-Year Estimates.

Note: Totals may not sum due to rounding.

Table 4-4. Plan Bay Area Road, Highway, and Bridge Investments by Population Subgroup

	Subgroup	Total Plan Bay Area Road/ Highway/ Bridge Funding (Millions of YOE \$)	% of Total Road/ Highway/ Bridge Funding	% of Regional VMT	% of Total Regional Population
Minority Status	Minority	\$41,169	39%	38%	58%
	Non-minority	\$64,015	61%	62%	42%
	Total	\$105,184	100%	100%	100%
Low-Income Status	Low-Income	\$13,782	13%	13%	31%
	Not Low-Income	\$91,402	87%	87%	69%
	Total	\$105,184	100%	100%	100%

Source: MTC analysis of Plan Bay Area investments, 2000 Bay Area Travel Survey, 2010 Census SF1, 2010 American Community Survey Public Use Microdata Sample 1-Year Estimates.

Looking at the investments broken out by mode based on usage reveals how regional investments in transit generally have a disproportionate benefit to both minority and low-income users compared to their share of the regional population, as both minority and low-income persons have a greater propensity to use transit relative to their overall share of the regional population. Conversely, because minority and low-income populations are relatively underrepresented in the share of regional roadway usage relative to their share of the region’s population, regional investments in roads, highways, and bridges generally tend to disproportionately benefit the region’s non-minority and non-low-income populations.

Furthermore, because investments by mode were suballocated to account for demographic differences between counties (for road/highway usage) and transit operators (for transit

system usage), comparisons to the regional averages for usage of each system suggests there is no systematic imbalance in the distribution between systems/transit operators based on minority or income makeup of different counties or systems, since minority and low-income populations' total regional shares of funding generally closely reflect their overall share of the usage of both the regional transit and the regional road and highway systems even after the suballocations of Plan investments by county/system are summed back together to the regional level.

Results: All Plan Bay Area Investments. Finally, to conclude the analysis, all investments across both modal categories (from Table 4-3 and Table 4-4) are summed for all minority and non-minority persons, and all low-income and non-low-income persons, as shown in Table 4-5.

Table 4-5. Plan Bay Area Transportation Investment Analysis Results by Population Subgroup, All Modes

	Subgroup	Total Plan Bay Area Funding (Millions of YOY \$)	% of Total Funding	% of Average Daily Regional Trips	% of Total Regional Population
Minority Status	Minority	\$149,119	54%	43%	58%
	Non-minority	\$128,580	46%	57%	42%
	Total	\$277,699	100%	100%	100%
Low-Income Status	Low-Income	\$109,445	39%	18%	31%
	Not Low-Income	\$168,254	61%	82%	69%
	Total	\$277,699	100%	100%	100%

Source: MTC analysis of Plan Bay Area investments, 2000 Bay Area Travel Survey, 2010 Census SF1, 2010 American Community Survey Public Use Microdata Sample 1-Year Estimates.

In most cases, low-income and minority populations and travelers are receiving a similar or greater share of Plan investments relative to their overall share of the region's population and trips. Only in the case of the region's minority population as a whole does a target group receive a slightly smaller share of regional funding (54%) relative to population as a whole (58%). This result appears to be due mainly to differences in overall regional demographics captured between the 2000 Bay Area Travel Survey (which was weighted according to the region's 2000 Census population, which was then 50% minority) used to allocate funding on the basis of usage, and the 2010 Census (58% minority) used for the overall regional population comparison.⁴³ Of note, some of the difference may be attributable to differences in the relative distributions of minority populations and regional roadway lane-miles in the

⁴³ The regional travel survey is currently in the process of being updated as described further in Chapter 2; see page 2-10.

region. A sizeable share of funding in the Plan is dedicated to maintaining the region's existing roadways, and some counties have disproportionate shares of the region's road and highway network relative to their respective shares of the region's total minority population. Nevertheless, some fund sources dedicated to maintaining the region's roadways, such as the state excise gas tax, are statutorily dedicated to jurisdictions based in part on lane-mileage.

Project Mapping

Another component of the Transportation Investment Analysis is mapping the locations of Plan Bay Area projects overlaid with communities of concern and minority communities, as described further in Chapter 2, Section 2.4. The goals of this analysis are to qualitatively assess the spatial distribution of Plan Bay Area investments, examining the distribution of projects for any apparent systematic exclusion of communities of concern or minority communities at the regional level, or any apparent systematic imbalances between the distribution of projects between communities of concern and the remainder of the region, or between minority and non-minority communities. This assessment is intended to provide a regional overview of Plan Bay Area's investment program as a whole; individual projects will be subject to their own Title VI and environmental justice requirements during implementation as required under NEPA/CEQA and relevant regulations.

Mapping Results: Communities of Concern

Figure 4-2 on page 4-11 shows mappable Plan Bay Area projects overlaid with communities of concern, in terms of both transit projects shown in blue and roadway projects in red, represented as either points (for projects with a specific location, such as an interchange or transit station) or lines (for projects involving an entire corridor). Because Plan Bay Area emphasizes a focused-growth strategy overall, and most communities of concern are located in the region's urban core, there is a fairly strong relationship overall between investments in the Draft Plan and communities of concern. More detailed maps of individual counties can be found in Appendix C (note Napa County has no communities of concern).

Based on this assessment, there does not appear to be any systematic exclusion of communities of concern or imbalance in spatial distribution of projects throughout the region. Furthermore, the projects as represented only show spatial location of mappable projects; they do not account for large amounts of funding in the Plan dedicated to maintaining the region's transportation system overall or the relative magnitude of investments in terms of project cost.

Mapping Results: Minority Communities

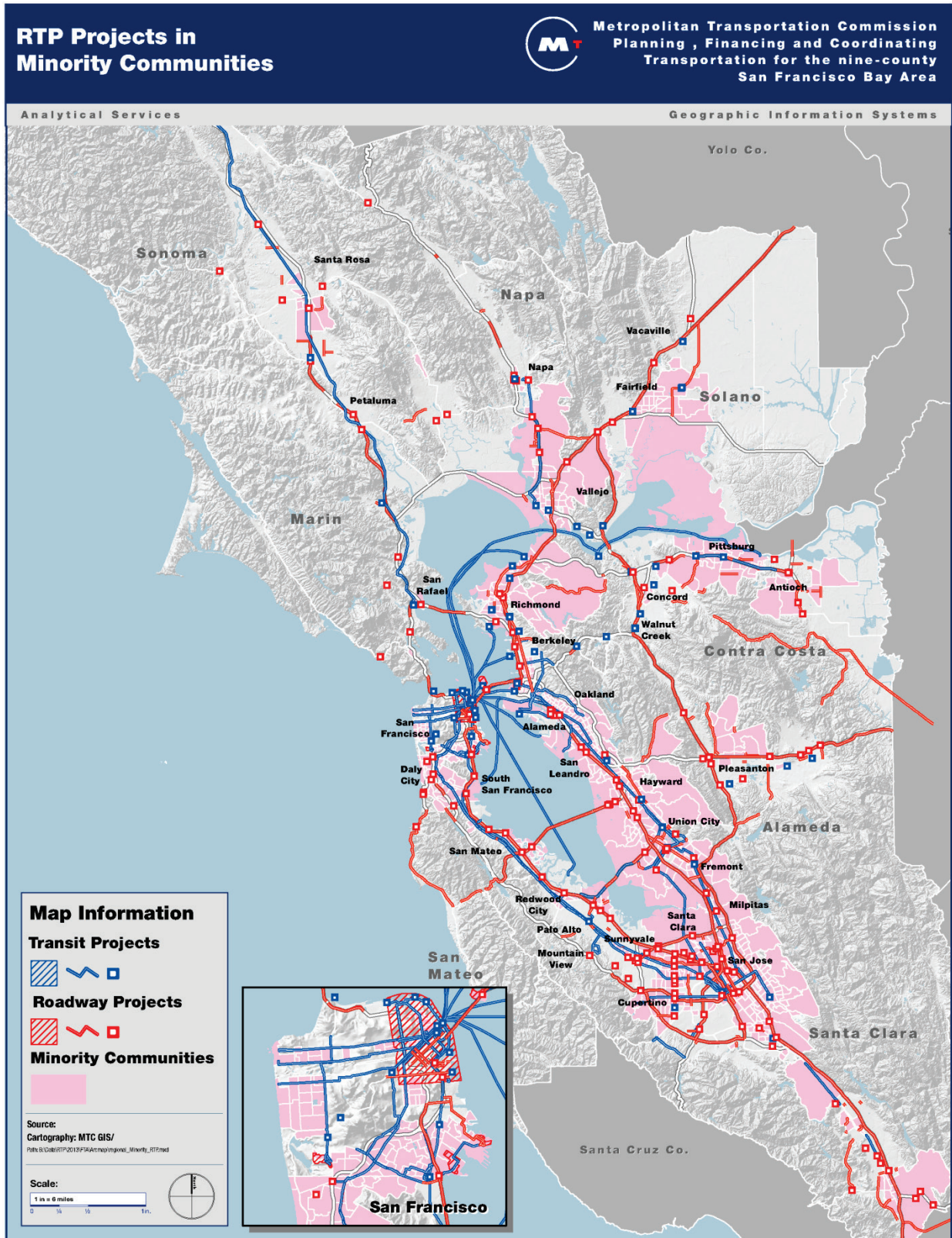
Next, the same Plan Bay Area projects were overlaid against census tracts with shares of minority populations above the regional average (58%), as shown in Figure 4-3 (see page 4-12). As with the communities-of-concern analysis, there is a strong relationship between the spatial distribution of Plan investments and minority communities. More detailed maps of individual counties can be found in Appendix C.

Based on this assessment, there does not appear to be any systematic exclusion of communities from Plan investments on the basis of minority status, or imbalances in the distribution of projects between minority and non-minority communities.

Other Equity-Related Project Mapping Efforts

In addition to the specific overlays of Plan Bay Area project locations relative to communities of concern and minority communities included here, equity-related mapping was also incorporated into the Plan Bay Area Project Performance Assessment. To supplement the performance assessment of projects with respect to MTC's and ABAG's adopted performance targets, each major transportation project was mapped in order to determine whether it is located within a Community of Concern (CoC) or Community Air Risk Evaluation (CARE). Next, each project located in a Community of Concern was evaluated to determine whether it truly served that community, which was defined as providing access to the residents of that neighborhood (e.g. bus stop, rail station, interchange ramp, arterial intersections, etc.). Finally, three of the target scores most focused on equity issues — adequate housing, particulate matter emissions in CARE communities, and low-income H+T affordability — were summed to calculate an equity targets score ranging from +3 to -3, analogous to the overall target score. Further information on this equity review can be found in Appendix E of the Plan Bay Area Draft Performance Assessment Report; the equity target scores and corresponding equity maps can be found in Appendices J and K of the Performance Assessment report.

Figure 4-3. Plan Bay Area Projects Overlaid with Above-Average-Minority Communities

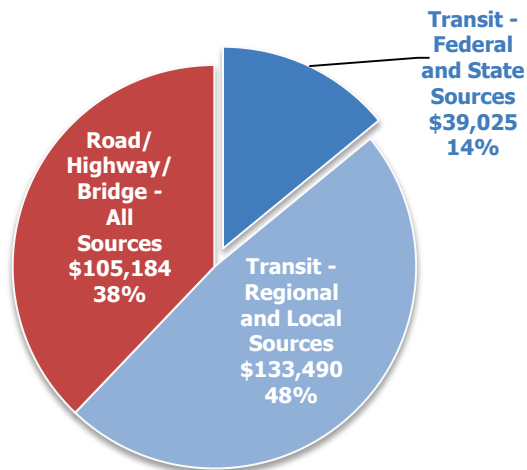


Title VI Analysis

The final component of the Plan Bay Area Transportation Investment Analysis is the Title VI analysis to evaluate the draft Plan's investment strategy for any disparate impact on the basis of race, color, or national origin. The methodology for conducting this analysis is described in Chapter 2, in Section 2.4.

First, to address FTA's MPO-specific requirements for Title VI disparate-impact analysis, Federal and State funding sources for public transportation are separated out from the whole of the Plan Bay Area investment program according to the fund sources described in Chapter 2, Section 2.4, and as illustrated in Figure 4-4.

*Figure 4-4. Public Transportation Investments from Federal and State Sources
As a Share of All Plan Bay Area Investments*



Source: MTC

Next, using the same methodology as the population/use based investment analysis presented above, the \$39 billion in Plan Bay Area's public transportation investments using Federal and State sources is distributed to minority and non-minority transit riders based on their respective shares of ridership among the various Bay Area transit agencies, and total investment shares are compared to the region's overall transit ridership and populations as a whole, as shown in Table 4-6.

Table 4-6. Plan Bay Area Federal and State Transit Investments by Minority Status

Subgroup	Total Federal/ State Transit Funding (Millions of YOE \$)	% of Total Federal/ State Transit Funding	% of Regional Transit Ridership	% of Total Regional Population
Minority	\$24,147	62%	62%	58%
Non-minority	\$14,877	38%	38%	42%
Total	\$39,025	100%	100%	100%

Source: MTC analysis of Plan Bay Area investments, 2006 Transit Passenger Demographic Survey, 2010 Census SF1.

Note: Totals may not sum due to rounding.

Finally, investments are distributed on a per-capita and per-rider basis so that investment benefits accruing to the region’s minority riders and populations can be compared as a percentage to investment benefits accruing to the region’s non-minority populations and riders, as shown in Table 4-7 and Table 4-8, respectively.

Table 4-7. Disparate Impact Analysis of Plan Bay Area Federal and State Transit Investments:
Population Analysis

Subgroup	Total Federal/ State Transit Funding (Millions of YOE \$)	Regional Population (2010)	Per-Capita Benefit	Minority Per-Capita Benefit as % of Non-minority Per- Capita Benefit
Minority	\$24,147	4,117,836	\$5.86	120%
Non-minority	\$14,877	3,032,903	\$4.91	--
Total	\$39,025	7,150,739		--

Source: MTC analysis of Plan Bay Area investments, 2006 Transit Passenger Demographic Survey, 2010 Census SF1.

Note: Totals may not sum due to rounding.

Table 4-8. Disparate Impact Analysis of Plan Bay Area Federal and State Transit Investments:
Ridership Analysis

Subgroup	Total Federal/ State Transit Funding (Millions of YOE \$)	Avg. Daily Transit Ridership (2006)	Per-Rider Benefit	Minority Per-Rider Benefit as % of Non-minority Per- Rider Benefit
Minority	\$24,147	816,059	\$29.59	99%
Non-minority	\$14,877	498,303	\$29.86	--
Total	\$39,025	1,314,362		--

Source: MTC analysis of Plan Bay Area investments, 2006 Transit Passenger Demographic Survey, MTC Statistical Summary for Bay Area Transit Operators.

Note: Totals may not sum due to rounding.

On a per-capita population basis, Table 4-7 shows minority persons in the region are receiving 120% of the benefit of Plan Bay Area’s investments in public transportation from Federal and State sources compared to non-minority persons. On a ridership basis, Table

4-8 shows that minority riders are receiving 99% of the benefit of Federal- and State-funded transit investments in Plan Bay Area compared to non-minority riders. This 1% difference between minority and non-minority per-rider benefits is not considered statistically significant, and therefore this analysis finds no disparate impact in the distribution of Federal and State funding for public transportation purposes between minority and non-minority populations or riders in the draft Plan Bay Area investment strategy.

4.2 HOUSING AND TRANSPORTATION AFFORDABILITY

The Housing and Transportation Affordability measure is a key indicator of whether and to what degree the Draft Plan or any alternatives improve upon the steep housing and transportation affordability challenges facing the region’s low-income households. The idea of looking at housing and transportation as a combined metric was initially conceived by the Center for Neighborhood Technology (CNT) to capture the trade-offs many households make in choosing locations that may have cheaper housing but more expensive associated transportation costs (such as in auto-oriented suburban areas) versus locations that may have more expensive housing but which offer more transportation options that are less expensive than driving (such as walkable urban locations served by public transit).

The basic measure expresses H+T affordability as a percentage of household income as follows:

$$H + T \% = \frac{\text{Average household housing costs} + \text{Average household transportation costs}}{\text{Average household income}}$$

Based on past H+T Affordability findings from the previous Regional Transportation Plan, *Transportation 2035*, MTC commissioned CNT to study of the current landscape of housing and transportation trade-offs made by the Bay Area’s low- and moderate-income households in depth.⁴⁴ This study recommended regional investments to incentivize compact, mixed-use development in areas with transit as the best way for the region to address the long-germ H+T challenge for low- and moderate-income households.⁴⁵

For Plan Bay Area, this measure builds on past MTC and ABAG efforts to forecast H+T affordability in the *Transportation 2035* Plan by applying MTC’s more-advanced travel model to microsimulating household travel behavior for different household income groups,

⁴⁴ See *Bay Area Housing and Transportation Affordability: A Closer Look*, at http://www.mtc.ca.gov/planning/smart_growth/housing/.

⁴⁵ For more on the related Plan Bay Area performance target, see Chapter 5, Performance, in the Draft Plan Bay Area document.

and by ABAG applying different assumptions about housing costs for different scenarios by accounting for varying policies and subsidies that support development of affordable housing in the region.⁴⁶ Nevertheless, the housing-and-transportation affordability trade-off remains a complex one, especially for low-income households most burdened by both high housing and high transportation costs, and as a single performance measure remains very challenging to forecast regionally over the long run. MTC and ABAG will continue to review and refine the methods used to develop these forecasts, while also pursuing regional initiatives to develop and preserve affordable housing near transit now and in the future.⁴⁷

Results: Low-Income Households vs. Non-Low-Income Households

Table 4-9 shows the housing and transportation affordability results for each scenario. Because each of the five scenarios combines different housing, land use, and transportation policies and assumptions, the estimated average monthly housing and transportation costs under each scenario are broken out separately for each income group, in addition to the “bottom line” total of combined housing and transportation costs (“H+T”) as a share of household income.

Table 4-9. Housing and Transportation Affordability Results for EIR Scenarios

		2010	1	2	3	4	5	% Change	
		Base Year	No Project	Project	Transit Priority	Network of Comm.	Env., Equity & Jobs	Base Year to Project	No Project to Project
Households <\$38,000/year	Housing %	46%	49%	46%	46%	46%	42%	0%	-6%
	Transp %	26%	31%	28%	31%	28%	31%	7%	-9%
	H+T %	72%	80%	74%	77%	74%	73%	3%	-7%
Households >\$38,000/year	Housing %	28%	29%	28%	28%	28%	28%	1%	-3%
	Transp %	13%	15%	15%	15%	14%	15%	10%	-4%
	H+T %	41%	44%	43%	43%	42%	43%	4%	-4%

Source: MTC and ABAG estimates.

Note: Household income figures provided are in 2010 dollars.

Looking at all scenarios, the Environment, Equity, and Jobs Scenario (Alternative 5) has the lowest combined housing and transportation costs as a share of income for low-income households, due to inclusion of subsidies intended to fund affordable housing lowering the share of income spent on housing to 42% for low-income households, which offset this

⁴⁶ A detailed summary of the methodology and assumptions used to generate this measure is provided in Appendix A.

⁴⁷ Some of these are discussed in the following Section 4.3, under “Complementary Regional Policies and Planning Efforts” (page 4-20).

scenario's relatively high transportation costs (31%) for a total H+T of 73%. The Project and the Enhanced Network of Communities Scenarios (Alternative 4) have the next-lowest combined housing and transportation costs relative to income for low-income households at 74%, by combining average housing costs per household similar to today's levels (46%) with the second-lowest average transportation costs (28%). The No Project alternative has both the highest housing and transportation costs of any alternative (49% and 31%, respectively), and accordingly the highest combined housing and transportation costs as a share of income, at 80%. Scenario results for all income groups are also provided in Appendix D.

Variations in housing costs across the scenarios are based on different assumptions about housing policies and subsidies to support the development of affordable housing in the region, both in terms of continuing existing subsidies and creating new ones. As a result of continuing existing and applying new policies and subsidies, the share of income spent on housing for Alternatives 2, 3, and 4 remains the same as the base year after assuming that housing cost as a percentage of income follows recent trends and increases 1% per decade (or 3% overall), for low- and moderately-low-income households. For Alternative 5, it is assumed that a higher subsidy level would provide for double the level of affordable housing produced for low-income households, relative to Alternatives 2, 3 and 4.

Differences in transportation costs for low-income households across the scenarios are due primarily to varying levels of auto ownership assumed based on low-income households' residential and employment locations (low-income households tend to own more cars in scenarios where these households are more dispersed such as 1, 4 and 5, and may drive them farther to jobs in more-concentrated employment-growth scenarios such as 3). In addition, in scenarios 1, 4 and 5, more low-income households and jobs are located in suburban areas, meaning more low-income households may commute by driving rather than by less-expensive transit, walking, or biking modes, which are less likely to be available or competitive with driving in terms of commute time.

All future-year scenarios increase the combined share of income spent by households on housing and transportation relative to the base year. While most scenarios besides the No Project assume housing costs stay similar or even lower relative to today, all scenarios see the impacts of higher transportation costs in the future due primarily to assumptions about higher fuel costs. Because low-income households are still most likely to travel by car than by any other mode (currently, 69% of workers below 200% of poverty commute by either driving alone or in carpools, as shown in Figure 3-4 on page 3-8), assumed higher fuel costs would certainly impact these households, and especially the many low-income households in more suburban and rural areas that lack affordable transportation alternatives where they live.

In comparison to the No Project alternative, low-income households see a proportionally greater improvement in affordability under the Project (a 7% reduction in housing and transportation costs as a share of income) than non-low-income households (a 4% reduction in percent of income spent on housing and transportation). So while housing and transportation costs as a share of income go up for all households compared to the base year, compared to the No Project, the Project does help reduce an existing disparity relative to the regional trend without implementing the Plan.

4.3 POTENTIAL FOR DISPLACEMENT

The Potential for Displacement measure is an analysis that overlays concentrations of today's households spending more than half their incomes on rent (and who are thus considered already overburdened by housing costs considered high relative to their household incomes) with locations of more intensive planned housing growth by 2040 (defined as an 30% or greater increase in housing units relative to today, slightly above the regional average of 27% growth). It is intended to capture, at a neighborhood level, where clusters of vulnerable renters live today in relationship to neighborhoods that may face upward market pressures in the future based on planned growth patterns, revealing a potential for displacement in these neighborhoods strictly on the basis of the locations of future growth relative to the current circumstances of existing residents.

Specifically, the result for this measure is expressed as a share of total overburdened-renter households in either communities of concern or the remainder of the region that currently live in communities with both (1) concentrations of these households (more than 15% of all households) and (2) relatively high growth planned in the future. As was seen in Table 3-1 (page 3-2), there are about 85,000 overburdened-renter households living in communities of concern today (35% of the region's total), and about 156,000 living in the remainder of the region (65% of the region's total). Overburdened-renter households who live in neighborhoods that are below the concentration threshold or which are not planned for high growth in the future are thus not captured as having potential for displacement under this analysis.

Results: Communities of Concern vs. Remainder of Region

Table 4-10 shows the analysis results for both communities of concern and the remainder of the region, as well as regionwide averages for each scenario. For communities of concern, the No Project and the Environment, Equity, and Jobs Scenarios have the least overlap between planned high-growth tracts and existing concentrations of overburdened renters. Tracts with these overlapping characteristics capture 21% of today's overburdened renters

who live in communities of concern overall, mainly due to the fact that these scenarios assume more growth in suburban areas (generally outside of communities of concern) and/or in areas where there are not currently concentrations of overburdened renters. The Enhanced Network of Communities alternative and the Project have the greatest share of today’s overburdened renters included in tracts where these characteristics overlap, with 31% and 36%, respectively. Because this measure relies on a measure of future growth to calculate, there is not relevant comparison measure for the base year.

Table 4-10. Potential for Displacement As a Share of Today’s Overburdened-Renter Households Located in Future High-Growth Areas: EIR Scenarios.

	2010	1	2	3	4	5	% Change	
	Base Year	No Project	Project	Transit Priority	Network of Comm.	Env., Equity & Jobs	Base Year to Project	No Project to Project
Communities of Concern	n/a	21%	36%	25%	31%	21%	n/a	68%
Remainder of Region	n/a	5%	8%	7%	9%	6%	n/a	67%
Regional Average	n/a	12%	18%	13%	17%	12%	n/a	46%

Source: ABAG calculations based on 2005-09 American Community Survey and ABAG forecasts.

Because having concentrations of overburdened-renter households was one of the criteria used in defining communities of concern (as described in Chapter 2, Section 2.1), it is not surprising that communities of concern have a higher overall share of households identified as having potential for displacement than the remainder of the region, since concentrations of overburdened renters was also one of the factors used in this analysis. The distinction is still relevant, however, because the communities of concern represent concentrations of low-income residents living where the draft Plan anticipates a large scale of public and private investment. The results suggest that these investments must be conscientiously designed to benefit existing residents and minimize the loss of existing, non-deed-restricted affordable housing.

Appendix D provides a more detailed breakdown of results by county, revealing that most overburdened-renter households in communities of concern identified as being in communities with future displacement potential under the Project are located in San Francisco, Alameda, and Santa Clara Counties. Notably, San Francisco as well as Alameda County’s major cities of Oakland and Berkeley, and San Jose in Santa Clara County, already have some of the strongest anti-displacement policies and regulations in the region (including eviction protections and/or rent control). However, these policies and regulations could not be accounted for in this analysis.

Comparing the Project to the No Project alternative, the focused-growth approach of the Project increases the displacement potential by approximately two-thirds, however this effect, while adverse, is not disproportionately high for communities of concern (68%) when compared to the remainder of the region (67%).

Complementary Regional Policies and Planning Efforts

Because of the potential for adverse effects identified in this analysis under the Project for communities of concern, several regional initiatives have been identified that are either already in place or are in progress at the regional level to incentivize community stabilization and minimize existing and future displacement pressures on low-income households, although their potential effects could not readily be represented in this analysis. These initiatives include:

- **OneBayArea Grant program guidelines.**⁴⁸ Using regional discretionary transportation funding available to MTC, OBAG incentivizes local community stabilization efforts to combat displacement pressures in two ways: (1) local jurisdictions will be required to have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2007–14 Regional Housing Needs Allocation (RHNA) for their general plans to be eligible for OBAG funds, which is expected to increase the availability of affordable housing in the future; and (2) the OBAG distribution formula rewards jurisdictions based on the construction of housing for very low- and low-income households as well as the current RHNA distribution of very low- and low-income units.
- **Bay Area Transit Oriented Affordable Housing (TOAH) Fund.**⁴⁹ In 2010, MTC launched the Bay Area Transit Oriented Affordable Housing Fund with a \$10 million commitment to establish a revolving loan fund to finance land acquisition for affordable housing development in select locations near rail and bus lines throughout the Bay Area, creating a \$50 million fund total. Other investors include major banking institutions, national and regional foundations, and six community development financial institutions. In December 2012, the U.S. Environmental Protection Agency awarded MTC a 2012 National Award for Smart Growth Achievement for using creative approaches to build strong, sustainable communities while protecting human health. In February 2013, MTC approved an additional \$10

⁴⁸ For more information about OBAG and MTC Resolution 4035, see <http://www.mtc.ca.gov/funding/onebayarea/>.

⁴⁹ For more information about TOAH, see <http://bayareatod.com/>.

million to support TOAH through the regional PDA Planning Grant program as part of the OneBayArea Grant program,⁵⁰ which combined with matching funds will grow this fund to at least \$90 million.

- **Bay Area Regional Prosperity Plan.** In recognition of ongoing concerns about current and future displacement pressures in the region, in 2011 MTC and ABAG sought and received funding from the U.S. Department of Housing and Urban Development Sustainable Communities Program to develop a Regional Prosperity Plan. The main goal of the Plan is to refine and implement the elements of the overall regional growth strategy (including Plan Bay Area) to help create middle-income jobs and develop and preserve affordable housing in transit-served communities. Among a variety of other activities (described further in Chapter 6, Next Steps), the Plan will build on past equitable-development work conducted by ABAG as part of the FOCUS program⁵¹ specifically to address risks of displacement for low-income communities and small business by: (1) providing community-response grants to grass-roots organizations; (2) developing a regional displacement “early warning system”; and (3) identifying strategies that can prevent displacement in at-risk communities.

4.4 VMT AND EMISSIONS DENSITY

The VMT Density measure is intended to quantify the effects of vehicle traffic in and near populated areas. It is a measure of the total vehicle-miles of travel on major roadways (defined as carrying 10,000 or more vehicles per day) within 1,000 feet of residential and commercial areas. VMT Density was selected for inclusion in the analysis on the recommendation of Equity Working Group members to serve as a proxy for the multiple adverse environmental exposures and hazards of traffic. The intensity of vehicle air pollution emissions, traffic noise, and safety hazards to non-motorized users are all generally proportional to the density and proximity of vehicles in an area. A number of scientific studies have demonstrated that areas with higher traffic density have poorer health outcomes and poorer quality of life.⁵²

⁵⁰ See MTC Resolution 4035, Revised:

http://apps.mtc.ca.gov/meeting_packet_documents/agenda_2010/Item13_a_tmp-4035.pdf.

⁵¹ For more information on ABAG’s Development without Displacement initiative, see

<http://www.bayareavision.org/initiatives/equitableddevelopment.html>.

⁵² For examples, see: Rioux et al. (2010). Characterizing Urban Traffic Exposures Using Transportation Planning Tools: An Illustrated Methodology for Health Researchers. *Journal of Urban Health: Bulletin of the New York Academy of Medicine*, Vol. 87, No. 2: 167–188; Gunier et al. (2003). Traffic Density in California: Socioeconomic and Ethnic Differences among Potentially Exposed Children. *Journal of Exposure Analysis and Environmental Epidemiology* 13: 240–246; Botteldooren et al. (2011). The

To supplement the more generic measure of VMT density, complementary measures of specific types of emissions are also presented, including coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and particulates from diesel exhaust (diesel PM). Unlike smog-forming pollutants which have regional effects on air quality (and which are analyzed regionally in the Plan Bay Area Environmental Impact Report), each of these forms of emissions can have or are suspected of having localized effects on those exposed to roadways carrying high volumes of vehicles emitting them. Exposure to fine particulate matter and diesel particulates (a specific kind of pollutant known as a toxic air contaminant, or TAC) at sufficient concentrations is believed to increase people's risk of getting cancer or experiencing other serious adverse health effects.⁵³

How much of what kinds of pollutants are emitted from on-road vehicles depends on a variety of factors in addition to how many vehicles are traveling on the region's major roadways (measured in vehicle-miles traveled, or VMT): how fast the vehicle is traveling (either in terms of free-flowing average speeds or based on the effects of congestion), whether the vehicle's engine is warmed up, the vehicle's fuel economy and weight class, and the type of engine fuel used. In addition, brake and tire wear are included as on-road mobile sources of PM₁₀ and PM_{2.5} in this analysis.

To approximate the potential of risk from exposure to PM₁₀, PM_{2.5}, and diesel particulates, from on-road mobile sources, this analysis uses a localized emissions inventory as a proxy for exposure risk.⁵⁴ MTC uses a California-specific transportation emission-factor analysis tool, EMFAC2011, to model these emissions based on estimated VMT and vehicle speeds in each planning alternative. Vehicle travel and associated emissions are assigned either to communities of concern or the remainder of the region, depending on where the travel takes place on the region's network of freeways, expressways, and major arterials.

To control for the differing geographical extents of impacted areas in communities of concern (around 20% of the region's developed land area near major roadways) and the

Influence of Traffic Noise on Appreciation of the Living Quality of a Neighborhood. *International Journal of Environmental Research and Public Health* 8: 777–798.

⁵³ For more information specifically on mobile-source air toxics, see the U.S. Environmental Protection Agency's web page on Mobile Source Air Toxics at <http://www.epa.gov/otaq/toxics.htm>.

⁵⁴ Typically, exposure risk is estimated from a variety of factors including total emissions inventory (on-road mobile, other mobile, and stationary sources), distance from source, prevailing wind direction, and other socioeconomic and demographic risk factors. The Bay Area Air Quality Management District, through its Community Air Risk Evaluation (CARE) Program, evaluates localized exposure risks to air toxics based on air quality models that more accurately predict the location and extent of concentrations, but these models do not produce estimates for the Plan Bay Area forecast year of 2040. For more information on the CARE Program, see <http://www.baaqmd.gov/CARE/index.htm>.

remainder of the region (around 80%), the average weekday emissions inventory is divided by the area of developed land within 1,000 feet of major roadways in both communities of concern and the remainder of the region: this area is the sum of all residential, commercial, and industrial land, representing areas where people and activities are typically located.

In addition to the overall density measures produced for both VMT and emissions, a measure of the distribution of VMT and emissions relative to the distribution of the region’s population within the region is also presented. This VMT Distribution Index is intended to characterize the extent to which communities of concern or the remainder of the region may be bearing disproportionate shares of regional vehicle travel/emissions relative to their respective population shares. The index is presented as a ratio of the percentage of regional VMT/emissions divided by the percentage of regional population occurring in either communities of concern or the remainder of the region. A result of 1 represents equal shares of VMT/emissions and population, a result less than 1 represents a smaller share of regional VMT/emissions relative to population, and a result greater than 1 represents a greater share of regional VMT/emissions relative to population.

Results: Communities of Concern vs. Remainder of Region

VMT Density

Table 4-11 shows the results for the VMT Density measure for communities of concern and the remainder of the region. Generally, all future-year scenarios have higher VMT per square kilometer of impacted areas compared to the base year, mainly owing to the increased population in 2040.

Table 4-11. VMT Density Results by Community Type: Average Daily Vehicle-Miles of Travel per Square Kilometer of Developed Area Within 1,000 Feet of Major Roadways for EIR Scenarios

	2010	1	2	3	4	5	% Change	
	Base Year	No Project	Project	Transit Priority	Network of Comm.	Env., Equity & Jobs	Base Year to Project	No Project to Project
Communities of Concern	9,737	11,447	11,693	11,536	12,123	11,259	20%	2%
Remainder of Region	9,861	11,717	11,895	11,804	12,261	11,626	21%	2%
Regional Average	9,836	11,664	11,855	11,751	12,234	11,554	21%	2%

Source: MTC estimates.

The alternative with the highest VMT density, Scenario 4, also has the highest regional population included in any of the scenarios. Scenario 5 has the lowest VMT density overall and for communities of concern in particular, likely owing to the combination of a relatively

dispersed regional growth pattern shifting some vehicle travel to non-communities of concern, combined with greater emphasis on transit service lowering VMT overall (and within communities of concern) relative to the other alternatives.

More detailed results for this measure, including results by community type by county, can be found in Appendix D. The county-level results reveal that areas with the highest relative VMT density, in both the base year and the forecast scenarios, include Marin County's communities of concern, San Mateo County's communities of concern, and the remainder of Alameda County. Areas with the lowest VMT density relative to the region overall include Napa County, San Francisco's communities of concern, and the remainder of San Francisco County. San Francisco appears as having lower VMT density throughout using this methodology, because it is both a small county and has the highest transit use in the region. In addition, it generates a relatively small share of the region's vehicle travel overall.

Looking at the comparison between the Project and the No Project, the Project has slightly greater VMT Density results than the No Project, both in communities of concern as well as the remainder of the region. This result may be due to the more focused growth pattern of the Project putting more vehicle-travel demand on already heavily-used roadways that are near populated areas, whereas the No Project scenario would shift more of this demand to more dispersed parts of the region and distribute more demand to less-heavily used roadways and/or those not proximate to developed areas. Similar to the Project, Scenario 3, the Transit Priority Focus, also has greater VMT Density results than the No Project, which may seem counterintuitive given the greater emphasis on non-auto travel modes. However Scenario 3's more-concentrated growth pattern appears to counteract gains made by shifting more trips to transit by putting more additional demand on already heavily-used roadways near developed areas.

Comparing the distribution of impacts of the Project between communities of concern and the remainder of the region, compared to the No Project scenario, the Project has a similar impact on both communities of concern and the remainder of the region. VMT Density increases by 2% for all communities of concern as well as for the remainder of the region.

Emissions Density

Table 4-12 shows the results for the Emissions Density measure, which corresponds closely to the VMT Density results across scenarios insofar as total emissions are closely tied to total vehicle travel. The main difference in looking at emissions in comparison to VMT is that emissions either hold relatively steady or else decline in the future-year scenarios relative to the base year, even while VMT Density was shown to increase in Table 4-11. This is due primarily to assumptions about technological improvements on vehicles lowering the

emissions of diesel PM and PM_{2.5} in all scenarios compared to the base year, specifically from the implementation of the California Air Resources Board’s On-Road Heavy-Duty Diesel Vehicle Regulations, which aim to achieve an 85 percent reduction in diesel PM by 2023.

Table 4-12. Emissions Density Results by Pollutant by Community Type: Average Daily Kilograms of Emissions per Square Kilometer of Developed Area Within 1,000 Feet of Major Roadways for EIR Scenarios

		2010	1	2	3	4	5	<u>% Change</u>	
		Base Year	No Project	Project	Transit Priority	Network of Comm.	Env., Equity & Jobs	Base Year to Project	No Project to Project
PM₁₀	Communities of Concern	0.43	0.43	0.44	0.44	0.46	0.43	3%	2%
	Remainder of Region	0.52	0.52	0.53	0.53	0.55	0.52	3%	1%
	Regional Average	0.50	0.50	0.51	0.51	0.53	0.50	3%	1%
PM_{2.5}	Communities of Concern	0.22	0.20	0.20	0.20	0.21	0.19	-11%	2%
	Remainder of Region	0.27	0.24	0.24	0.24	0.25	0.23	-11%	1%
	Regional Average	0.26	0.23	0.23	0.23	0.24	0.22	-11%	1%
Diesel PM	Communities of Concern	0.07	0.02	0.02	0.02	0.02	0.02	-69%	0%
	Remainder of Region	0.09	0.03	0.03	0.03	0.03	0.03	-68%	2%
	Regional Average	0.09	0.03	0.03	0.03	0.03	0.03	-68%	1%

Source: MTC estimates.

The exception to this trend is for PM₁₀, which shows a slight increase between the base year and most alternatives. This is due to the relatively high proportion of dust from brake and tire wear included with PM₁₀ emissions overall compared to PM_{2.5}. Because dust from brake and tire wear is tied to overall VMT rather than other emissions factors (which vary based on assumptions about fleet makeup, fuel economy, and average speeds), the PM₁₀ measure is more closely tied to VMT overall than the PM_{2.5} and Diesel PM measures, both of which reflect targeted policies and regulations to reduce these types of emissions specifically despite overall increases in regional VMT.

Given the focused-growth emphasis of the Project, there is a slight increase in emissions density under the Project compared to the No Project of around 1% overall. The differences in the distribution of this increase between communities of concern and the remainder of the region is minimal, but slightly greater for communities of concern in the case of PM₁₀ and PM_{2.5}, and less in the case of diesel PM.

VMT and Emissions Distribution Index Relative to Population

The overall distribution of regional VMT relative to regional population in the various scenarios is shown in Table 4-13. This distribution index is another way to understand the differences between scenarios in terms of the relative distribution of population (including future growth) and vehicle travel (including future demand), which is represented as a ratio between each community type’s share of total regional VMT to each community type’s share of total regional population. Table 4-14 shows the same distribution results for emissions.

Table 4-13. VMT Distribution Index Results by Community Type: EIR Scenarios

	2010	1	2	3	4	5	% Change	
	Base Year	No Project	Project	Transit Priority	Network of Comm.	Env., Equity & Jobs	Base Year to Project	No Project to Project
Communities of Concern	0.96	0.99	0.87	0.96	0.90	0.99	-10%	-13%
Remainder of Region	1.01	1.00	1.04	1.01	1.03	1.00	3%	4%

Source: MTC estimates.

Table 4-14. Emissions Distribution Index Results by Pollutant by Community Type: EIR Scenarios

	2010	1	2	3	4	5	% Change		
	Base Year	No Project	Project	Transit Priority	Network of Comm.	Env., Equity & Jobs	Base Year to Project	No Project to Project	
PM₁₀	Communities of Concern	0.95	0.99	0.86	0.96	0.89	0.99	-10%	-13%
	Remainder of Region	1.01	1.00	1.04	1.01	1.03	1.00	3%	4%
PM_{2.5}	Communities of Concern	0.95	0.98	0.86	0.96	0.89	0.99	-9%	-13%
	Remainder of Region	1.01	1.00	1.04	1.01	1.03	1.00	3%	4%
Diesel PM	Communities of Concern	0.89	0.83	0.77	0.81	0.83	0.84	-12%	-14%
	Remainder of Region	1.02	1.02	1.06	1.03	1.05	1.02	3%	4%

Source: MTC estimates.

Overall, communities of concern have a relatively smaller share of VMT and emissions compared to their shares of population (expressed as a distribution index of less than 1), due in part to the fact that more people in communities of concern walk, bike, or take transit, own fewer vehicles per household, and generally travel less overall compared to residents in the remainder of the region. However, it is important to note that this measure only captures the VMT and emissions that occur in a given community, not whether that community itself generated it. Comparing across scenarios, the Project has the lowest share of VMT and emissions relative to population in communities of concern (lower even than

the base year), presumably due to the increased population growth in communities of concern in the Project relative to other scenarios.

Appendix D provides a more detailed breakdown of these results by county by community type, showing that the areas of the region with the greatest shares of VMT relative to their populations include Sonoma County's communities of concern (centered around the downtown and Roseland areas of Santa Rosa), Santa Clara County's communities of concern (mainly comprising East San Jose), and the remainder of Alameda County. All of these areas feature major highway corridors and/or interchanges carrying large traffic volumes, such as Highway 101 in Sonoma County; numerous interchanges joining Interstates 680, 880, 280, and Highway 101 in Santa Clara County; and the Interstate 880/238/580 corridors in Alameda County.

Summary of Results and Potential Mitigation Measures

To the extent that the Project relies on a focused-growth approach to meet the region's greenhouse-gas reduction target mandated under SB375, there is a slight increase in both VMT and emissions density in the Project compared to the No Project alternative, which has a more dispersed growth pattern than the Project. For VMT density, that increase is distributed equally between communities of concern and the remainder of the region. For emissions density, communities of concern have a very slightly higher share of the increase than the remainder of the region for both PM₁₀ and PM_{2.5}, but (at 2% vs. 1%) this effect is not considered disproportionately high for communities of concern.

The Plan Bay Area Draft Environmental Impact Report analyzed TAC/PM_{2.5} emissions for CARE communities (those identified by the Bay Area Air Quality Management district as currently impacted and having vulnerable populations), with similar findings to the analysis for communities of concern presented above. Examples of mitigation measures proposed in the Draft EIR to be implemented by MTC/ABAG and BAAQMD to reduce PM_{2.5} and TAC emissions from on-road trucks and locomotives identified in the Draft EIR include:⁵⁵

- MTC/ABAG shall partner with BAAQMD to develop a program to install air filtration devices in existing residential buildings, and other buildings with sensitive receptors, located near freeways or sources of TACs and PM_{2.5}.
- MTC/ABAG shall partner with BAAQMD to develop a program to provide incentives to replace older locomotives and trucks in the region to reduce TACs and PM_{2.5}.

⁵⁵ For more information, see Chapter 2.2 of the Plan Bay Area Draft Environmental Impact Report.

Limitations of Regional VMT and Emissions Density Measures

These results in the aggregate appear as if communities of concern are less burdened by vehicle travel and its impacts than the remainder of the region based on the specific methodology selected, which appears through MTC’s travel demand model mainly to reflect lower overall automobile travel demand of residents in communities of concern⁵⁶. Nevertheless, numerous local planning efforts and studies undertaken by MTC and others have revealed that on-road vehicle travel — particularly for trips neither originating in or ending in an affected community — is a major concern for many community-of-concern residents.

These concerns reflect both hazards posed to pedestrians and bicyclists from vehicles on heavily traveled streets as well as health concerns for residents of communities overburdened by pollution from multiple sources, including on-road mobile sources such as freeways and other heavily used corridors. Indeed, the county-level breakdown of results revealed several localized areas within the region where the VMT Density results do appear to reflect these concerns, including communities of concern in Marin, Sonoma, and San Mateo Counties, and the remainder of Alameda County. All of these locations have high VMT Density relative to other parts of the region and/or disproportionately high results relative to the rest of their respective counties. Still, MTC’s model is not able to reflect or quantify how much of total vehicle travel or emissions assigned to any given road segment in a community of concern may have originated within or out of a community of concern, only the aggregate total vehicle travel assigned to that segment in general.

Ultimately the question of whether the region is making progress toward the goal of making all communities healthy and safe places to live may be better addressed through regional monitoring efforts that can use past and current observed data at the neighborhood scale, rather than relying on regional-level forecasting methods, to determine whether metrics such as bicycle and pedestrian collisions and air quality are improving in the communities where these concerns are greatest. MTC and ABAG will continue to work with stakeholders and the Bay Area Air Quality Management District to refine the methodology to analyze these emissions relative to potential impact over the entire region for the purposes of long-range planning, and also in developing and maintaining regional monitoring efforts.

⁵⁶ This lower overall demand for (and resulting propensity to generate) automobile travel is likely due to a variety of factors, including higher proportions of low-income households and zero-vehicle households in communities of concern, and lower relative VMT generation overall for low-income travelers (as presented in Table 4-2 on page 4-6, which showed that persons in household incomes below \$50,000 per year generated only 13% of regional VMT compared to their 31% share of the population).

4.5 COMMUTE TIME

This measure provides average travel time per commute trip for all modes, based primarily on the locations of a worker’s residence and place of work and choice of travel mode. Under different transportation and land use scenarios, residential and employment location patterns vary, as do the modes of transportation available to workers by which to make their commutes, all of which influence commute time as an overall average. Generally, comparing travel time between home and work provides an indication of the proximity of jobs and housing for different groups.

Results: Communities of Concern vs. Remainder of Region

Table 4-15 shows the Commute Time results for all scenarios for both communities of concern and the remainder of the region.

Table 4-15. Average Commute Time Results in Minutes by Community Type: EIR Scenarios

	2010	1	2	3	4	5	% Change	
	Base Year	No Project	Project	Transit Priority	Network of Comm.	Env., Equity & Jobs	Base Year to Project	No Project to Project
Communities of Concern	25	26	26	25	26	25	5%	-1%
Remainder of Region	27	29	27	26	27	27	2%	-6%
Regional Average	26	28	27	26	27	27	2%	-5%

Source: MTC estimates.

Generally, there is not much variation between scenarios overall, and all future-year scenarios have increased travel times relative to the base year. Most of the variations in travel time are likely related to two factors: (1) increased population overall increases congestion, slowing travel speeds and hence increasing travel times for most modes; and (2) some automobile trips shift to non-auto modes that are generally slower on average than auto travel.⁵⁷

⁵⁷ In the case of average transit travel times, MTC’s model specifically assumes, for example, that part of any given transit trip has a built-in wait time of half the average headway (wait time between vehicles) for the given transit trip selected. So for a 20-minute in-vehicle ride on a bus that comes every 10 minutes the model assumes will total 25 minutes when an “average” wait time of 5 minutes is factored in, plus whatever time it takes the traveler to arrive at the transit stop based on how far it is from the traveler’s point of origin. Hence, differences between scenarios in wait times between transit vehicles will have an automatic impact on average commute time even before any other planning-related considerations such as residential/employment location patterns or varying levels of congestion are accounted for.

Appendix D provides more detailed results for this measure by income level, by mode, by county, and other characteristics, and also provides mode splits across scenarios for commuters by income level and community type. These more detailed results reveal that within the region, residents of Santa Clara, San Mateo, and San Francisco Counties' communities of concern currently have the shortest commutes in the region, due mainly to proximity to major employment centers in San Jose and San Francisco. Areas with the longest average commutes include all residents of Contra Costa County (both communities of concern and the remainder of the county), and residents of the remainder of Marin County and remainder of Sonoma County, all of which have relatively few employment centers close to residents.

Comparing the Project to the No Project, communities of concern see a slightly smaller reduction in commute time relative to the remainder of the region. As noted above, this could be due either to increasing congestion in the urban core (where most communities of concern are located) under a focused-growth development pattern, and may also reflect some trips shifting from autos to generally slower modes with changes in land use patterns and supportive transit service improvements under the Project.

However, to the extent that trips shifted from autos to transit, walking, and biking are less expensive, cost-savings benefits of those trips shifted may outweigh the negligible increase in travel time for residents of communities of concern. This potential benefit was previously illustrated in Table 4-9 (see page 4-16), which showed an average reduction in transportation costs as a share of income of 7% for low-income households under the Project compared to the No Project. By comparison, even though the Transit Priority Focus and Environment, Equity, and Jobs Scenarios had very slightly shorter average commute times for communities of concern, both had higher transportation costs as a share of income than the Project for low-income households, as was seen in Table 4-9. These alternatives' higher costs may be due in part to the greater emphasis on centralized employment growth in the Transit Priority Focus alternative creating longer commutes for low-income households elsewhere in the region, and the location of low-income households in more suburban areas in the Environment, Equity, and Jobs scenario, where they may need to own more cars per household to meet day-to-day transportation needs.

Appendix D has additional, more detailed commute-mode-share results for communities of concern, showing that, the share of commuters in communities of concern driving alone falls from 46% in the No Project scenario to 44% under the Project, while the share walking to transit increases from 9% to 10%, and the share walking or biking increases from 8% to 9%. To any extent low-income households and communities of concern are able to own fewer vehicles and be less dependent on driving for day-to-day commuting, these residents

will benefit under the Project in terms of lessening the overall burden of commuting costs on their household budgets.

Commute Time by Density Level: Urban vs. Suburban/Rural Communities

Because some members of the Equity Working Group raised concerns that planned investments following a regional focused-growth strategy would disadvantage communities of concern currently located in suburban and rural areas, commute times by community type were also broken out for urban communities versus suburban and rural communities,⁵⁸ as shown in Table 4-16.

Table 4-16. Commute Time Results by Community Type by Density Level: EIR Scenarios

		2010	1	2	3	4	5	% Change	
		Base Year	No Project	Project	Transit Priority	Network of Comm.	Env., Equity & Jobs	Base Year to Project	No Project to Project
Urban	Communities of Concern	25	26	26	25	26	25	6%	1%
	Remainder of Region	24	26	26	26	26	26	5%	-1%
Sub-urban/	Communities of Concern	26	28	27	26	26	26	4%	-4%
Rural	Remainder of Region	28	30	28	27	28	28	1%	-7%

Source: MTC estimates.

Under the Project, suburban and rural communities of concern actually see a slight reduction in average commute time relative to urban communities compared to the No Project scenario. This may be due to the Project’s focused-growth strategy encouraging more balanced employment growth throughout the region, including in accessible locations in and around suburban town centers, compared to the No Project scenario, which continues existing patterns of employment growth either in large established, urban centers far from suburban and rural communities of concern or else in more dispersed, auto-oriented suburban employment locations that may be less accessible to households in suburban communities of concern with fewer automobiles than workers.

⁵⁸ For the purposes of this analysis, “urban” communities are defined as TAZs with an average gross density of 10,000 or more residents or jobs per acre; “suburban/rural” communities are defined as TAZs with an average gross density of less than 10,000 residents or jobs per acre.

4.6 NON-COMMUTE TIME

The measure of average travel time for non-commute trips is intended to be a measure of overall equitable mobility. Although commute trips are generally longer in time and length, more trips taken overall are non-commute trips, and include activities such as shopping, going to medical appointments, social and recreational trips, and other kinds of personal business that does not start or end at one’s place of work or school, such as leaving one’s house, going to the grocery store, and returning home. In addition, because many of the region’s low-income residents and residents of communities of concern are not workers (for example if they are students, retirees, unemployed, or not working for other reasons), focusing on these trips helps capture these residents’ travel habits in a way that focusing on commute trips does not.

Results: Communities of Concern vs. Remainder of Region

Table 4-17 shows the average non-commute travel time results by community type. Across the scenarios, there is even less variation than was seen in the Commute Time results in Table 4-15. For discretionary travel, travelers may be even more sensitive to travel time overall in terms of where and whether they choose to go than they are for less-discretionary work and school trips, which generally occur for the same purpose in the same location and at the same times every day.

Table 4-17. Average Non-commute Time Results in Minutes by Community Type: EIR Scenarios

	2010	1	2	3	4	5	% Change	
	Base Year	No Project	Project	Transit Priority	Network of Comm.	Env., Equity & Jobs	Base Year to Project	No Project to Project
Communities of Concern	12	13	13	13	13	13	5%	0%
Remainder of Region	13	13	13	13	13	13	1%	0%
Regional Average	13	13	13	13	13	13	2%	0%

Source: MTC estimates.

Although a slight increase is noted in average travel times for communities of concern relative to the base year, there is a negligible difference between communities of concern and the remainder of the region in comparing the Project to the No Project.

Chapter 5. Summary and Conclusions

This chapter summarizes the results of all analyses presented in this report. Because this report is intended to satisfy both federal requirements related to nondiscrimination and ensuring environmental justice in the metropolitan planning process, as well as report on how well Plan Bay Area meets regional policy priorities concerning equity, three summaries are provided, one for each type of analysis conducted.

More information on the legal, regulatory, and policy framework underlying these analyses and conclusions can be found in Chapter 1, Section 1.2, Legal, Regulatory, and Policy Context.

5.1 TITLE VI ANALYSIS RESULTS

The purpose of the Title VI analysis is for MTC to demonstrate compliance with federal laws and regulations related to Title VI of the Civil Rights Act of 1964. DOT Title VI regulations prohibit recipients from utilizing criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color or national origin. As an operating administration within DOT, FTA provides more specific guidance to metropolitan planning organizations on how to demonstrate compliance with Title VI.

Following FTA guidance, MTC's disparate impact analysis of Plan Bay Area revealed that on a per-capita population basis, minority persons in the region are receiving 120% of the benefit of the Draft Plan's investments in public transportation from Federal and State sources compared to non-minority persons. On a transit-ridership basis, minority transit

riders are receiving 99% of the benefit of Federal- and State-funded transit investments compared to non-minority transit riders. This 1% difference between minority and non-minority per-rider benefits is not considered statistically significant, and therefore this analysis found no disparate impact in the distribution of Federal and State funding for public transportation purposes between minority and non-minority populations or riders in the draft Plan Bay Area investment strategy.

5.2 ENVIRONMENTAL JUSTICE ANALYSIS RESULTS

As an environmental justice analysis, this report uses a set of performance measures to determine whether environmental-justice (EJ) populations are sharing equitably in the benefits of the Draft Plan’s investments without bearing a disproportionate share of the burdens. Specifically, under Executive Order 12898 and the associated DOT Order on Environmental Justice, MTC’s responsibility is to assist DOT, FHWA, and FTA in their mission “to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects,” on EJ populations.

DOT defines a “disproportionately high and adverse effect” as an adverse effect that:

1. is predominately borne by a minority population and/or a low-income population, or
2. will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

To summarize the environmental justice analysis, therefore, Table 5-1 presents the results of each of the measures analyzed in Chapter 4 in relation to whether the Draft Plan (a) poses adverse effects to EJ populations relative to the No Project scenario and (b) if so, whether the effect is disproportionately high.

Although none of the measures analyzed found a disproportionately high and adverse effect on EJ populations, in cases where the analysis found there was an adverse effect (even if not a disproportionately high one), mitigation measures or regional policies were nevertheless identified as proposed actions to address two measures in particular where EJ populations already bear high burdens to some degree, notably the Potential for Displacement Measure (see Chapter 4, Section 4.3) and the VMT and Emissions Density measures (see Chapter 4, Section 4.4).

Table 5-1. Summary of Environmental Justice Analysis Results for Plan Bay Area

Performance Measure	Does the Project Have an Adverse Effect on EJ Populations?	Is Any Adverse Effect on EJ Populations Disproportionately High?	Complementary Policies or Actions
Transportation Investment Analysis	No	No	None
Housing and Transportation Affordability	No	No	None
Potential for Displacement	Yes	No	See Section 4.3
VMT Density	Yes	No	See Section 4.4
PM10 Density	Yes	No	"
PM2.5 Density	No	No	"
Diesel PM Density	No	No	"
Commute Time	No	No	None
Non-commute Time	No	No	None

5.3 OVERALL EQUITY ANALYSIS RESULTS: EIR ALTERNATIVES

Beyond federal requirements for nondiscrimination on the basis of race, color, and national origin and avoiding disproportionately high and adverse effects on EJ populations discussed in the previous sections, Regional Equity Working Group members and other stakeholders felt strongly that Plan Bay Area should aim to *reduce existing disparities* between communities of concern and the remainder of the region.

In order to summarize the analysis results in these terms, Table 5-2 presents each performance measure that was analyzed for all EIR alternatives and determines:

1. Whether a disparity currently exists at the regional level between communities of concern and the remainder of the region;
2. Whether the Draft Plan reduces any existing disparity; and
3. Whether the Draft Plan performs better than the other alternatives studied.

Table 5-2. Equity Analysis Results Summary for Plan Bay Area and EIR Alternatives

Performance Measure	Is There an Existing Regional Disparity Between Communities of Concern and the Remainder of the Region?	Does the Draft Plan Reduce Any Existing Regional Disparity?	Does the Draft Plan Perform Better Than Other Alternatives?
Housing and Transportation Affordability	Yes*	Yes	No
Potential for Displacement	Yes**	No	No
VMT Density	No	No	No
Commute Time	No	No	No
Non-commute Time	No	No	No

* Low-income vs. non-low-income households analyzed rather than communities of concern for this measure.

** The existing disparity is characterized here as communities of concern currently having a higher share of overburdened-renter households than the remainder of the region.

Is There an Existing Regional Disparity Between Communities of Concern and the Remainder of the Region?

Of the five measures studied, two reflect existing disparities at the regional level. First, the Housing and Transportation Affordability measure reflects an existing disparity between low-income households and non-low-income households in terms of the share of income spent on housing and transportation costs. Second, the Potential for Displacement measure also represents a current disparity at least by definition, to the extent that it examines households currently overburdened by high rents, concentrations of which are already included as a factor in defining communities of concern, resulting in communities of concern having a higher overall proportion of them than the remainder of the region.

The remaining measures reflect not existing disparities defined as such at a regional scale, but rather those equity concerns that are either high priorities for some if not all communities of concern in the region, or else indicators of overall opportunity and accessibility for communities of concern that stakeholders felt were important to preserve or enhance through regional planning efforts.

Does the Draft Plan Reduce Any Existing Regional Disparity?

In one case, the Draft Plan was shown to reduce an existing disparity, in the Housing and Transportation Affordability measure. For most of the other measures, the results showed more or less a continuation of existing trends in terms of the distribution of results between communities of concern and the remainder of the region: there was not an existing disparity to reduce, and no new disparities were introduced.

In the case of one measure, Potential for Displacement, results suggested the Plan could have a potential adverse impact on communities of concern, which today have disproportionate representation of households considered vulnerable to displacement due to the high burden rent costs are placing on household incomes. Analytical limitations of this measure mean that the results did not reflect anti-displacement policies and regulations such as rent control already in place in local jurisdictions that currently house a large share of the region's low-income households (such as San Francisco, San Jose, Oakland, Berkeley), nor can the analysis address the question of whether such measures are or will be adequate to stabilize communities as the region grows. Regardless of these analytical limitations, several regional initiatives have already been committed to incentivize local jurisdictions to provide housing for very-low and low-income households and have up-to-date housing elements consistent with the Regional Housing Needs Allocation, to finance land acquisition for affordable housing development in select locations near transit, and to provide community-response grants to grass-roots organizations to engage in activities related to implementing Plan Bay Area, including addressing potential displacement issues. This measure reflects the intent of the Draft Plan to focus growth in many areas where both local jurisdictions and residents have identified a need for public and private investment, while highlighting the need to emphasize community engagement in planning, preservation of current affordable housing, and investments in the local workforce and local businesses to promote community stabilization alongside investment programs."

Does the Draft Plan Perform Better Than Other Alternatives?

Finally, in comparing the Plan's overall performance to that of the other EIR alternatives studied, the Plan did not outperform all other alternatives in any of the measures analyzed, but its results generally fell somewhere in the middle of all the alternatives. For three of the measures (Housing and Transportation Affordability, Potential for Displacement, and VMT Density), Alternative 5, the Environment, Equity, and Jobs scenario, performed the best. For Commute Time, Alternative 3, the Transit Priority Focus scenario, performed best. For Non-commute Time, there were no notable differences across alternatives to make any meaningful distinction between them.

To the extent that Plan Bay Area was designed and developed to meet a wide range of regional policy objectives, from meeting CARB's mandated 15% per-capita greenhouse-gas-reduction target by 2035, to balancing the three "E"s of sustainable development

(environment, equity, and economy),⁵⁹ these results overall are consistent with this multi-faceted approach.

The small differences across the alternatives for many of the performance measures should be interpreted carefully. The forecast estimates are derived from analytical tools that attempt to represent very complex patterns of travel and land development behavior. Further, these representations of behavior rely on a host of assumptions about the prevailing economic, political, and technological conditions expected in 2040. When these factors are combined, the resulting uncertainty prevents identifying clear-cut differences across the range of alternatives presented here. However, these tools do provide a consistent framework in which expected (and rational) responses to policies can be assessed and the careful interpretation of results can lead to the insights noted above.

5.4 STAKEHOLDER FEEDBACK

In March and April 2013, MTC and ABAG staff reviewed the draft equity analysis results and a draft version of this report with the Regional Equity Working Group. In addition, the draft results were shared with the Joint MTC Planning/ABAG Administrative Committee, the Regional Advisory Working Group, and MTC's Policy Advisory Council. Representatives of the Regional Equity Working Group who serve on MTC's Policy Advisory Council also reported back to the Council on their work reviewing the draft results and findings for discussion as part of the Council's overall review of the Draft Plan and Draft EIR during the public comment period for both documents.

The Regional Equity Working Group, along with other stakeholder groups, noted that the Environment, Equity, and Jobs scenario appeared to outperform the other scenarios, including the Draft Plan, across the Equity Analysis measures. Still, the Equity Working Group's feedback also focused on overarching concerns about challenges to the provision of affordable housing in the region and displacement pressures that were found to be present to some degree in all scenarios analyzed.

Affordable Housing Challenges

Throughout the Plan Bay Area process, Regional Equity Working Group members identified the need for new affordable housing and preservation strategies to combat or balance potential displacement pressures related to focusing future growth in transit-oriented

⁵⁹ The GHG reduction target and other MTC/ABAG-adopted performance targets for Plan Bay Area were designed around the 3 "E"s accordingly. For more information, see Chapter 5 of the Draft Plan Bay Area document, Performance.

neighborhoods. At the same time, many Equity Working Group members and others advocated for more affordable housing in areas of opportunity that were not necessarily well served by transit, but had access to high-performing local schools and regional employment clusters. These goals present substantial implementation challenges to the regional agencies and local jurisdictions, and the loss of redevelopment agencies in California generated even greater concern among many Equity Working Group members that an uncertain funding environment would only amplify such implementation challenges for Plan Bay Area.

Displacement and the Suburbanization of Poverty

Alongside the affordable housing challenges highlighted by Equity Working Group members were concerns related to current and future displacement pressures on vulnerable renters as the region grows and investment patterns shift toward transit-oriented neighborhoods. These trends have potential to put upward pressure on housing costs in areas with relatively good transit access, where many of the region's low-income renters currently live. Equity Working Group members suggested the PDA Investment and Growth Strategies required under the OneBayArea Grant program should address community stabilization issues unique to each county and its jurisdictions, with the idea that these locally defined strategies may continue to evolve beyond the immediate short-term horizon of the current OBAG funding cycles.

Equity Working Group members also noted that the trend in recent years of the suburbanization of poverty should be viewed as a complementary trend to displacement of low-income residents from more accessible urban neighborhoods. MTC's and ABAG's own research in recent years has touched on these trends, including ABAG's findings that during the 1990s and 2000s, a significant number of low-income households left San Francisco and Alameda Counties for other locations in the Bay Area and California, and many of those locations have worse transit service than the areas from which these households moved (although the data analyzed could not demonstrate which households may have been displaced and which moved voluntarily for other reasons).⁶⁰

Given these shifting residential patterns of low-income households in the region, working group members also suggested refining future equity analysis work to emphasize economic opportunity for disadvantaged communities, especially rural and suburban areas of poverty and/or communities with limited fiscal capacity.

⁶⁰ Association of Bay Area Governments. 2009. *Development without Displacement: Development with Diversity*. See <http://www.bayareavision.org/initiatives/dwd-final.pdf>.

The following chapter outlines Next Steps that regional agencies can take to advance the findings of this analysis, address concerns and suggestions identified by the Equity Working Group, and continue to incentivize more equitable outcomes for the region’s communities of concern as the region develops.

Chapter 6. Next Steps

This chapter summarizes some of the next steps that MTC and ABAG may take or consider taking to build upon the findings and conclusions of the Plan Bay Area equity analysis. While not an exhaustive list of potentially beneficial actions, it indicates some of the priority steps that may ultimately guide or influence implementation of Plan Bay Area, and improve upon future analysis efforts.

6.1 COMPLETE BAY AREA REGIONAL PROSPERITY PLAN TO HELP GUIDE IMPLEMENTATION OF PLAN BAY AREA

As a regional planning effort, the HUD-funded Regional Prosperity Plan aims to invert the priorities that often drive such plans. The Plan is to be developed with and by underserved communities to address underlying issues of inequality and disparities in the region.

The Regional Prosperity Plan will integrate equity principles throughout the work plan; meaningfully engage under-represented communities in identifying needs, developing recommendations, and implementing projects to improve access to affordable housing and economic opportunities; and build organizational and leadership capacity among under-represented communities and community-based organizations to sustain the work beyond the term of the project.

The Plan will also specifically address risks of displacement for low-income communities and small business by providing community-response grants to grass-roots organizations; developing a regional “early warning system”; and identifying strategies that can prevent displacement in at-risk communities.

Another key work area of the Regional Prosperity Plan is the Fair Housing Equity Assessment (FHEA), which ABAG will be conducting from spring 2013 through early 2014. The aim of this assessment is to examine in greater detail data related to fair housing, segregation patterns, and access to opportunity across the region. The FHEA will be reviewed by a broad range of community-based organizations who will have an opportunity to critique and improve regional equity analysis methodologies. Findings from the FHEA also have the potential to inform future housing and/or land use performance measures for the next SCS Equity Analysis.

6.2 IMPLEMENT REGIONAL PROGRAMS THAT INVEST STRATEGICALLY TO ENHANCE MOBILITY FOR COMMUNITIES OF CONCERN AND TRANSPORTATION-DISADVANTAGED POPULATIONS

MTC already has several planning and programming initiatives in place to support mobility in low-income communities, communities of concern, and other transportation-disadvantaged populations.⁶¹ Continued implementation and monitoring of MTC's Lifeline Transportation Program will support maintaining critical transit service in communities of concern while also advancing other community-prioritized transportation needs, and Plan Bay Area continues the region's existing commitment to funding these needs. The Third Cycle of Lifeline Transportation Program guidelines, approved in December 2011, also allowed for the use of funds to update Community Based Transportation Plans for areas where older plans were becoming outdated, to ensure community priorities continue to inform regional and local programming decisions.

MTC's Coordinated Public Transit–Human Services Transportation Plan update (adopted in March 2013) identified two major regional strategies for enhancing coordination efforts to improve service delivery for seniors, persons with disabilities, and low-income populations. These cross-cutting strategies, intended to make best use of limited funding available to the region to improve mobility for these populations over the longer term, are:

1. Strengthen mobility management in the Bay Area (including identifying ongoing funding to support both local coordination efforts and operations of community-based services); and

⁶¹ For information on these planning and programming efforts, see Chapter 1, Section 1.3.

2. Promote walkable communities, complete streets, and integration of transportation and land use decisions.

Next steps outlined in the region’s Coordinated Plan update include developing a regionwide implementation plan for mobility management in consultation with local stakeholders, and informing future regional funding decisions based on the above strategies, including remaining funding available to the region under SAFETEA and for funds that become available to the region under the new federal authorization, MAP-21.

In a broad sense, Plan Bay Area’s overall “Fix It First” investment strategy will ensure that the region directs a majority of funding to maintain existing transportation assets, while also supporting focused growth in areas served by the transportation system over the life of the plan. Plan Bay Area fully funds operating needs for existing transit services and timely transit vehicle replacement while funding 76 percent of remaining high-priority transit capital needs, all of which will benefit communities of concern, where residents rely more heavily on the transit system for basic mobility needs. Overall, Roughly three-quarters of the draft plan’s discretionary funds and 90 percent of the committed funds are dedicated to funding transit operations, maintaining transit capital assets, repairing and replacing bridges, and maintaining complete streets.

6.3 PURSUE STATE AND FEDERAL ADVOCACY INITIATIVES

In order to make progress toward the region’s 2040 Plan Bay Area performance targets and address equity issues highlighted by the Equity Analysis, ABAG and MTC have identified several legislative advocacy objectives to secure needed changes in both federal and state law. These initiatives are detailed further in the Draft Plan Bay Area document, but the key efforts related to supporting and improving the region’s affordable housing and transportation options include:

- **Replace locally controlled funding to support PDA development**, including \$1 billion in annual tax-increment financing that was previously available through redevelopment to support affordable housing projects, critical infrastructure improvements, and economic development projects in designated areas of many Bay Area cities and counties.
- **Stabilize Federal funding levels for housing and community development programs**, including the HOME Investment Partnership Program and Community Development Block Grants. Funding from both of these programs help local jurisdictions increase the supply of a variety of workforce housing options, but has

fallen significantly in recent years, reducing financial certainty needed by local jurisdictions and developers to deliver these projects. Incentives in the tax code for multi-family development should also be established for the long run so cities and developers can plan with certainty.

- **Support local self-help for transportation funding** by lowering the vote threshold for local and regional tax measures from two-thirds to 55 percent. Local funds are a vital source of transit operating revenues in particular, which help sustain basic mobility for users of public transit and ADA paratransit.
- **Seek Federal transportation policy and funding levels that support Plan Bay Area.** MTC and ABAG will work with local, state, and national partners to urge Congress to identify a long-term, reliable funding source for transportation in the next authorization, while providing flexibility for the region to respond to its diverse transportation needs, including sustaining our existing transit network.
- **Grow State funding for transportation.** MTC and ABAG will urge the Bay Area's State delegation to create a new permanent revenue source for transportation (such as cap and trade) to achieve the Plan's financial assumptions, increase funding to sustain transit service, and increase the efficiency of the existing network.

6.4 UPDATE KEY REGIONAL INDICATORS RELATED TO EQUITY TO AID IN MONITORING PLAN BAY AREA IMPLEMENTATION

Because the Plan Bay Area Equity Analysis emphasizes comparison of future outcomes over a long-range horizon, its performance measures are limited to data that can be reasonably forecast 25 to 30 years into the future. This limitation omits from the long-range Equity Analysis many other potential sources of information that could inform key equity considerations that arise during outreach efforts during the early stages of developing the long-range plan.

MTC first addressed this limitation following a recommendation in the 2009 *Transportation 2035 Equity Analysis* by developing a set of Snapshot Analysis measures in close consultation with regional stakeholders. These measures used current (and mostly observed, rather than modeled) data to highlight differences throughout the region related to a variety of transportation-related metrics, including transportation availability, accessibility, affordability, safety, and the environment. The first regional Snapshot Analysis data were produced in 2010.⁶²

⁶² See <http://www.mtc.ca.gov/planning/snapshot/>.

Later in 2010, to help lay technical and policy groundwork for Plan Bay Area, MTC and ABAG staff and interested stakeholders began developing a set of possible indicators to track over time. These indicators provide a snapshot of current regional “quality of life” characteristics not previously described by MTC’s transportation-oriented Snapshot Analysis, including housing, jobs, farmland, school quality, parks, and crime, among others. The first complete set of these indicators was released in late 2011,⁶³ and initial analysis and discussions of the results with Regional Equity Working Group members revealed the following high priority issues:

1. Reducing auto-related injuries and increasing walkability.
2. Preserving and increasing affordable housing in growth areas.
3. Improving school performance in growth areas.

To support development of the Bay Area’s next RTP/SCS (anticipated to be adopted in 2017), MTC and ABAG will update relevant Snapshot and indicator data as available within next two years of adoption of Plan Bay Area, recognizing that the agencies have no influence over local school funding, quality, or performance despite the Regional Equity Working Group members’ interest in the issue.

6.5 CONTINUE TO REFINE EQUITY ANALYSIS METHODOLOGIES

Consistent with the equity analysis findings and input received from the Equity Working Group, MTC and ABAG will continue refining and improving the usefulness and relevance of equity performance measures relative to key equity concerns in future RTP and SCS development processes. Specific areas identified for further examination in future analysis include assumptions and methods underlying the Housing and Transportation Affordability measure, and refinements to the Commute Time measure to more directly characterize jobs-housing fit. Other future analysis work may emphasize economic opportunity for disadvantaged communities, especially rural and suburban areas of poverty and/or communities with limited fiscal capacity.

Specific to new FTA requirements for Title VI analysis as of October 2012, MTC will assess the feasibility of upgrading future RTP project databases to be able to map only transit projects receiving State or Federal funds, and potentially developing modeling subnetworks of public transit projects receiving Federal or State funds in order to be able to use the

⁶³ See http://www.onebayarea.org/pdf/SCS_Indicators_v3.pdf for a summary, and view maps of the SCS Indicators at http://www.onebayarea.org/pdf/SCS_Indicators-Combined_Map_Packet.pdf.

regional travel model for Title VI analysis efforts to further enhance regional analysis capabilities under the new FTA circular.

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APPENDIX A – 7

Regional Policies: Long-Range Planning / Plan Bay Area

Performance Assessment Report



Sonoma

Napa

Bay Area Plan

Strategy for a Sustainable Region

July 2013

Marin

Solano

Contra Costa

Pacific Ocean

Alameda



Association of Bay Area Governments



Metropolitan Transportation Commission

Final Performance Assessment Report

San Mateo

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PLAN BAY AREA

Performance Assessment Report

Prepared by MTC Staff

July 8, 2013

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I. EXECUTIVE SUMMARY

As part of the performance-based planning process for Plan Bay Area, MTC and ABAG developed a set of regional performance targets to evaluate both planning scenarios and individual transportation projects. A logical evolution from MTC's past performance-based planning efforts, Plan Bay Area expanded long-range planning goals to better reflect growing regional responsibilities on a diverse range of issues – including transportation, land use, air quality, and economic vitality.

Methodology

Ten performance targets, based on regional goals, were developed collaboratively with state, regional, and local public agencies, as well as stakeholder groups. The adopted targets addressed a broad spectrum of issues including climate change, housing, health and safety, open space, equity, economic vitality, and transportation efficiency.

Performance assessment was a critical component throughout the development of Plan Bay Area. After establishing the performance targets in early 2011, various scenarios with different combinations of land use patterns and transportation investments were quantitatively evaluated to determine how strongly they supported the adopted targets. In order to refine these scenarios and develop the Proposed Plan, MTC also evaluated individual transportation projects to prioritize high-performers and to reconsider the efficacy of low-performers. This project-level assessment examined projects' qualitative support for the Plan targets, in addition to quantitatively evaluating all major projects' cost-effectiveness via a benefit-cost analysis. Finally, the Proposed Plan and EIR alternatives were evaluated to highlight where the Plan has succeeded in meeting the targets and where it falls short, as well as what alternative approaches or strategies might strengthen the Proposed Plan or future long-range planning efforts.

Key Findings

Vision and Alternative Scenarios: Several key themes emerged from the first round of performance-based planning. These initial scenarios fell short of many of the adopted targets; most significantly, none of the scenarios analyzed achieved the statutory GHG reduction target. Only four targets – adequate housing, particulate matter mortality, gross regional product, and VMT per capita – were achieved by the best-performing scenarios. This analysis highlighted the need for further refinement of the land use and transportation strategies incorporated in the various scenarios to enhance the performance of Plan Bay Area.

Project Performance Assessment: Unlike the scenario-level assessment, the project performance assessment focused on the region's largest transportation investments on an individual basis. Efficiency projects, particularly for public transit, were found to be among the top performers in the region, while highway expansion projects were

identified as having adverse impacts on the performance targets. Focusing on outliers (high- and low-performers), MTC was able to direct regional funding to the most cost-effective and targets-supportive regional investments. These included bus rapid transit lines in San Francisco and Oakland, enhancements to the region's heavy rail BART system, Caltrain service expansion, congestion pricing in San Francisco, the extension of BART to San Jose, and the regional Freeway Performance Initiative. Sponsors of low-performing projects (either cost-ineffective or targets-unsupportive projects) were required to submit a compelling case for review by MTC's Planning Committee, address their performance deficiencies, or remove their project from inclusion in the Plan.

Proposed Plan and EIR Alternatives: Of the five alternatives analyzed, the Environment, Equity, and Jobs alternative performed the best, though only marginally better than the Proposed Plan. Its focus on enhanced transit services and additional growth in high-opportunity suburban areas supported performance gains for air quality, active transportation, low-income household affordability, and non-auto mode share targets. Six performance targets were achieved by the Proposed Plan and other top-performing EIR alternatives, indicating improvements to the Plan in light of earlier scenarios' performance shortcomings. These enhancements incorporated in the Proposed Plan included in the addition of the Climate Initiatives program to boost GHG emission reductions, greater funding for local street maintenance through the One Bay Area Grant program, and the removal of low-performing projects as a result of the project assessment's compelling case process.

Conclusions

While the Proposed Plan moves in the right direction on many of the region's important performance targets, the targets analysis for both scenarios and EIR alternatives revealed that the region's mature development pattern and extensive transportation system lead to challenges in changing the status quo and achieving adopted goals. Expected population and employment growth, combined with declining state and federal transportation revenue streams, further exacerbate this problem. In order to advance towards the region's ambitious goals related to economic vitality, environmental sustainability, and social equity, MTC and ABAG must continue to work on innovative strategies to achieve the region's performance targets over the coming years.

II. PURPOSE OF PERFORMANCE ASSESSMENT

Plan Bay Area relied upon a performance-based planning approach, utilizing quantifiable metrics to evaluate the outcomes of integrated transportation investments and land use policies. By leveraging analytical tools to identify measureable outcomes of policy decisions, we can make more informed decisions and better understand the impacts of Plan Bay Area.

Performance-based transportation planning is not a new approach for the Bay Area – over the past decade, MTC’s long-range transportation plans have been developed using performance measures to evaluate their support for regional goals. Starting with the 2001 Regional Transportation Plan (RTP), transportation investment packages were compared using a set of performance measures. Since then, qualitative and quantitative evaluations have been added to assess the impacts of individual transportation projects proposed for inclusion in RTPs.

This report provides documentation of the three-year-long effort to evaluate and improve the performance of Plan Bay Area. These efforts have helped craft and guide the Plan from an initial vision to Proposed Plan, while examining how integrated transportation and land use planning efforts can help the region address long-term environmental, equity, and economic challenges. This report is organized into the following chapters, which reflect the various phases of performance assessment throughout the planning process:

- **Chapter III** provides a summary of the performance target selection process; this process culminated with the selection of ten performance targets that acted as the foundation for scenario-level and project-level assessments.
- **Chapter IV** highlights the scenario-level targets analysis conducted for both the vision and alternative scenarios; this evaluation later informed the development of the Proposed Plan.
- **Chapter V** discusses the project performance assessment and how the quantitative and qualitative performance results influenced the list of transportation projects incorporated in Proposed Plan.
- **Chapter VI**, similar to Chapter IV, highlights the performance of EIR alternatives against the Plan Bay Area performance targets; this analysis allowed policymakers to understand the trade-offs between the alternatives evaluated in the environmental process.
- **Chapter VII** includes extensive appendices that provide methodology documentation and detailed results tables.

III. IDENTIFICATION OF PERFORMANCE TARGETS

Performance targets form the foundation of a performance-based planning approach – that is, one must start by defining the region’s objectives before assessing the performance of various alternatives. Building upon past planning efforts, a set of sustainability-focused goals was established drawing upon the 3 “E’s”: economy, equity, and environment. These goals – climate protection, adequate housing, healthy and safe communities, open space and agricultural protection, equitable access, economic vitality, and transportation system effectiveness – reflect the wide spectrum of sustainability objectives for this long-range planning effort. While not every regional objective is captured in the Plan Bay Area targets, the targets provide a framework that allows us to better understand how different projects and policies might affect the region’s future.

Each target was designed to compare conditions over the life of the Plan – that is, measuring the change between the baseline year (2005) and the planning horizon year (2035 or 2040). Importantly, the targets were crafted to focus on desirable regional outcomes that did not prescribe a specific mode or investment type to reach the target. For example, a potential target might focus on air quality improvements, which can be addressed through a wide variety of investments such as new or improved transit services, changes in land use patterns, stricter truck emissions standards, or advanced technologies to improve traffic flow.

a. Criteria for Performance Targets

MTC staff developed a set of criteria (as shown in Table 1) with stakeholders and members of the public to make the targets as meaningful as possible in measuring the Plan’s success. This stakeholder group, also known as the Regional Advisory Working Group Ad Hoc Committee on Performance Measures, played a critical role in identifying and evaluating the strengths and weaknesses of potential performance targets. The criteria utilized in this process primarily focused on ensuring the targets could be forecasted using available analytical tools and could be influenced by the Plan’s investments and policies.

TABLE 1: CRITERIA FOR SELECTING PERFORMANCE TARGETS

1 **Targets should be able to be forecasted well.**

A target must be able to be forecasted reasonably well using MTC’s and ABAG’s models for transportation and land use, respectively. This means that the target must be something that can be predicted with reasonable accuracy into future conditions, as opposed to an indicator that can only be observed.

2 Targets should be able to be influenced by regional agencies in cooperation with local agencies.

A target must be able to be affected or influenced by policies or practices of ABAG, MTC, BAAQMD and BCDC, in conjunction with local agencies. For example, MTC and ABAG policies can have a significant effect on accessibility of residents to jobs by virtue of their adopted policies on transportation investment and housing requirements.

3 Targets should be easy to understand.

A target should be a concept to which the general public can readily relate and should be represented in terms that are easy for the general public to understand.

4 Targets should address multiple areas of interest.

Ideally, a target should address more than one of the three “E’s” – economy, environment, and equity. By influencing more than one of these factors, the target will better recognize the interactions between these goals. Additionally, by selecting targets that address multiple areas of interest, we can keep the total number of targets smaller.

5 Targets should have some existing basis for the long-term numeric goal.

The numeric goal associated with the target should have some basis in research literature or technical analysis performed by MTC or another organization, rather than being an arbitrarily determined value.

Furthermore, staff established criteria for identifying the set of targets, seeking to ensure a reasonable number of distinct and quantifiable metrics. This focused the process on the most important issues for Plan Bay Area stakeholders. The criteria established for the overall set of targets is shown below in Table 2.

TABLE 2: CRITERIA FOR IDENTIFYING A SET OF TARGETS

A The total number of targets selected should be relatively small.

Targets should be selected carefully to make technical analysis feasible within the project timeline and to ensure that scenario comparison can be performed without overwhelming decision-makers with redundant quantitative data.

B Each of the targets should measure distinct criteria.

Once a set of targets is created, it is necessary to verify that each of the targets in the set is measuring something unique, as having multiple targets with the same goal unnecessarily complicates scenario assessment and comparison.

C The set of targets should provide some quantifiable metric for each of the identified goals.

For each of the seven goals identified, the set of performance measures should provide some level of quantification for each to ensure that that particular goal is being met. Multiple goals may be measured with a single target, resulting in a smaller set of targets while still providing a metric for each of the goals.

Over a period of five months, the Ad Hoc Committee on Performance Measures discussed over 90 potential performance measures affecting a broad range of regional issues, debating which metrics reflected the most important objectives for this planning process. Leveraging the evaluation criteria established above, the committee identified a set of 10 performance measures (and associated numeric targets) in late 2010. These draft performance targets were later presented to the Regional Advisory Working Group, MTC Planning Committee, and ABAG Administrative Committee for further feedback and refinement.

b. Identification of Performance Targets

In January 2011, the Commission adopted Resolution No. 3987 that established the performance targets for Plan Bay Area. The targets were approved not only by the MTC Commission but also by the ABAG Executive Board. The Plan Bay Area performance targets, as shown in Table 3, successfully captured the key goals of a broad spectrum of stakeholders, going beyond the traditional mobility targets from past RTP efforts. The targets focused on broad outcomes – such as clean air and public health – that could be achieved by a variety of transportation and land use policies.

This outcome-oriented approach to performance targets expanded the focus of the planning effort, emphasizing the societal benefits derived from implementing transportation projects or changing land use patterns. For example, instead of emphasizing how transit investments will result in reduced emissions or less traffic congestion, the targets focused on how improved air quality will lead to better health outcomes and how less congestion will support economic vitality goals. By focusing on outcomes stakeholders would like to see in Bay Area communities, the targets highlighted the connections between regional transportation/land use planning and other key issues for Bay Area residents.

As a result of this approach, affordable housing, public health, and economic vitality performance measures were emphasized over many traditional transportation performance measures. Mobility-based metrics, such as congestion reduction, system reliability, and freight efficiency, played a much more significant role in past regional planning efforts.

Several targets were changed slightly over the course of the three-year planning process to reflect improved data sources or methodologies. These changes to the original adopted targets are further described in chapter IV.

TABLE 3: PLAN BAY AREA PERFORMANCE TARGETS

Goal/Outcome	#	Target
CLIMATE PROTECTION	1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15% <i>Statutory - Source: California Air Resources Board, as required by SB 375</i>
ADEQUATE HOUSING	2	House 100% of the region’s projected growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents <i>Statutory - Source: ABAG, as required by SB 375</i>
HEALTHY & SAFE COMMUNITIES	3	Reduce premature deaths from exposure to particulate emissions: <ul style="list-style-type: none"> • Reduce premature deaths from exposure to fine particulates (PM_{2.5}) by 10% • Reduce coarse particulate emissions (PM₁₀) by 30% • Achieve greater reductions in highly impacted areas <i>Source: Adapted from federal and state air quality standards by BAAQMD</i>
	4	Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian) <i>Source: Adapted from California State Highway Strategic Safety Plan</i>
	5	Increase the average daily time walking or biking per person for transportation by 70% (for an average of 15 minutes per person per day) <i>Source: Adapted from U.S. Surgeon General’s guidelines</i>
OPEN SPACE AND AGRICULTURAL PRESERVATION	6	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries) <i>Source: Adapted from SB 375</i>
EQUITABLE ACCESS	7	Decrease by 10% the share of low-income and lower-middle income residents’ household income consumed by transportation and housing <i>Source: Adapted from Center for Housing Policy</i>
ECONOMIC VITALITY	8	Increase gross regional product (GRP) by an average annual growth rate of approximately 2% <i>Source: Bay Area Business Community</i>
TRANSPORTATION SYSTEM EFFECTIVENESS	9	<ul style="list-style-type: none"> • Increase non-auto mode share by 10% • Decrease automobile vehicle miles traveled per capita by 10% <i>Source: Adapted from Caltrans Smart Mobility 2010</i>
	10	Maintain the transportation system in a state of good repair: <ul style="list-style-type: none"> • Increase local road pavement condition index (PCI) to 75 or better • Decrease distressed lane-miles of state highways to less than 10% of total lane-miles • Reduce share of transit assets past their useful life to 0% <i>Source: Regional and state plans</i>

c. Identification of Baseline and Horizon Years for Target Assessment

Per Resolution No. 3987, the adopted performance targets generally relied on year 2005 as a baseline year for target performance. In other words, scenario performance was measured based off of increases or decreases between year 2005 and the horizon year. The few exceptions to this general rule were due either to board direction or model limitations. Targets 2 and 6 both specified a year 2010 baseline year when adopted by the MTC and ABAG boards. In addition, target 10c had to rely on a year 2012 baseline, as the transit asset model used to calculate target performance was only able to provide data for that baseline year.

The adopted performance target required identification of a planning horizon year; this was designed to be fully consistent with the horizon year for the phase of the planning process. During early rounds of planning, a 2035 horizon year was utilized to be consistent with SB 375 and the associated greenhouse gas reduction target, thus the performance results reflect that horizon year. For the EIR alternatives performance assessment, the horizon year was updated to year 2040 to better reflect the full lifespan of the Plan (and to be more consistent with the EIR).

IV. VISION AND ALTERNATIVE SCENARIOS PERFORMANCE ASSESSMENT

After developing the performance targets to guide the development of the Plan, MTC and ABAG staff initiated a scenario development process to compare different combinations of transportation investments and land use patterns. Each scenario developed for Plan Bay Area was assessed against the adopted performance targets in order to compare its relative performance. This process helped identify areas where regional actions could lead to the achievement of adopted targets, as well as areas where more aggressive action was needed. This scenario-level performance assessment, when combined with the project-level performance assessment discussed in Chapter V, later informed the development of the proposed Plan in 2012.

For each target defined for Plan Bay Area, background information and target results are shown in this chapter. For additional information on the specific methodology and/or modeling tools used to calculate each performance target, refer to Appendix B.

a. Defining Vision Scenarios and Alternative Scenarios

As part of the scenarios analysis process, two vision scenarios and five alternative scenarios were developed over the course of 2011. The vision scenarios process was

designed to examine differences between the current growth trajectory and an early conceptual focused growth pattern, while the alternative scenarios process was developed to compare combinations of transportation investment packages and land use patterns tied to both unconstrained and constrained levels of population growth.

Vision Scenarios [Spring 2011]

Current Regional Plans: The spatial distribution of housing and jobs in this scenario reflected an updated version of Projections 2009, which captured the existing land use plans adopted by local jurisdictions across the region. This scenario focused on forecasted growth assuming local jurisdictions continue on their current trajectory, rather than emphasizing additional growth in Priority Development Areas (PDAs). The transportation network reflected the investments from MTC's previous long-range transportation plan known as *Transportation 2035*, which included some expansion projects for both road and transit facilities.

Initial Vision (Round 1): The spatial distribution of housing and jobs in this scenario was concentrated in the PDAs based on local land use priorities, available transit service, and access to jobs. Compared to Current Regional Plans, this scenario has a higher level of regional growth as reflected in the higher population and employment control totals. The vast majority of housing growth was envisioned to be accommodated in PDAs, while more than half of job growth was expected to occur in the region's 10 largest cities. Like Current Regional Plans, the transportation network reflected the investments from MTC's previous long-range transportation plan.

Alternative Scenarios [Fall 2011]

Initial Vision (Round 2): Building on the land use pattern of the first Initial Vision scenario, housing and job growth was concentrated in the PDAs, based on local land use priorities, available transit service, and access to jobs. The scenario was based on input from local jurisdictions on the level of growth they could reasonably accommodate given resources, local plans, and community support. 70 percent of the housing was specified to be accommodated in PDAs. More than half of job growth was expected to occur in the region's 10 largest cities. This land use pattern was linked to the *Transportation 2035* transportation investments, which included some expansion projects for both road and transit facilities. (Note: this scenario was an updated version of the Initial Vision scenario from spring 2011.)

Core Concentration: Housing and job growth was more concentrated in locations that are served by frequent transit services and within a 45-minute transit commute of Oakland, San Francisco, and San Jose. This scenario also identified several "game changers," or places with capacity for a high level of growth if coupled with supportive policies and resources. These areas included the Tasman Corridor in Santa Clara County, lands east of Oakland Airport to the Coliseum, the Concord Naval Weapons

Station, and the San Francisco Eastern Waterfront, among others. Overall, 72 percent of the housing and 61 percent of the job growth were expected within the PDAs. The alternative was linked to the Core Capacity Transit transportation investments, which focused on significantly increased frequencies for the existing public transit system.

Focused Growth: Growth was distributed relatively evenly throughout the region's transit corridors and job centers, focusing most household and job growth within the PDAs. 70 percent of the housing production and around 55 percent of the employment growth were envisioned to be accommodated within PDAs. This scenario included more housing near transit stations and more local services in existing downtown areas and neighborhood centers. Similar to the Core Concentration scenario, this alternative was linked to the transit-oriented Core Capacity Transit transportation network.

Constrained Core Concentration: This scenario placed more household and job growth in PDAs situated along several transit corridors ringing the Bay in San Francisco, San Mateo and Santa Clara counties, and in portions of Alameda and Contra Costa counties. Some 79 percent of the housing production and 58 percent of the employment growth were envisioned to be accommodated within PDAs. By concentrating more growth in the major downtowns and along key transit corridors, this scenario went even further than the Focused Growth scenario in trying to maximize the use of the core transit network and provide access to jobs and services to most of the population. Like the Focused Growth scenario, this alternative was linked to the transit-oriented Core Capacity Transit transportation network.

Outward Growth: Closer to recent development trends, this scenario placed more growth in the cities and PDAs in the inland areas away from the Bay than those considered in the Focused Growth or the Constrained Core Concentration scenarios. Most housing and employment growth was still expected to be accommodated in areas closest to the Bay, but with clusters of jobs and housing in key transit-served locations in the inland areas. 67 percent of housing production and 53 percent of employment growth were envisioned to be in PDAs. While increased use of public transit was expected to be limited in inland areas, some shorter commutes were also expected as jobs are created closer to residential communities. Like the Initial Vision (Round 2) scenario, this scenario relied on the multimodal expansion projects included in the *Transportation 2035* network.

The following sections of this chapter delve into the details for each of the adopted performance targets. For each target, the target justification and target history are established and then target performance is examined for each of the vision scenarios and alternative scenarios.

b. Climate Protection Target

Adopted Target #1: Reduce per-capita CO₂ emissions from cars and light-duty trucks by 15%.

Background

Under California Senate Bill 375, major metropolitan areas in the state are required to develop a Sustainable Communities Strategy as part of their Regional Transportation Plan that achieves per-capita greenhouse gas reduction targets as established by the California Air Resources Board (CARB). In 2010, CARB established targets for the San Francisco Bay Area:

- 7 percent per-capita GHG reduction goal for year 2020
- 15 percent per-capita GHG reduction goal for year 2035

Past Experience with this Target

Transportation 2035 included non-statutory target to reduce carbon dioxide (CO₂) emissions to 40 percent below 1990 levels by the year 2035, reflecting the state's carbon reduction goals under the California Global Warming Solutions Act of 2006 (Assembly Bill 32). While that target showed emissions reductions over the *Transportation 2035* planning horizon, forecasted reductions in CO₂ emissions were primarily the result of statewide fuel economy standards, rather than regional transportation investment decisions.

Target Performance: Vision Scenarios

- **Goal: -15%**
- Current Regional Plans: -11%
- Initial Vision (Round 1): -12%

Both scenarios move the region closer to the statutory greenhouse gas emissions reduction target, but both fall short of the adopted 15% reduction target. The Initial Vision scenario performs slightly better than Current Regional Plans as a result of its focused growth land use pattern, but its higher control totals lead to slightly more congestion and slower vehicle speeds that limit its potential to achieve greater reductions.

Target Performance: Alternative Scenarios

- **Goal: -15%**
- Initial Vision (Round 2): -8%
- Core Concentration: -8%
- Focused Growth: -9%

- Constrained Core Concentration: -9%
- Outward Growth: -8%

All of the scenarios performed similarly for per-capita GHG reduction, yet none of them met the region's ambitious year 2035 target. This target performance pattern identified the need to further focus growth when developing the Proposed Plan, as well as to improve the transportation investment strategy by removing low-performing projects and adding additional funding for the Climate Initiatives program.

c. Adequate Housing Target

Adopted Target #2: House 100% of the region's projected growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents.

Background

Similar to the greenhouse gas reduction target, California Senate Bill 375 requires Plan Bay Area to house all of the region's growth. This target would help to reduce the trend of greater regional in-commuting (in particular, from the San Joaquin Valley region). By addressing the high levels of housing demand in the Bay Area rather than forcing sprawl into other regions, these long interregional trips (with their comparably high emission impacts) could potentially be reduced.

Past Experience with this Target

Previous regional transportation plans had not considered this type of performance measure, as housing was outside the scope of those planning efforts.

Target Performance: Vision Scenarios

- **Goal: 100%**
- Current Regional Plans: 73%
- Initial Vision (Round 1): 100%

As explained in Appendix B, the analysis for this cycle of scenarios focused on a comparison of housing growth in Current Regional Plans and Initial Vision. As the Initial Vision scenario represented unconstrained growth where all housing needs were met, it automatically achieved the 100% target; Current Regional Plans' performance reflects the proportion of housing growth accommodated as a proportion of the Initial Vision scenario.

Target Performance: Alternative Scenarios

- **Goal: 100%**
- Initial Vision (Round 2): 100%
- Core Concentration: 100%
- Focused Growth: 98%
- Constrained Core Concentration: 98%
- Outward Growth: 98%

As explained in Appendix B, the analysis for this cycle of scenarios focused on a comparison of the higher controls in the unconstrained scenarios (Initial Vision and Core Concentration) compared to the three remaining constrained scenarios. The target results simply reflect the ratio of constrained versus unconstrained total regional population.

d. Healthy and Safe Communities Targets

Adopted Target #3: Reduce premature deaths from exposure to particulate emissions.

- a) Reduce premature deaths from exposure to fine particulates (PM_{2.5}) by 10%.
- b) Reduce coarse particulate emissions (PM₁₀) by 30%.
- c) Achieve greater reductions in highly impacted areas.

Background

In consultation with the Bay Area Air Quality Management District (BAAQMD), particulate matter (PM) was identified as the target air pollutant of greatest concern, based on studies showing that PM is the air pollutant most harmful to public health. In particular, fine particulate matter (PM_{2.5}) has been identified as the air pollutant most strongly linked to disease types (such as lower respiratory cancer, among others) that can result in premature mortality. Emissions of nitrogen oxides (NO_x) from gasoline and diesel engines also contribute to formation of ammonium nitrate, the main component of secondary PM in the Bay Area.

There are various national and state ambient air quality standards for PM_{2.5} and for PM₁₀. Based on current standards, the Bay Area exceeds the 24-hour national standard and the State annual standard for PM_{2.5}. In addition, the Bay Area exceeds State 24-hour and annual standards for PM₁₀. In 2005, the Bay Area's design value for the 24-hour PM_{2.5} standard was 39 micrograms per cubic meter. BAAQMD estimated that achieving the current Federal 24-hour standard (35 micrograms per cubic meter) would require a reduction of approximately 10% in emissions of PM_{2.5}. Assuming a linear relationship between emissions reductions and ambient concentration reductions, this would provide an equivalent reduction of 10% in premature deaths related to exposure to PM_{2.5}. The State 24-hour PM₁₀ standard is 50 micrograms per cubic meter; the year

2005 design value for the Bay Area is 68 micrograms per cubic meter. To attain the State 24-hour PM₁₀ standard, BAAQMD estimates that total PM emissions would need to be reduced by approximately 30%.

Based on input from equity stakeholders, the target also includes a provision to achieve greater reductions in highly impacted areas, later defined by MTC and BAAQMD planning staff as Community Air Risk Evaluation (CARE) communities. More information on the definition and location of CARE communities can be found on BAAQMD's website¹.

Past Experience with this Target

Transportation 2035 included a target to reduce PM_{2.5} emissions from motor vehicles by 10% and emissions of PM₁₀ by 45% by 2035 – these targets are similar to what was adopted for Plan Bay Area. The numeric values associated with each target have been updated to reflect the latest baseline data.

The most substantive change is that the Plan Bay Area PM_{2.5} target is focused on reducing premature mortality related to PM_{2.5} exposure. The PM_{2.5} target is better expressed in terms of health outcomes, rather than merely attaining the ambient air quality standard.

Target Performance: Vision Scenarios

- **Goals: a) -10%; b) -30%; c) Yes**
- Current Regional Plans: a) -25%; b) -13%
- Initial Vision (Round 1): a) -24%; b) -10%

Both of the vision scenarios exceeded the PM_{2.5} reduction target but fell short on achieving the PM₁₀ reduction target; reductions for both scenarios were partially due to truck emissions regulations scheduled for introduction over the lifespan of Plan Bay Area. However, Initial Vision performed worse than Current Regional Plans as a result of its significantly higher regional control total; the greater number of residents leads to more vehicle travel and more vehicle emissions, somewhat degrading target performance.

A methodology for evaluating CARE community impacts had not been developed at the time of the vision scenario analyses; as such, no target results are available.

Target Performance: Alternative Scenarios

- **Goals: a) -10%; b) -30%; c) Yes**
- Initial Vision (Round 2): a) -23%; b) -6%
- Core Concentration: a) -27%; b) -9%

¹ Refer to <http://www.baaqmd.gov/Divisions/Planning-and-Research/CARE-Program.aspx>.

- Focused Growth: a) -32%; b) -13%
- Constrained Core Concentration: a) -32%; b) -13%
- Outward Growth: a) -31%; b) -11%

All of the scenarios exceeded the PM_{2.5} reduction target but fell short on achieving the PM₁₀ reduction target; reductions for all scenarios were partially due to truck emissions regulations scheduled for introduction over the lifespan of Plan Bay Area. Notably, the scenarios with lower regional control totals (Focused Growth, Constrained Core Concentration, and Outward Growth) all had greater reductions in particulate emissions. As these scenarios have lower levels of total VMT, they also have lower levels of total PM emissions.

A methodology for evaluating CARE community impacts had not been developed at the time of the alternative scenario analyses; as such, no target results are available.

Adopted Target #4: Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian).

Background

The collision reduction target was based on a statewide goal reflected in the 2006 California Strategic Highway Safety Plan (SHSP) to reduce fatalities from motor vehicle collisions; while that plan incorporated total and per-VMT collision reduction goals, the Plan Bay Area focuses on the goal of reducing the total number of collisions despite the region's growing population and VMT. This is consistent with FHWA's "Towards Zero Deaths" national highway safety objective.

While the SHSP does not include a specific target for injury reduction due to data limitations of injury underreporting at the statewide level, the Plan Bay Area target included injuries because, even with an underreport in collisions, these injuries were an indicator of conflicts on the roadways. In particular, injury collision results can be used to show conflicts between vulnerable groups such as cyclists, walkers, children, the elderly, and the disabled.

The numeric target reflects the trend of decreasing fatalities and injuries on the region's roads. California Highway Patrol Statewide Integrated Traffic Records System (SWITRS) data indicates that there was a 26% decrease in injuries and fatalities from collisions in the Bay Area between 2000 and 2008 and a 12% decrease between 2005 and 2008. These trends were extrapolated into the future to achieve a visionary target for collision reduction, significantly beyond the SHSP target of 10.7% reduction between 2004 and 2010.

Past Experience with this Target

Transportation 2035 included a target to reduce collisions by 15% by 2035; however, all scenarios showed a significant increase in collisions (between +23% and +35%). To a certain extent, this is due to model limitations. MTC's model-based collision forecasting is based on vehicle miles traveled (VMT) and speed data and does not capture safety-enhancing infrastructure on the region's roads or safety improvements to the vehicle fleet.

Target Performance: Vision Scenarios

- **Goal: -50%**
- Current Regional Plans: +18%
- Initial Vision (Round 1): +21%

Both Current Regional Plans and Initial Vision are forecasted to increase collisions in the region, primarily as a result of total VMT growth between 2005 and 2035; for this target, both vision scenarios move the region in the wrong direction. As the Initial Vision scenario has slightly greater total VMT, it performs worse than Current Regional Plans.

Target Performance: Alternative Scenarios

- **Goal: -50%**
- Initial Vision (Round 2): +26%
- Core Concentration: +23%
- Focused Growth: +19%
- Constrained Core Concentration: +18%
- Outward Growth: +20%

Similar to the vision scenarios, all of the alternative scenarios are forecasted to increase collisions in the region as a result of total VMT growth. The Initial Vision and Core Concentration scenarios have somewhat higher levels of collisions as a result of greater numbers of households and jobs leading to greater demand for travel. While Focused Growth, Constrained Core Concentration, and Outward Growth all have the same population control totals, Outward Growth performs the worst due to its more dispersed land use pattern leading to greater total VMT in the region; longer distance travel patterns are expected to lead to more total collisions.

Adopted Target #5: Increase the average daily time walking or biking per person for transportation by 70% (for an average of 15 minutes per person per day).

Background

The health benefits of increased physical activity are well established and include better psychological health, lower rates of chronic disease, and longer life expectancy. Walking and bicycling have both been shown to be excellent sources of the type of moderate, health-inducing physical activity recommended by the U.S. Surgeon General. California Active Communities (a joint program of the University of California, San Francisco, Institute for Health and Aging, and the California Department of Public Health) and most public health agencies recommend 30 minutes of physical activity per person per day.

A 70% increase from 2005 levels is equivalent to an average of 15 minutes of walking, biking per person per day and 50% of the recommended level of physical activity. This includes time walking or biking to transit. According to the 2000 Bay Area Household Travel Survey (BATS), Bay Area residents that live within 1/2 mile of a rail or ferry station received on average 15 minutes of physical activity from walking or cycling to destinations or transit. Note that when originally adopted, the target was +60%; as a result of updated baseline data in mid-2011, the percentage increase had to be increased +70% to achieve the envisioned 15 minutes per day of physical activity.

The minutes per person target was selected over a mode share target for two reasons. First, it is a direct measure of the health impacts of walking and biking; second, it has a more direct relationship to the public health sector recommendations for daily physical activity levels. Mode share is an indicator of the impacts of transportation investments in pedestrian and bicycle infrastructure, but the quality of life in a community can be more accurately gauged by the amount of physical activity. The target is also easy for individuals to relate to and understand on a personal level. This approach was selected based on extensive discussions with staff from the California Department of Public Health and county public health departments.

Past Experience with this Target

Unlike some of the other performance targets, this is the first time that physical activity from walking and biking has been included as a distinct target for one of MTC's Regional Transportation Plans.

Target Performance: Vision Scenarios

- **Goal: +70%**
- Current Regional Plans: +12%
- Initial Vision (Round 1): +18%

Current Regional Plans included greater levels of suburban and exurban growth, while the Initial Vision scenario was the first examination of a more focused growth pattern in the urban core. This urban growth, occurring in locations where active transportation to

employment and retail sites is more attractive, led to a stronger performance on this target. However, neither scenario came close to achieving the performance target.

Target Performance: Alternative Scenarios

- **Goal: +70%**
- Initial Vision (Round 2): +15%
- Core Concentration: +20%
- Focused Growth: +14%
- Constrained Core Concentration: +15%
- Outward Growth: +10%

All of the scenarios moved this target in the right direction, but none achieved the ambitious target of boosting the average Bay Area resident's physical activity from transportation to 15 minutes per day. The strongest performer was the Core Concentration scenario due to its intense urban focus and higher control totals (meaning that a greater share of the population would be new residents, primarily in urban areas). The Outward Growth scenario performed the worst, as it allocated more jobs and households in fringe areas where walking and bicycling are unattractive (due to long distances between jobs, housing, goods, and services and lack of bicycle and pedestrian infrastructure).

e. Open Space and Agricultural Preservation Target

Adopted Target #6: Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries).

Background

The numeric target is based on the following logic: limit target to no new development outside of publicly-defined urban areas. For areas without locally-defined urban boundary lines, ABAG and MTC used a census definition of urbanized lands further refined by county spheres of influence and urban service areas to determine the existing urban footprint. SB 375 legislation asks regions to consider the best available data on resource lands.

Special resource lands and farm lands are specifically defined in SB 375 and include:

- publicly owned parks and open space;
- open space and habitat areas protected by natural resource protection plans;
- species habitat protected federal or state Endangered Species Acts;
- lands subject to conservation or agricultural easements by local governments, districts, or non-profits;

- areas designated for open space/agricultural uses adopted in elements of general plans;
- areas containing biological resources described in CEQA that may be significantly affected by a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS);
- areas subject to flooding as defined by the National Flood Insurance Program; and
- lands classified as prime/unique/state-significant farmland or lands classified by a local agency meeting or exceeding statewide standards that are outside of existing city spheres of influence/city limits.

Unlike the statutory housing target, where housing levels in the Proposed Plan are required to meet the 100% target value, it would be possible for scenarios to fall short in achieving this target. Each land use scenario consists of different policies with regards to zoning and development opportunities – the more high-density zoning and opportunities for development in the urban core, the more likely housing development would not occur outside of urban boundary lines and zones.

Past Experience with this Target

Unlike some of the other performance targets, this is the first time that open space protection and agricultural preservation have been specifically included as a performance target for an MTC Regional Transportation Plan.

Target Performance: Vision Scenarios

- **Goal: 100%**
- Current Regional Plans: 95%
- Initial Vision (Round 1): 97%

As discussed in Appendix B, a person-based metric was utilized to calculate target performance for this round of scenario analysis. As Current Regional Plans placed more households in suburban and exurban areas, it had a slightly lower share of population living within the existing urban footprint.

Target Performance: Alternative Scenarios

- **Goal: 100%**
- Initial Vision (Round 2): 97%
- Core Concentration: 92%
- Focused Growth: 92%
- Constrained Core Concentration: 92%
- Outward Growth: 90%

This analysis, also using a person-based approach as described in Appendix B, identified the Initial Vision scenario as having the greatest success in focusing growth within the existing urban footprint. Conversely, 10% of the region's population growth in the Outward Growth scenario is expected to occur in greenfield locations outside urban limit lines, leading to greater impacts for open space and agricultural lands.

f. Equitable Access Target

Adopted Target #7: Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing.

Background

The Plan Bay Area equity target is adapted from a 2006 report by the Center for Housing Policy ("A Heavy Load: The Combined Housing and Transportation Burdens of Working Families"). According to that report, Bay Area families with annual incomes under \$70,000 spend a combined average of 61% of earnings on housing (39%) and transportation (22%). This share of 61% of earnings is approximately 10% above the national average share spent by lower-income households. Therefore, this target is set to improve transportation and housing affordability to approximately match the national average by 2035.

Past Experience with this Target

This target was included in *Transportation 2035*. However, the housing cost methodology was not a true forecast (it instead relied on the share of income being forecasted through a trendline approximation from historical data). The numeric target of -10% was used in *Transportation 2035*, but none of the scenarios analyzed achieved this target. Despite the fact that *Transportation 2035* scenarios analyzed fell short from that ambitious goal, all scenarios moved in the right direction, showing reductions in combined H+T costs by 3 to 5% of household income.

Target Performance: Vision Scenarios

- **Goal: -10%**
- Current Regional Plans: +3%
- Initial Vision (Round 1): -4%

Neither of the vision scenarios achieved the targeted reduction in housing and transportation costs for working-class Bay Area residents, although Initial Vision was the only scenario in the Plan Bay Area process that moved in the right direction as a result of lower transportation costs and significantly lower housing costs. Current

Regional Plans, conversely, saw no reduction in transportation costs, while at the same time forecasting a rise in regional housing costs.

Target Performance: Alternative Scenarios

- **Goal: -10%**
- Initial Vision (Round 2)²: -4%
- Core Concentration: +8%
- Focused Growth: +9%
- Constrained Core Concentration: +9%
- Outward Growth: +9%

Most of the alternative scenarios performed similarly, showing significant increases in H+T costs for working-class Bay Area residents. The primary driver of this result was continued growth in housing costs under most scenarios, with slight transportation cost increases in some scenarios as well. This result, while not unexpected given the Bay Area's historically high housing costs, represents one of the greatest regional challenges to tackle over the coming years.

g. Economic Vitality Target

Adopted Target #8: Increase gross regional product (GRP) by an average annual growth rate of approximately 2% (+90% target for year 2035).

Background

While economic impacts had previously been measured in prior plans by metrics such as access to jobs, the Bay Area business community indicated its strong support of examining total economic output, also known as gross regional product (GRP). Since this was the first plan examining both land use and transportation, this target looks at the regional effects of population growth, locational accessibility, and agglomeration for the first time. In particular, the target focuses on continuing the region's robust economic performance over the next three decades.

Based on the envisioned 2.1% annual growth rate (slightly above the 40-year historic annual GRP growth rate of 2.0%), this target aligns with a +90% increase by year 2035 and a +110% increase by year 2040. Note that the year 2035 target was used for the alternative scenarios analysis, while the year 2040 target was used for the EIR alternatives analysis.

² Note that the Initial Vision scenario (Round 2) was not analyzed using the updated methodology for this round of scenarios, and therefore the forecasted reduction is due to methodology inconsistencies with the other four scenarios. The result is instead consistent with the Initial Vision scenario (Round 1).

Past Experience with this Target

This is the first time that gross economic output has been included as a target for one of MTC's Regional Transportation Plans.

Target Performance: Vision Scenarios

An appropriate economic impact analysis model had not yet been developed for the region during this phase of Plan Bay Area. Therefore, results are not available for the vision scenarios.

Target Performance: Alternative Scenarios

- **Goal: +90%**
- Initial Vision (Round 2): +131%
- Core Concentration: +134%
- Focused Growth: +113%
- Constrained Core Concentration: +113%
- Outward Growth: +113%

All of the scenarios analyzed forecast significant growth in GRP, but the biggest differences between scenarios were caused by different baseline assumptions for residents and jobs (also known as regional control totals). Both the Initial Vision and Core Concentration scenarios had higher baseline totals; greater numbers of residents and employees typically correspond with higher levels of total regional economic activity. The three remaining scenarios, all using the lower baseline totals, performed consistently for GRP regardless of the location of growth and portfolio mix of transportation projects.

Additional information on the economic impacts of the planning scenarios can be found in Appendix C.

h. Transportation System Effectiveness Targets

Adopted Target #9: Increase non-auto mode share by 10% and decrease automobile vehicle miles traveled per capita by 10%.

Background

These targets are designed to measure the overall transportation system efficiency for both auto and non-auto (public transit, walking, and biking) modes. The target has two components, which represent different objectives for modal efficiency. For non-autos, the target aims to increase the share of trips made in the region by transit, walking, and biking by making these transport modes more convenient and accessible. For autos, the

target aims to reduce vehicle miles traveled, which would reflect the benefits of a more compact land use development pattern (which brings destinations closer together and thus facilitates shorter trips). This target reflects the traditional RTP mobility goals within the SCS process.

It is important to note the originally adopted non-auto target was to reduce per-trip non-auto travel times. The justification for this target was that it would better capture land use changes which shorten the distance between origins and destinations, as well as transportation network improvements that increase transit operating speeds. However, it provided unexpected results for aggressive transit expansion scenarios, showing increasing non-auto travel times. This was due to the fact that aggressive transit expansion led to additional longer-distance transit trips with travel times significantly higher than the regional average. Even though these scenarios boosted transit ridership, the target showed adverse impacts of transit expansion. Therefore, an alternative target – non-auto mode share – was selected as a suitable replacement that captured the original intent of the adopted language.

Past Experience with this Target

This goal was a major focus of past Regional Transportation Plans. While VMT reduction has been carried over from *Transportation 2035*, the non-auto mode share target is a substantial shift from the prior target of freeway delay reduction. Scenarios in *Transportation 2035* failed to achieve significant reductions in VMT compared to past trends.

Target Performance: Vision Scenarios

- **Goals: 26%; -10%**
- Current Regional Plans: 19%; -8%
- Initial Vision (Round 1): 20%; -10%

Neither vision scenario achieved the 10-point targeted increase in non-auto mode share; Initial Vision performed marginally better as a result of its focused growth pattern. While Current Regional Plans achieved an 8% reduction in VMT per capita (falling short of the target), Initial Vision (Round 1) was the only scenario analyzed in the Plan Bay Area process that met the per-capita VMT reduction target.

Target Performance: Alternative Scenarios

- **Goals: 26%; -10%**
- Initial Vision (Round 2): 19%; -6%
- Core Concentration: 20%; -6%
- Focused Growth: 19%; -6%
- Constrained Core Concentration: 19%; -7%

- Outward Growth: 18%; -5%

Similar to the vision scenarios, all of the alternative scenarios moved in the right direction for both components of target #9 but fell short of the adopted goals. Thanks to greater transit infrastructure investments, the Core Concentration scenario performed the best for non-auto mode share, while the Constrained Core Concentration scenario performed the best for per-capita VMT. Conversely, the greater levels of sprawl development and additional road capacity included in the Outward Growth scenario led to its lower performance on both components of the target.

Adopted Target #10: Maintain the transportation system in a state of good repair:

- a) Increase local road pavement condition index (PCI) to 75 or better.
- b) Decrease distressed lane-miles of state highways to less than 10% of total lane-miles.
- c) Reduce share of transit assets past their useful life to 0%.

Background

The target PCI of 75 was developed by the Bay Area Partnership Local Streets and Roads Working Group through their Strategic Plan effort. This numeric target was also used in *Transportation 2035* – it represents a “good” level of pavement condition.

The 10% target for distressed highway lane-miles was developed as part of California’s 10-Year State Highway Operation and Protection Program Plan. This numeric target was also used in *Transportation 2035*.

The basis for the target measuring share of transit assets (buses, railcars, ferries, and transit stations) past their useful life is to replace assets at 100% of their useful lives. This will ensure that no transit assets are being used past their useful life, which reduces vehicle breakdowns and improves passenger comfort. Currently, Bay Area transit operators replace transit assets on average at approximately 120% of their useful lives. This represents a shift from the *Transportation 2035* target, which measured the average transit asset age as a percent of useful life. While that target was used as the originally approved language for transit state of good repair in Plan Bay Area, it was replaced by this improved target after staff identified flaws in the methodology for percentage of useful life. The prior formula experienced challenges in dealing with long-lifespan assets, such as elevated BART tracks and the Transbay Tube.

The numerical targets listed in the adopted language were later converted into percent changes from the baseline year to provide perspective on the level of improvement. For example, the PCI target of 75 became a +19% goal because the 2005 baseline pavement condition measured a PCI of 63; improvement to the stated numeric goal reflected a 19 percent increase in the index. The other state of good repair targets were similarly

adjusted to -63% and -100%; all target results from these measures are reported as these percent changes rather than the associated threshold values for clarity.

Past Experience with this Target

A similar version of this target was included in *Transportation 2035*. One key benefit of the target is that it is able to pivot off of assumed funding levels – therefore, it will be used to compare scenarios only if a funding level is assumed. Funding levels in *Transportation 2035* were able to slow the trends of degrading roads and sub-par transit assets.

Target Performance: Vision Scenarios

- **Goals: a) +19%; b) -63%; c) -100%**
- Current Regional Plans: a) +0%, b) +30%; c) not available
- Initial Vision (Round 1): a) +0%; b) +30%; c) not available

Both vision alternatives performed the same for all targets, as they both relied on the *Transportation 2035* investments levels of state of good repair. No progress was made towards the PCI target, while state highways were expected to worsen as a result of no additional funding being made available to address their state of good repair. Transit state of good repair data was not available at this time, and therefore the results are not shown for that target.

Target Performance: Alternative Scenarios

- **Goals: a) +19%; b) -63%; c) -100%**
- Initial Vision (Round 2): a) +5%; b) +30%; c) +138%
- Core Concentration: a) +5%; b) +30%; c) +138%
- Focused Growth: a) +5%; b) +30%; c) +138%
- Constrained Core Concentration: a) +5%; b) +30%; c) +138%
- Outward Growth: a) +5%; b) +30%; c) +138%

The alternative scenarios performed the same for all targets; this is a result of consistent funding levels for state of good repair in all of these scenarios. Even though the two transportation investment strategies shifted expansion funds between roads and transit, funds for maintenance were kept constant between the two investment strategies.

i. Overall Scenario Performance Trends

Several themes emerged from this scenario performance process, which helped to inform the development of the Proposed Plan, and are discussed below.

- **A relatively mature development pattern, combined with an existing robust transportation system, lead to challenges in changing the status quo and achieving many of the Plan’s aggressive performance targets.** Unlike other fast-growing regions across the country (e.g. Atlanta and Phoenix), the bulk of region’s future residential and commercial buildings in year 2040 has already been constructed. As such, new growth needs to be highly focused and transit-oriented in order to significantly change the status quo and make possible movement towards regional performance targets. Similarly, almost all of the region’s roads and most of the region’s year 2040 transit infrastructure have already been built; maintenance of these facilities only preserves the status quo (by preventing even worse conditions for users) but does not move the region towards achievement of targeted reductions.
- **Growth in housing and jobs assumed in each scenario plays a primary role in the scenario performance results.** More important than the specific investments or envisioned land use pattern is the regional growth total; scenarios with higher levels of population and employment tend to have higher levels of total emissions and collisions (for example), but often perform better on a per-capita basis.
- **Even with robust funding of maintenance for both roads and transit, the regional state of repair tends to decline over the planning period.** Only local streets and roads improve over the lifespan of the Plan, but they fail to reach the regional target for “good” road pavement quality. Freeway facilities continue to worsen under limited state funding and many more transit assets are expected to be used past their useful lives, even with robust funding to replace aging assets and infrastructure.

Table 4 summarizes all of the target results and indicates that many targets were not achieved by any of the scenarios studied. This table also highlights the somewhat stronger performance of the Initial Vision and Core Concentration scenarios and the relatively weaker performance of the Outward Growth scenario across many of the targets.

TABLE 4: TARGET PERFORMANCE FOR ALTERNATIVE SCENARIOS (YEAR 2035)

#	Target	Goal*	Current Regional Plans	Initial Vision (Round 1)	Initial Vision (Round 2)	Core Concentration	Focused Growth	Constrained Core Concentration	Outward Growth
1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks	-15%	-11%	-12%	-8%	-8%	-9%	-9%	-8%
2	House the region's projected growth	100%	73%	100%	100%	100%	98%	98%	98%
3a	Reduce premature deaths from exposure to fine particulates	-10%	-25%	-24%	-23%	-27%	-32%	-32%	-31%
3b	Reduce coarse particulate emissions	-30%	-13%	-10%	-6%	-9%	-13%	-13%	-11%
3c	Achieve greater reductions in highly impacted areas	Yes							
4	Reduce the number of injuries and fatalities from all collisions	-50%	+18%	+21%	+26%	+23%	+19%	+18%	+20%
5	Increase the average daily time walking or biking per person for transportation	+70%	+12%	+18%	+15%	+20%	+14%	+15%	+10%
6	Direct all non-agricultural development within the urban footprint	100%	95%	97%	97%	92%	92%	92%	90%
7	Decrease the share of low-income and lower-middle income residents' household income consumed by transportation and housing	-10%	+3%	-4%	-4%	+8%	+9%	+9%	+9%

TABLE 4: TARGET PERFORMANCE FOR ALTERNATIVE SCENARIOS (YEAR 2035)

#	Target	Goal*	Current Regional Plans	Initial Vision (Round 1)	Initial Vision (Round 2)	Core Concentration	Focused Growth	Constrained Core Concentration	Outward Growth
8	Increase gross regional product (GRP)	+90%			+131%	+134%	+113%	+113%	+113%
9a	Increase non-auto mode share	26%	19%	20%	19%	20%	19%	19%	18%
9b	Decrease automobile vehicle miles traveled per capita	-10%	-8%	-10%	-6%	-6%	-6%	-7%	-5%
10a	Increase local road pavement condition index (PCI)	+19%	+0%	+0%	+5%	+5%	+5%	+5%	+5%
10b	Decrease share of distressed lane-miles of state highways	-63%	+30%	+30%	+30%	+30%	+30%	+30%	+30%
10c	Reduce share of transit assets past their useful life	-100%			+138%	+138%	+138%	+138%	+138%

* = targets achieved via scenarios marked in green; targets where scenarios fell short marked in yellow; targets where scenarios move in the wrong direction marked in red

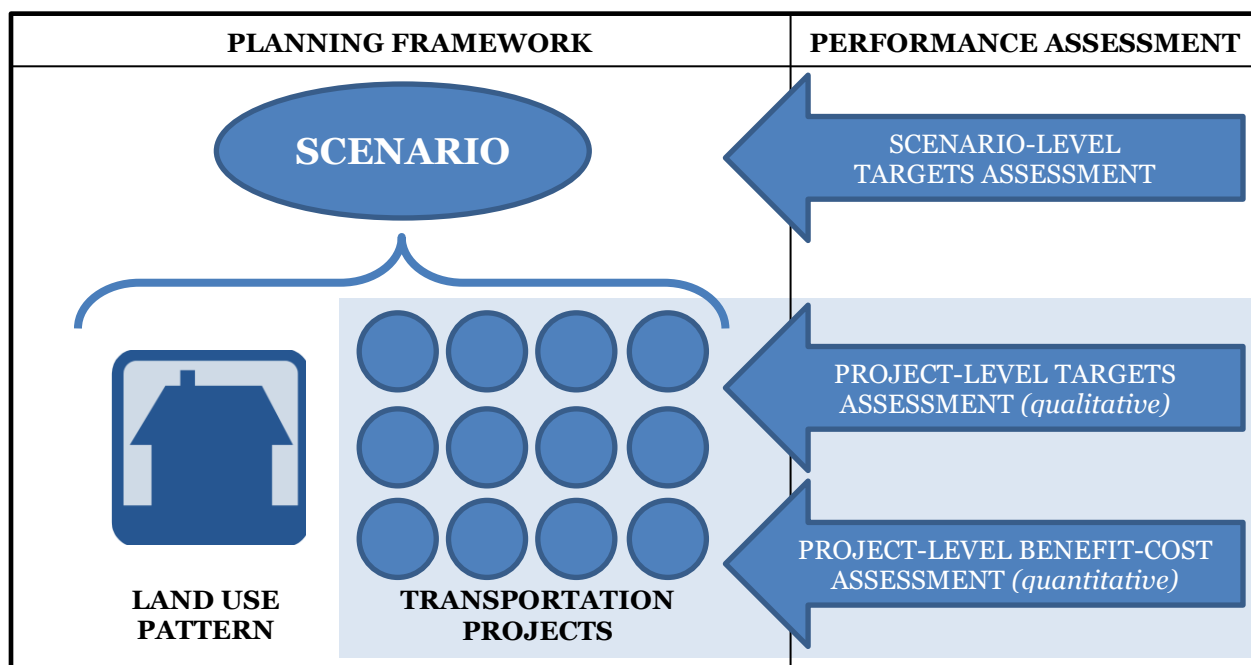
V. PROJECT-LEVEL PERFORMANCE ASSESSMENT

Individual transportation projects were also assessed to determine their support of the Plan’s performance targets and to determine their cost-effectiveness. This effort identified the most effective transportation projects to inform the development of the suite of transportation projects approved as the Preferred Transportation Investment Strategy (later incorporated into the Proposed Plan). Note that project performance assessment result tables can be found in Appendices H and I.

a. Linking Scenario Performance to Project Performance

The project performance assessment conducted for Plan Bay Area goes beyond the scenario-level analysis typical for Regional Transportation Plans across the county. Instead of simply looking at various transportation investment packages tied to land use strategies, the project performance assessment looked at the much more detailed level of individual projects (as shown in Figure 1).

FIGURE 1: PERFORMANCE-BASED PLANNING FRAMEWORK



All uncommitted projects were subject to performance assessment under MTC Resolution No. 4006; committed projects were exempt from the project performance assessment. Projects could achieve committed status by:

- Having a certified Environmental Impact Report (EIR) or Record of Decision (ROD) for Environmental Impact Statement (EIS) by May 1, 2011 and having a full funding plan; or

- Identifying the project as 100% locally funded and therefore not requiring any regional funding.

Two distinct assessments were performed to determine uncommitted projects' utility and efficiency in achieving the Plan's objectives. First, each transportation project, approximately 230 in all, was qualitatively evaluated based on its level of support for the adopted targets. This process sought to answer a fundamental question: does each project being considered for inclusion in the Plan help us reach our goals? Depending on a project's level of support (or adverse impacts), it could receive an overall targets score ranging from +10 (strongly supporting all targets) to -10 (strongly adversely impacting all targets). This project-level targets assessment allowed staff to develop the Proposed Plan that prioritized projects that support the Plan's identified targets; furthermore, it acted as a crucial link between the scenario-level and targets-level analyses.

Second, all major capacity-increasing transportation projects (with total costs exceeding \$50 million and/or with regional impacts) were evaluated using a quantitative, model-based methodology to determine each project's benefit-cost ratio. This process went beyond the adopted performance targets to consider as many quantifiable benefits as possible, seeking to determine which projects are most cost-effective in providing benefits to users and society. Given that benefit-cost ratios were developed for 90 major projects, the assessment focused on categorizing projects' benefit-cost performance by tier – low, medium-low, medium-high, and high – in order to focus primarily on outliers (the highest- and lowest-performers).

The results of this project performance assessment were used for two primary purposes:

- High-performing projects (which performed well on both the targets assessment and the benefit-cost assessment) were prioritized for regional funding in Plan Bay Area.
- Low-performing projects (which exhibited poor performance on either the targets assessment or the benefit-cost assessment) were subjected to additional scrutiny. Project sponsors were asked to present a compelling case to policymakers for inclusion in the Plan.

Note that the medium-performing projects, the category which represented the vast bulk of total projects assessed, were subject to the discretion of county congestion management agencies (CMAs) for prioritization for Plan Bay Area funding.

b. Targets Assessment Methodology

The targets assessment considered the extent to which projects and programs support the ten Plan Bay Area targets adopted by the Commission and ABAG. The assessment was based on a set of qualitative criteria developed with input from MTC's Partnership

Technical Advisory Committee (PTAC), the Regional Advisory Working Group, and the Ad Hoc Project Performance Assessment Technical Committee.

Approximately 230 projects were assessed individually as part of the targets assessment, including the 90 major capacity-increasing projects that were also evaluated as part of the benefit-cost assessment. For projects assessed on an individual basis, staff was able to consider project specifics such as geography, which are especially important for targets such as Adequate Housing, Open Space/Agricultural Preservation, and Economic Vitality.

MTC staff reviewed projects' support for each of the 10 targets and assigned scores based on a five-point scale (strong support = 1.0; moderate support = 0.5; minimal impact = 0; moderate adverse impact = -0.5; strong adverse impact = -1.0). The targets assessment relies on the targets net score, which combines the 10 target scores into a single score ranging from +10 to -10. As the Commission did not select to identify weights of the various targets, all were treated equally when calculating the combined score; note that a target with multiple sub-components (such as the air quality and transportation targets) were treated as a single target for the purposes of this assessment.

Table 5 summarizes the criteria used to assess projects in this qualitative assessment; more detailed information, along with example projects evaluated as part of the targets assessment, can be found in Appendix E.

The remaining 700 smaller projects (not subject to individual evaluation) were grouped into nine categories based on mode, project purpose, and functional class (e.g., expansion, operations, safety). The nine categories were then evaluated against the targets, with each project receiving a target score based on its categorization. These groupings capture many important distinctions relative to the targets but do not allow us to consider geographical differences between small projects. This more limited performance assessment was appropriate because these projects only make up a small fraction of total Plan costs, while the major projects subjected to individual assessment represent all of the high-cost, capacity-increasing projects with significant regional impacts.

c. Benefit-Cost Assessment Methodology

Fundamentally, the benefit-cost (B/C) assessment sought to identify transportation projects that are cost-effective based on the application of state-of-the-practice economic theory. The results of this assessment were intended to ensure that projects included in the Plan were not only sustainable, but also a wise allocation of scarce public dollars. Because of the time-consuming nature of this model-based assessment, the

assessment examined the 90 largest capacity-increasing and regionally-impactful transportation projects across the San Francisco Bay Area.

Forecasting Project Benefits

MTC's activity-based travel model, known as Travel Model One, was used to analyze these projects – which created a level playing field across all of the analyzed projects. This approach allowed for fair comparison of B/C ratios between individual projects, as each project's benefits were calculated using an identical methodology. To determine the impacts of a particular project, a no-build model run was conducted to determine the baseline conditions (e.g. total regional travel time, tons of airborne emissions, fatality collisions, etc.). After changing the baseline conditions to represent project-related improvements – e.g. travel lanes were added, or a rail line was extended – the model was then run again to analyze with-project conditions. Every model run was performed for the geographical scope of the entire Bay Area, meaning that no-build and with-project conditions captured the travel impacts of a given project for simulated travelers across the region. The impacts to each travel metric were calculated by comparing the no-build and with-project model runs. Given the large number of model runs, a 50% sample was utilized for each run – meaning that the travel behavior of half of all Bay Area households was analyzed to determine each project's impacts. This sample size is more than sufficient to forecast the benefits of a transportation project.

Since the activity-based model forecasts the travel behavior of millions of simulated Bay Area residents, its run time is significant. A new modeling approach had to be developed to analyze the number of projects subject to the B/C assessment. This approach, known as “mode choice” modeling, only re-runs the later stages of the model – mode choice and tour assignment – rather than going through the full process of generating new tours. It was assumed that, given the incremental nature of each transportation improvement, the tour generation on a per-project basis is relatively small. That said, the “mode choice” modeling approach did capture other responses to new travel choices, such as changes in departure time, routing, and mode choice caused by project implementation.

Numerous benefits were directly quantified based on model output metrics, including benefits for individuals (such as travel time and trip cost reductions) and for society as a whole (such as improved air quality and reduced CO₂ emissions). Additional benefits, such as health benefits from active individuals, parking costs, and auto ownership were calculated using sketch-level planning tools dependent upon model outputs (such as trip counts, trip distances, and travel times). However, since benefit methodologies were based on outputs of the transportation model, it was not possible to go beyond the model's scope and capture land use impacts and their associated monetized benefits (e.g. from new development or property value increases). Those types of land use benefits are highly challenging to quantify for benefit-cost analysis, given the necessity to differentiate between intraregional transfers and interregional net benefits. More

information about the benefit valuations, their components, and their sources can be found in Table 9.

In limited circumstances, it was necessary to post-process model benefit outputs to account for model shortcomings. Benefit post-processing actions included the following:

- Model output only captured direct particulate matter emissions; emissions were scaled up to account for particulate emissions from road dust and brake/tire wear (*projects impacted: all*).
- Model output exhibited a bug for truck VMT and VHT outputs; these benefits were instead estimated by scaling model outputs for auto VMT and VHT by the ratio of truck to auto volumes on Bay Area roadways (*projects impacted: all*).
- Differences in benefit valuation for utility-based forecasting (travel model logit models) and economic cost-effectiveness evaluation (benefit-cost analysis) led to somewhat inconsistent results for mode-switching travelers. This meant that, without post-processing, a subset of mode switchers experienced a negative benefit from switching to a slower travel time option, even if their utility (the basis for the travel modeling choices) was increased. As such, an out-of-vehicle transit travel time (OVTT) adjustment factor was applied to “zero out” negative OVTT disbenefits from mode switching (*projects impacted: primarily transit investments*).
- The travel model does not allow for interregional transit trips, affecting projects that serve interregional transit travelers. These projects’ benefits were scaled up to account for the expected proportion of non-Bay Area travelers not captured in the model (*projects impacted: BART to Livermore, I-580 Express Bus, ACE Service Expansion*).
- For the project assessment, travel model runs did not incorporate high-speed rail service. Benefits for projects with significant high-speed rail components had their non-HSR model-based benefits supplemented with HSR benefit forecasts from off-model calculations (*project impacted: Transbay Transit Center*).
- The travel model used a fixed set of express lane tolls, as it was not able to dynamically adjust tolls as would occur in real-world operations; this led to excess impacts on carpool formation and unrealistically high carpool mode shifts, affecting project benefits. Express lane project results were instead adjusted to account for this model shortcoming by scaling VMT and travel time benefits to more closely reflect expected carpool mode shifts (*projects impacted: MTC and VTA Express Lane Networks*).

Calculating Benefit-Cost Ratios

While MTC developed estimates of benefits, project costs (both capital and operating) were provided by project sponsors. MTC worked with an independent consultant to review project cost estimates and ensure cost estimates provided by sponsors were

reasonable. When project costs were significantly below the standardized cost estimates, MTC followed up with project sponsors and requested either updated realistic cost estimates or justifications for projects' lower-than-expected cost inputs to the B/C analysis.

In order to calculate the benefit-cost ratio, benefits and costs were annualized to reflect the project impacts in the analysis horizon year of 2035. Benefits were based on year 2035 travel model output for a typical weekday, and therefore had to be multiplied by an annualization factor of 300 to determine the annual benefits. Capital costs were annualized based on the expected useful life of the corresponding transportation asset type as shown in Table 6, and then combined with their net annual operating and maintenance cost. For road projects, lane-mile maintenance costs were standardized using the lane-mile costs by facility type as shown in Table 7. For transit projects, gross operating and maintenance costs came from project sponsors and were converted to net annual operating costs using the agencies' current farebox recovery ratios as shown in Table 8 (thus rewarding agencies that recoup more of their operating costs through new farebox revenue).

TABLE 5: TARGETS ASSESSMENT CRITERIA

#	Target	Criteria for Project Support	Criteria for Adverse Impact
1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks	<ul style="list-style-type: none"> • Advances clean fuels and/or vehicles beyond CARB targets • Provides an alternative to driving alone • Provides a VMT reduction 	<ul style="list-style-type: none"> • Results in a VMT increase
2	House the region’s projected growth	<ul style="list-style-type: none"> • Located in a jurisdiction with at least 1,500 units of forecasted housing production • Located in a jurisdiction with above average past performance in meeting Regional Housing Needs Assessment targets for very low and low income units 	<ul style="list-style-type: none"> • Located in a jurisdiction with below average past performance in meeting Regional Housing Needs Assessment targets for very low and low income units
3	Reduce premature deaths from exposure to particulate emissions	<ul style="list-style-type: none"> • Provides a VMT reduction • Increases walk/bike trips • Increases transit trips 	<ul style="list-style-type: none"> • Results in a VMT increase
4	Reduce the number of injuries and fatalities from all collisions	<ul style="list-style-type: none"> • Implements safety improvements (for all modes) • Provides a VMT reduction • Enhances safety or security for transit passengers 	<ul style="list-style-type: none"> • Results in a VMT increase
5	Increase the average daily time walking or biking per person for transportation	<ul style="list-style-type: none"> • Advances clean fuels and/or vehicles beyond CARB targets • Provides an alternative to driving alone • Provides a VMT reduction 	<ul style="list-style-type: none"> • Results in a VMT increase
6	Direct all non-agricultural development within the urban footprint	<ul style="list-style-type: none"> • Does not consume areas of open space • Does not consume areas of agricultural land • Improves freeway, arterial, or rail access to agricultural lands 	<ul style="list-style-type: none"> • Directly consumes areas of open space • Directly consumes areas of agricultural land

TABLE 5: TARGETS ASSESSMENT CRITERIA

#	Target	Criteria for Project Support	Criteria for Adverse Impact
7	Decrease the share of low-income and lower-middle income residents' household income consumed by transportation and housing	<ul style="list-style-type: none"> • Low-income riders constitute over 40% of the operator's current ridership • Operator servers over 0.5% of total regional low-income ridership 	<i>No projects were determined to have adverse impacts on this target.</i>
8	Increase gross regional product (GRP)	<ul style="list-style-type: none"> • Improves access to/from employment centers and areas on currently congested roadways (all modes) • Improves operations to/from ports or in truck corridors 	<ul style="list-style-type: none"> • Decreases access to port, truck or employment centers
9	Increase non-auto mode share and decrease automobile vehicle miles traveled per capita	<ul style="list-style-type: none"> • Improves transit service • Increases walk/bike and transit trips • Reduces transit travel times • Provides alternatives to the single occupant auto • Reduces household vehicle ownership 	<ul style="list-style-type: none"> • Results in a VMT increase • Increase the need of use of single-occupant vehicles
10	Maintain the transportation system in a state of good repair	<ul style="list-style-type: none"> • Improves roadway surface condition • Replaces or extends the life of bus, rail, or ferry assets 	<i>No projects were determined to have adverse impacts on this target.</i>

TABLE 6: PROJECT LIFECYCLE ASSUMPTIONS	
Project Type	Expected Useful Life
Local Buses	14 years
Express Buses	18 years
BRT Systems	20 years
Roads	20 years
Technology/Operations Components	20 years
Ferry Boats	20 to 30 years
Rail Infrastructure <i>(if supermajority of costs are not for new tunnels and/or stations)</i>	30 years
Rail Infrastructure <i>(if supermajority of costs are for new tunnels and/or stations)</i>	80 years

TABLE 7: ANNUAL ROAD O&M COST ASSUMPTIONS	
Roadway Type	Cost per Lane-Mile (in year 2013 dollars)
Freeway	\$67,000
State Highway	\$58,733
Local Road	\$47,486

TABLE 8: FAREBOX RECOVERY ASSUMPTIONS	
Operator*	Farebox Recovery Ratio
AC Transit	18.8%
ACE	25.9%
BART	65.4%
Caltrain	48.5%
Capitol Corridor	47.0%
County Connection	16.4%
Dumbarton Rail <i>(assumed to be similar to ACE)</i>	25.9%
Golden Gate Bus	15.6%
Golden Gate Ferry	47.1%
LAVTA	19.0%
Marin Transit <i>(operated by Golden Gate)</i>	15.6%
Muni Bus <i>(average of motor bus and trolley bus)</i>	29.9%
Muni Light Rail	22.4%
SamTrans	17.9%
SMART <i>(assumed to be similar to ACE)</i>	25.9%
Sonoma County Bus <i>(weighted average of four operators in Sonoma)</i>	19.0%
Tri-Delta Transit	16.6%
VINE	11.1%
VTA Bus	12.3%
VTA Light Rail	17.1%
WETA	54.3%

* = based on FY 2009-2010 farebox recovery from 2010 Statistical Summary of Transit Operators (http://www.mtc.ca.gov/library/statsum/StatSumm_2010.pdf)

TABLE 9: BENEFIT VALUATIONS

	Benefit	Valuation (\$2013)	What does this valuation include?
Travel Time	In-Vehicle Travel Time (Auto and Transit) per Person Hour of Travel	\$16.03	<p>This valuation is set equal to one-half of the mean regional wage rate (\$32.06). The valuation represents the discomfort to travelers of enduring transportation-related delay and the loss in regional productivity for on-the-clock travelers & commuters.</p> <p><i>Sources: Caltrans Cal B-C Model; Bureau of Labor Statistics National Compensation Survey, 2011</i></p>
	Out-of-Vehicle Travel Time (Transit) per Person Hour of Travel	\$35.27	<p>This valuation is set equal to 2.2 times the valuation of in-vehicle transit time. The valuation represents the additional discomfort to travelers of experiencing uncertainty of transit arrival time, exposure to inclement weather conditions, and exposure to safety risks.</p> <p><i>Source: FHWA Surface Transportation Economic Analysis Model (STEAM)</i></p>
	In-vehicle Travel Time (Freight/ Trucks) per Vehicle Hour of Travel	\$26.24	<p>The valuation is set equal to the average wage rate for a Bay Area employee in the Transportation – Truck Driver (average of heavy and light) occupation sector (\$23.83/hour), plus the average hourly carrying value of cargo (\$2.41/hour).</p> <p><i>Sources: FHWA Highway Economic Requirements System; Bureau of Labor Statistics National Compensation Survey, 2011</i></p>
	Travel Time Reliability (Auto) per Person Hour of Non-recurring Delay	\$16.03	<p>The valuation represents the additional traveler frustration of experiencing non-expected incident related travel delays. The value is set equal to the value of in-vehicle travel time for autos.</p> <p><i>Source: SHRP2 Lo5 Project – "Incorporating Reliability Performance Measures into the Transportation Planning and Programming Processes"</i></p>
	Travel Time Reliability (Freight/Truck) per Vehicle Hour of Non-recurring Delay	\$26.24	<p>The valuation represents the additional loss of regional productivity of experiencing non-expected incident related travel delays. The value is set equal to the value of in-vehicle travel time for trucks.</p> <p><i>Source: SHRP2 Lo5 Project – "Incorporating Reliability Performance Measures into the Transportation Planning and Programming Processes"</i></p>
Collisions	Fatality Collisions (valuation per fatality)	\$4.59 million	<p>The valuation includes the internal costs to a fatality collision victim (and their family) resulting from the loss of life, as well as the external societal costs. The valuation represents:</p> <ul style="list-style-type: none"> • Loss of life for the victims • Medical costs incurred in attempts to revive victims • Loss of enjoyment of family member to other members of the family • Loss of productivity to the family unit (e.g. loss of earnings) • Loss of productivity to society • Loss of societal investment in the victim (e.g. educational costs) <p><i>Sources: Caltrans Cal-BC Model, 2010; National Safety Council, 2010</i></p>

TABLE 9: BENEFIT VALUATIONS

	Benefit	Valuation (\$2013)	What does this valuation include?
	Injury Collisions (valuation per injury)	\$64,000	<p>The valuation includes the internal costs to an individual (and their family) resulting from the injury, as well as the external societal costs. The valuation represents:</p> <ul style="list-style-type: none"> • Pain and inconvenience for the individuals • Pain and inconvenience for the other family members • Medical costs for injury treatment • Loss of productivity to the family unit (e.g. loss of earnings) • Loss of productivity to society <p>Sources: Caltrans Cal-BC Model, 2010; National Safety Council, 2010</p>
	Property Damage Only (PDO) Collisions (valuation per incident)	\$2,455	<p>The valuation includes the internal costs to a property damage collision victim (and their family) resulting from the time required to deal with the collision, as well as the external societal costs from this loss of time. The valuation represents:</p> <ul style="list-style-type: none"> • Inconvenience to the individual and to other members of the family • Loss of productivity to the family unit • Loss of productivity to society <p>Source: Caltrans Cal-BC Model, 2010</p>
Air Quality and Health	CO₂ per Metric Ton	\$55.35	<p>This valuation represents the full global social cost of an incremental unit (metric ton) of CO₂ emissions from the time of production to the damage it imposes over the whole of its time in the atmosphere.</p> <p>Source: BAAQMD Clean Air Plan, 2010 (uprated to year 2035 using a 2% annual adjustment)</p>
	Diesel PM_{2.5} (Fine Particulate Matter) per Ton	\$490,300	<p>These valuations represent the negative health effects of increased emissions including:</p> <ul style="list-style-type: none"> • Loss of productive time (work & school) • Direct medical costs from avoiding or responding to adverse health effects (illness or death). • Pain, inconvenience, and anxiety that results from adverse effects (illness or death), or efforts to avoid or treat these effects • Loss of enjoyment and leisure time • Adverse effects on others resulting from their own adverse health effects <p>Source: BAAQMD Clean Air Plan, 2010</p>
	Direct PM_{2.5} (Fine Particulate Matter) per Ton	\$487,200	
	NO_x per Ton	\$7,800	
	Acetaldehyde (ROG) per Ton	\$5,700	
	Benzene (ROG) per Ton	\$12,800	
	1,3-Butadiene (ROG) per Ton	\$32,200	
	Formaldehyde (ROG) per Ton	\$6,400	
	All Other ROG per Ton	\$5,100	
SO₂ per Ton	\$40,500		

TABLE 9: BENEFIT VALUATIONS

	Benefit	Valuation (\$2013)	What does this valuation include?
	Costs of Physical Inactivity	\$1,220	<p>This valuation represents the savings achieved by influencing an insufficiently active adult to engage in moderate physical activity five or more days per week for at least 30 minutes. It reflects annual Bay Area health care cost savings of \$326 (2006 dollars), as well as productivity savings of \$717 (2006 dollars).</p> <p><i>Source: California Center for Public Health Advocacy/Chenoweth & Associates 2006, "The Economic Costs of Overweight, Obesity, and Physical Inactivity Among California Adults"</i></p>
Direct Costs	Auto Operating Costs per Auto Mile Traveled	\$0.2518	<p>This valuation represents the variable costs (per mile) of operating a vehicle. This valuation includes fuel, maintenance, depreciation (mileage), and tires.</p> <p><i>Source: Caltrans Cal-BC Model, 2010</i></p>
	Truck Operating Costs per Truck Mile Traveled	\$0.3700	
	Parking Costs per Auto Trip	varies by county	<p>For this benefit valuation, costs vary based on the average parking costs for each of the Bay Area counties, taking into account average trip durations, parking subsidy rates, and hourly parking rates. The following per-trip parking cost savings were estimated for each auto trip reduced by county:</p> <ul style="list-style-type: none"> • San Francisco: \$7.16/work trip; \$5.64/non-work trip • San Mateo: \$0/work trip; \$0.04/non-work trip • Santa Clara: \$0.15/work trip; \$0.33/non-work trip • Alameda: \$0.54/work trip; \$0.39/non-work trip • Contra Costa, Solano, Napa, Sonoma, Marin: \$0/work trip; \$0/non-work trip <p>These valuations reflect the average per-trip parking costs (paid for a parking meter or space in a parking garage) based on trip destinations; they are consistent with the assumptions of Travel Model One on parking costs.</p> <p><i>Source: Travel Model One, 2010</i></p>
	Auto Ownership Costs per Vehicle (change in the number of autos)	\$6,290	<p>This valuation represents the annual ownership costs of vehicles, beyond the per mile operating costs. This valuation includes purchase/lease cost, maintenance, and finance charges.</p> <p><i>Source: MTC Bay Area auto ownership analysis, 2011</i></p>
Noise	Noise per Auto Mile Traveled	\$0.0012	<p>This valuation represents the value of property value decreases and societal cost of noise abatement.</p> <p><i>Source: FHWA Federal Cost Allocation Report</i></p>
	Noise per Truck Mile Traveled	\$0.0150	

d. Regional Programs – Off-Model Benefit-Cost Methodology

In addition to county projects that were evaluated using a benefit-cost ratio, MTC also evaluated the cost-effectiveness of its regional programs, which include programs such as Climate Initiatives, the Lifeline Program, and the Freeway Performance Initiative. Unlike capacity-increasing projects that were evaluated using Travel Model One, MTC regional programs were generally not modeled since many of them are programs without capacity improvements that can be accurately reflected in a regional travel demand model. An alternative method was developed that captures the benefits of the projects in one of two ways: 1) the estimated VMT reduced by the projects that was used to calculate all the performance metrics via a correspondence ratio or 2) the estimated nominal benefit(s) of the project that directly yielded a benefit-cost ratio.

Programs that used the VMT reduction approach relied on existing research to estimate the amount of VMT that could be reduced by the given program. These VMT estimates were used to generate metrics such as improved air quality and reduced CO₂ emissions in the same way that the travel model outputs were used to generate the program benefits for the projects that were analyzed in Travel Model One. The metrics were then monetized with the same values for the modeled projects and a ratio was calculated based on the program costs. For programs where no reliable VMT estimate could be obtained, such as the local streets and roads and transit maintenance programs, the direct benefits were estimated (such as avoided costs from on-time maintenance) and, along with the program costs, a benefit-cost ratio was calculated.

Detailed information on the benefit-cost assessment for MTC regional programs can be found in Appendix D.

e. Supplementary Assessments

In addition to the targets assessment and benefit-cost assessment for all major projects, three supplemental assessments were conducted to address other important issues raised by stakeholders.

First, a confidence assessment was performed for each project's benefit-cost assessment in order to identify potential limitations of the benefit-cost assessment. Given that all evaluation methods have limitations, it was important to document known shortcomings of the approach used in order to better inform policymakers of the strengths and weaknesses of the analysis results. The criteria evaluated as part of the confidence assessment sought to identify the primary shortcomings of the quantitative assessment approach and were categorized under the following concepts:

- **Travel Model Output**
 - Does the travel model have limitations in understanding a particular type of travel behavior (e.g. weaving)?
 - Does the travel model lack an understanding of specific travel conditions (e.g. ridership or traffic volumes)?
- **Framework Completeness**
 - Does the travel model output capture all of the primary benefits of the project?
 - Are we capturing all of the real-world limitations of relevant transportation systems (e.g. transit vehicle crowding)?
- **Timeframe Inclusiveness**
 - Is the project an “early winner” (i.e. can be implemented quickly and provides key benefits in the short term)?
 - Is the project a “late bloomer” (i.e. benefits will not be realized until the final years of the planning horizon)?

The confidence assessment results table can be found in Appendix J.

Second, sensitivity testing was undertaken in order to understand how the benefit valuations affect the cost-effectiveness estimates for various projects. Considering the sensitivity of valuations for travel time, travel delay, carbon dioxide emissions, collisions, and noise – as well as the potential for cost savings from more efficient transit operations – allowed for a better understanding of potential limitations of the benefit-cost ratios. While most of these tests indicated that valuation changes would have minimal impacts on the overall ratio (as shown in Appendix F), the valuation of travel time did play a significant role in the calculation of benefit-cost. While road projects were most dependent on travel time for their monetized benefits, all projects’ benefit-cost ratios were reduced somewhat when travel time was valued at a significantly lower level. Most importantly, however, the ranked order of projects remained relatively consistent overall, meaning that the prioritization effort was relatively immune to valuation sensitivity issues.

Third, a project’s equity considerations were highlighted and then utilized to conduct a geographic analysis. Each major transportation project was mapped in order to determine whether it is located within a Community of Concern (CoC) or Community Air Risk Evaluation (CARE). Next, each project located in a Community of Concern was evaluated to determine whether it truly served that community, which was defined as providing access to the residents of that neighborhood (e.g. bus stop, rail station, interchange ramp, arterial intersections, etc.). Finally, three of the target scores most focused on equity issues – adequate housing, particulate matter emissions in CARE communities, and low-income H+T affordability - were summed to calculate an equity targets score ranging from +3 to -3, analogous to the overall target score. Further information on this equity review can be found in Appendix G; the equity target scores

and corresponding equity maps can be found in Appendices L and M. [Note: approximately 30 projects analyzed during the supplemental project performance assessment process in early 2013 did not undergo this geographical assessment.]

f. Key Findings of Project Performance Assessment

Significant differences were apparent between projects of different modal types. Road efficiency projects, such as ramp metering in MTC's Freeway Performance Initiative program and new HOV/auxiliary lanes, were highly cost-effective and exhibited moderate support for the performance targets. Road expansion projects, such as the proposed SR-239 Expressway and the MTC Express Lanes Network, were somewhat cost-effective but demonstrated adverse impacts on key performance targets (e.g. CO₂ emissions reduction). Finally, transit projects in general were only marginally cost-effective but performed the strongest in terms of supporting the Plan's performance targets.

Several key trends emerged from the project performance assessment results, which then informed the development of the Proposed Plan. This process allowed high-performing projects to receive prioritized regional funding, while low-performing projects were subjected to additional scrutiny, as described in the following section.

Modal Performance Differences

Efficiency projects (which focus on improving existing transportation assets) typically performed better on both components of the project assessment than expansion projects (which emphasize widening highways or extending fixed transit guideways to new service areas). Implementation of ITS technologies – such as ramp metering and signal coordination – through programs like MTC's Freeway Performance Initiative performed better than freeway widening projects; this is due to the cost-effectiveness of efficiency projects in comparison to capital-intensive construction. Congestion pricing projects, including a proposal to implement cordon pricing in San Francisco's central business district, were shown to be even more highly cost-effective, given their ability to reduce congestion and fund additional transit service with net revenues. In addition to their cost-effectiveness, road efficiency and congestion pricing projects achieved many of the Plan Bay Area targets. In comparison, the Express Lane Network projects, which include some widening elements, showed adverse impacts for some of the Plan Bay Area targets by increasing capacity for automobiles through construction of new highway lane-mileage.

Transit efficiency projects also performed very well, demonstrating a high level of cost-effectiveness and strong support for the targets. Projects such as bus rapid transit systems in San Francisco and Oakland emphasized high-demand corridors where

dedicated lanes and bus signal priority achieve substantial benefits at a relatively low cost. In fact, the highest-performing project in the entire assessment – the BART Metro Program – was entirely focused on efficiency. This project, emphasizing improvements to the urban core of the heavy-rail BART system, would construct new turnbacks and implement express train service to provide more frequent and faster service along existing routes. In this era of constrained resources, both transit and road efficiency projects strongly support regional goals and provide the best “bang per buck”.

Geographical Differences

Another key trend emerged based on the geographic location of a given transportation project. In general, both road and transit projects in the urban core of the Bay Area had higher benefit-cost ratios, which is logical given greater levels of traffic congestion and transit ridership in urban areas. This is primarily due to the large populations in these core regions; more individuals are likely to benefit from a given project’s implementation in a major population center. Projects at the edges of the region typically exhibited lower benefit-cost ratios, while at the same time receiving lower target scores due to these projects’ propensity to spur sprawl and induce greenfield development patterns.

This was particularly evident with transit projects; less-dense locations often lead to reduced accessibility to/from transit stops and therefore lower levels of ridership. This was exemplified by projects in the North Bay counties of Marin and Sonoma, where both transit frequency improvements and commuter rail extensions showed benefit-cost ratios less than one. In comparison, some of the region’s highest-performing transit projects were along the densest corridors in the region – San Francisco’s Market Street and Van Ness Avenue as well as Oakland’s MacArthur Boulevard and International Boulevard.

Visualizing the Results

The results of the project-level performance assessment are summarized in a series of bubble charts, as shown in Figures 2, 3, and 4. Each bubble chart shows the benefit-cost ratio (on the vertical axis) and the target score (on the horizontal axis), while the bubble size corresponds to the magnitude of benefits. High-performers can be identified in the upper-right corners of each bubble chart, while low-performers can be found on the left side and bottom edge of each bubble chart.

g. High-Performing and Low-Performing Projects

The project performance assessment process was not intended to merely serve as an informational item for policymakers. As discussed earlier, it was designed to influence the development of the Proposed Plan by prioritizing high-performing projects and

requiring low-performing projects to submit a compelling case for approval by the MTC Planning Committee. This effort played a major role in aligning regional discretionary dollars to the most cost-effective projects, while removing cost-ineffective projects and projects with adverse impacts on the performance targets.

In February 2012, the MTC Planning Committee approved a set of criteria to identify high- and low-performing projects. High-performing projects were defined as projects with high benefit-cost ratios (at least 10) and moderate target scores (at least +2), and as projects with high target scores (at least +6) and moderate benefit-cost ratios (at least 5). Low-performing projects were defined as projects with benefit-cost ratios below 1 or target scores at or below -1.

Thirteen projects were identified as high-performers; most of these projects were focused on efficiency improvements to existing systems (such as BART Metro or FPI) or major high-capacity transit expansions to dense urban areas (such as BART to San Jose or new bus rapid transit lines in San Francisco). These projects were prioritized for regional funding; major high-performing transit projects marked in bold reflect the region's latest New Starts and Small Starts funding priorities:

- **BART Metro Program**
- Treasure Island Congestion Pricing
- Congestion Pricing Pilot
- **AC Transit Grand-MacArthur BRT**
- Freeway Performance Initiative
- ITS Improvements in San Mateo County
- ITS Improvements in Santa Clara County
- Irvington BART Station
- **SFMTA Transit Effectiveness Project**
- **Caltrain Service Frequency Improvements (6-Train Service during Peak Hours) + Electrification (SF to Tamien)**
- **BART to San Jose/Santa Clara (Phase 2: Berryessa to Santa Clara)**
- **Van Ness Avenue BRT**
- Better Market Street

Thirty-four low-performing projects were also flagged as part of this process. These low-performing projects were subject to additional scrutiny, as they failed to meet a basic cost-effectiveness threshold or had adverse impacts on the Plan's adopted performance targets. Project sponsors had three choices on how to proceed after their project had been identified as a low-performer:

- Project sponsors could drop their low-performing project and instead fund other projects identifying as high- or medium-performing.

- Project sponsors could rescope their project to exclude the construction phase or could agree to fund the project using 100% local dollars (exempting their project from the compelling case process).
- Project sponsors could submit a compelling case for consideration by the MTC Planning Committee under a set of eligible compelling case criteria. In addition, low-performing projects seeking approval for inclusion in the Plan needed to have a full funding plan (i.e. project needed to be financially feasible).

The following twelve low-performing projects were submitted during the Call for Projects but were later dropped by project sponsors as a result of the compelling case process. These projects were therefore not included in the Proposed Plan.

- EV Solar Installation
- Golden Gate Bus Service Frequency Improvements
- Monterey Highway BRT
- BART to Livermore (Phase 2)
- Downtown East Valley (Phase 2: LRT)
- Sunnyvale-Cupertino BRT
- Capitol Expressway Light Rail Extension (Phase 3: to Nieman)
- SR-116 Widening & Rehabilitation (Elphick Road to Redwood Drive)
- SR-4 Widening (Marsh Creek Road to San Joaquin County line)
- SR-4 Bypass Completion (SR-160 to Walnut Avenue)
- SR-12 Widening (Walters Road to Sacramento County line)
- SR-4 Upgrade to Full Freeway (Phase 2: Cummings Skyway to I-80)

The following twelve low-performing projects were submitted during the Call for Projects but were substantially rescope by project sponsors as a result of the compelling case process. The projects were therefore included as modified below in the Proposed Plan.

- **Project sponsor agreed to only pursue right-of-way acquisition**
 - ACE Service Expansion
- **Project sponsor agreed to only pursue environmental studies**
 - Dumbarton Rail
 - SMART (Phase 3: Extension from Windsor to Cloverdale)
 - Capitol Corridor Service Frequency Improvements (Oakland to San Jose)
 - Petaluma Cross-Town Connector/Interchange
 - SR-239 Expressway Construction (Brentwood to Tracy)
 - Whipple Road Widening (Mission Boulevard to I-880)
 - US-101 Widening (Gilroy to San Benito County line)
- **Project sponsor agreed to fund the project with 100% local sales tax dollars**

- Pacheco Boulevard Widening
- Vasona Light Rail Extension (Phase 2)
- **Project sponsor agreed to fund the project with 100% toll revenue dollars**
 - New SR-152 Alignment

Two additional low-performing projects were identified as a result of a supplemental project performance assessment in the spring of 2013. These projects were both rescoped as a result of the supplemental compelling case process in May 2013 and therefore remained in the Proposed Plan as modified.

- **Project sponsor agreed to fund the project with 100% local dollars**
 - James Donlon Boulevard/Expressway (Kirker Pass Road to Somersville Road) + Kirker Pass Operational Improvements
 - San Tomas Expressway Widening (SR-82 to Williams Road)

Eight low-performing projects decided to pursue the compelling case process; these projects needed to submit a case based on the established compelling case criteria, which focused on the limitations of the project performance assessment. In other words, project sponsors needed to highlight a known limitation of the assessment and show how addressing that analytical limitation might shift them outside of the low-performing range. If the project was flagged due to a low benefit-cost ratio, project sponsors needed to show how limitations in the travel model (Category 1) led to an underestimated B/C ratio and provide evidence that a model limitation, if resolved, could have led to a ratio above 1. Additionally, project sponsors could cite support for key federal air quality and social equity requirements (Category 2) that did not receive additional weight in either the B/C or targets assessments as justification for a compelling case.

The complete list of adopted compelling case criteria is provided below:

Category 1: Benefits Not Captured by the Travel Model

- a) Serves an interregional or recreational corridor
- b) Provides access to international airports
- c) Project benefits accrue from reductions in weaving, transit vehicle crowding, or other travel behaviors not well represented in the travel model
- d) Enhances system performance based on complementary new funded investments

Category 2: Federal Requirements

- a) Cost-effective means of reducing CO₂, PM, or ozone precursor emission (on cost per ton basis)

- b) Improves transportation mobility/reduces air toxics and PM emissions in communities of concern

All eight of these projects had their compelling cases approved by the MTC Planning Committee in April 2012, primarily relying on case 2b (serves a community of concern) to highlight the projects' support of important social equity goals. These projects were therefore included in the Proposed Plan.

- **Compelling case: project serves one or more communities of concern**
 - Lifeline Transportation Program
 - Capitol Expressway Light Rail Extension (Phase 2: to Eastridge Transit Center)
 - Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements
 - Sonoma Countywide Bus Service Frequency Improvements
 - Marin Countywide Bus Service Frequency Improvements
 - Farmers Lane Extension
- **Compelling case: project provides cost-effective emissions reduction**
 - SR-84/I-680 Interchange Improvements + SR-84 Widening
- **Compelling cases: project provides service for recreational trips and address transit vehicle crowding**
 - Historic Streetcar Expansion Program
- **Compelling case: changes to project scope and costs lead to benefit-cost ratio greater than 1**
 - SMART (Phase 2: Extensions to Larkspur & Windsor + Pathway)

All in all, the compelling case process successfully removed billions of dollars of low-performing projects from Plan Bay Area and boosted the cost-effectiveness of the overall Plan.

FIGURE 2: PROJECT PERFORMANCE ASSESSMENT – RESULTS BY PROJECT TYPE

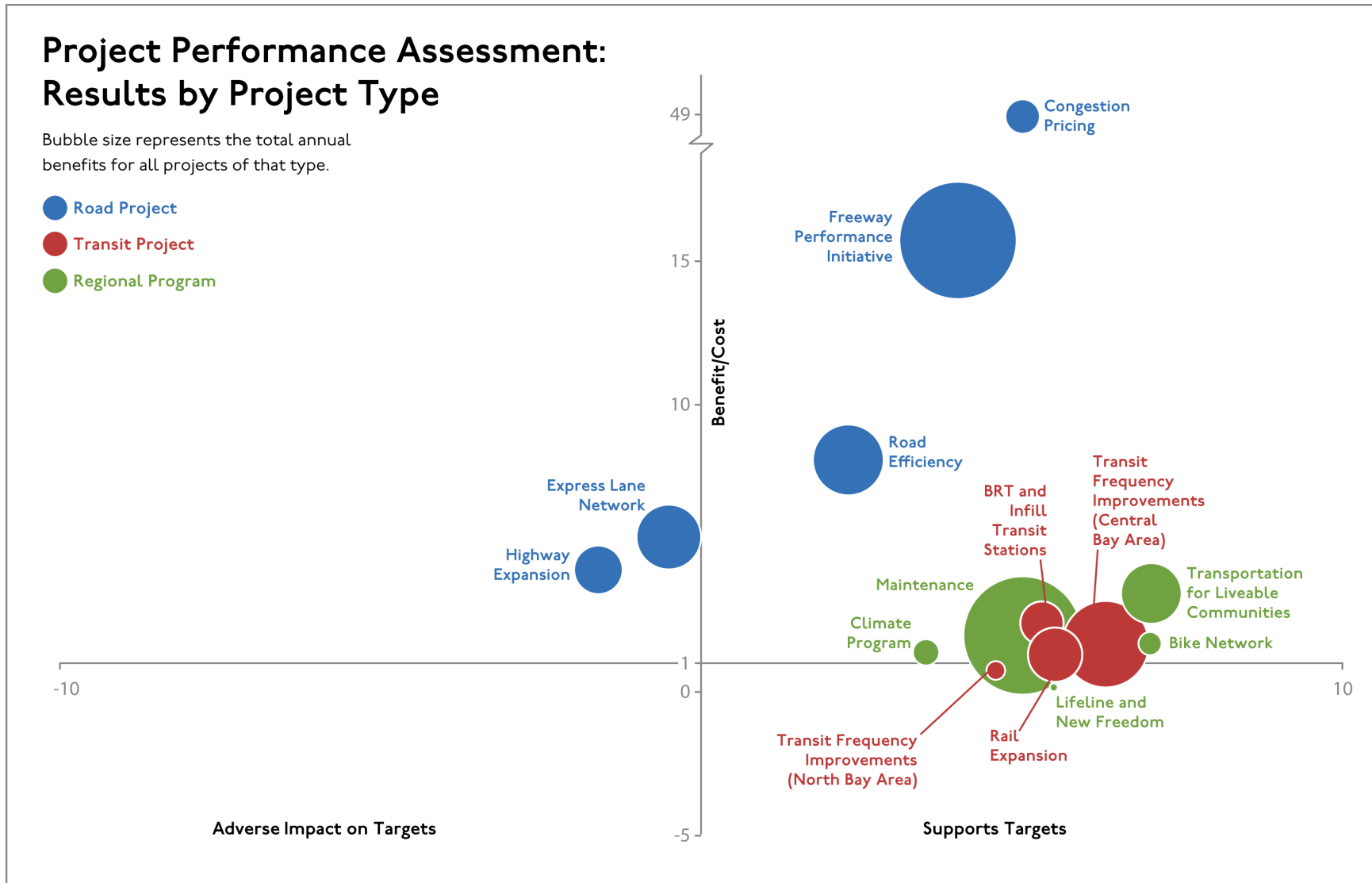


FIGURE 3: PROJECT PERFORMANCE ASSESSMENT – ROAD PROJECT RESULTS

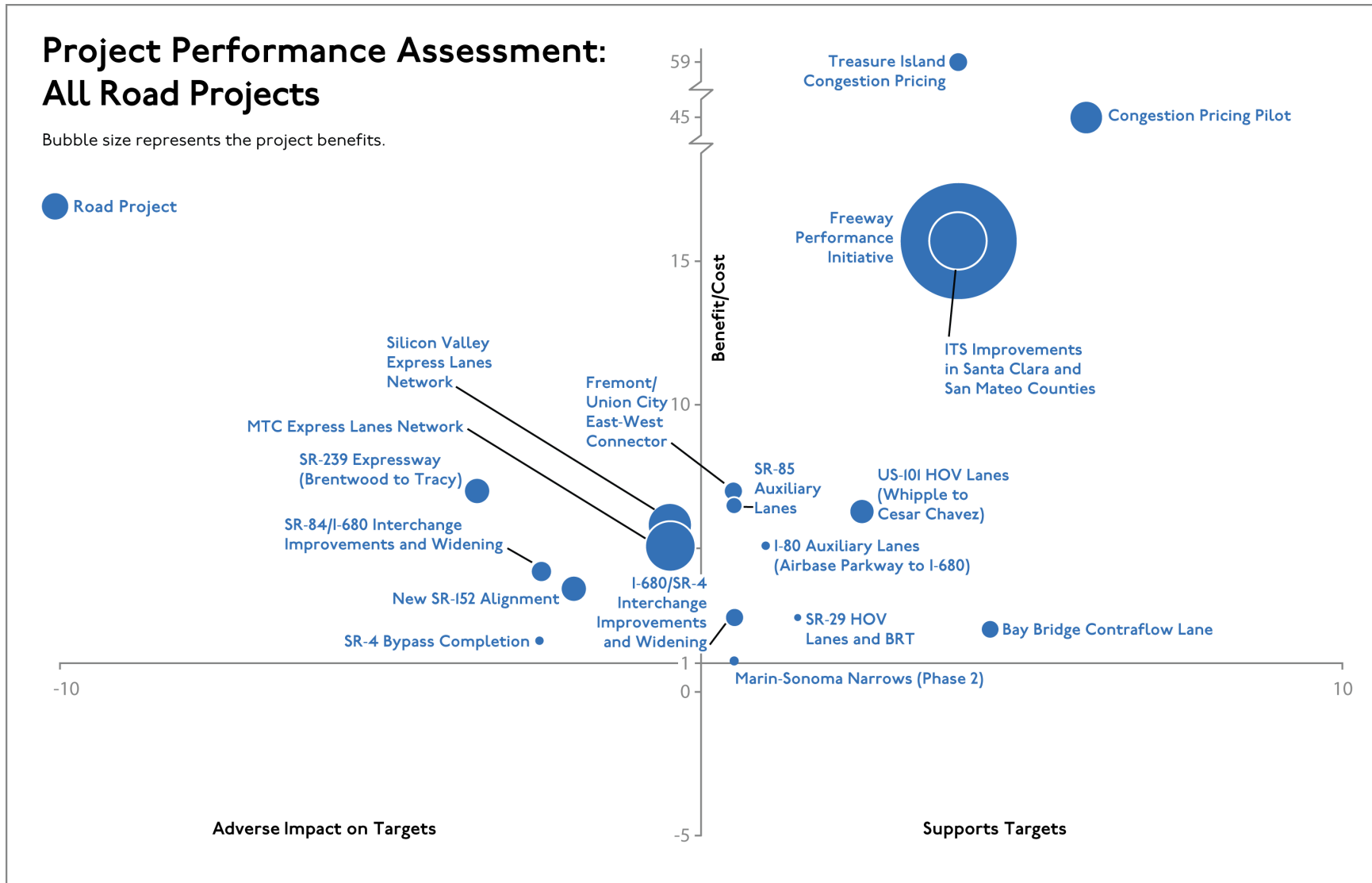
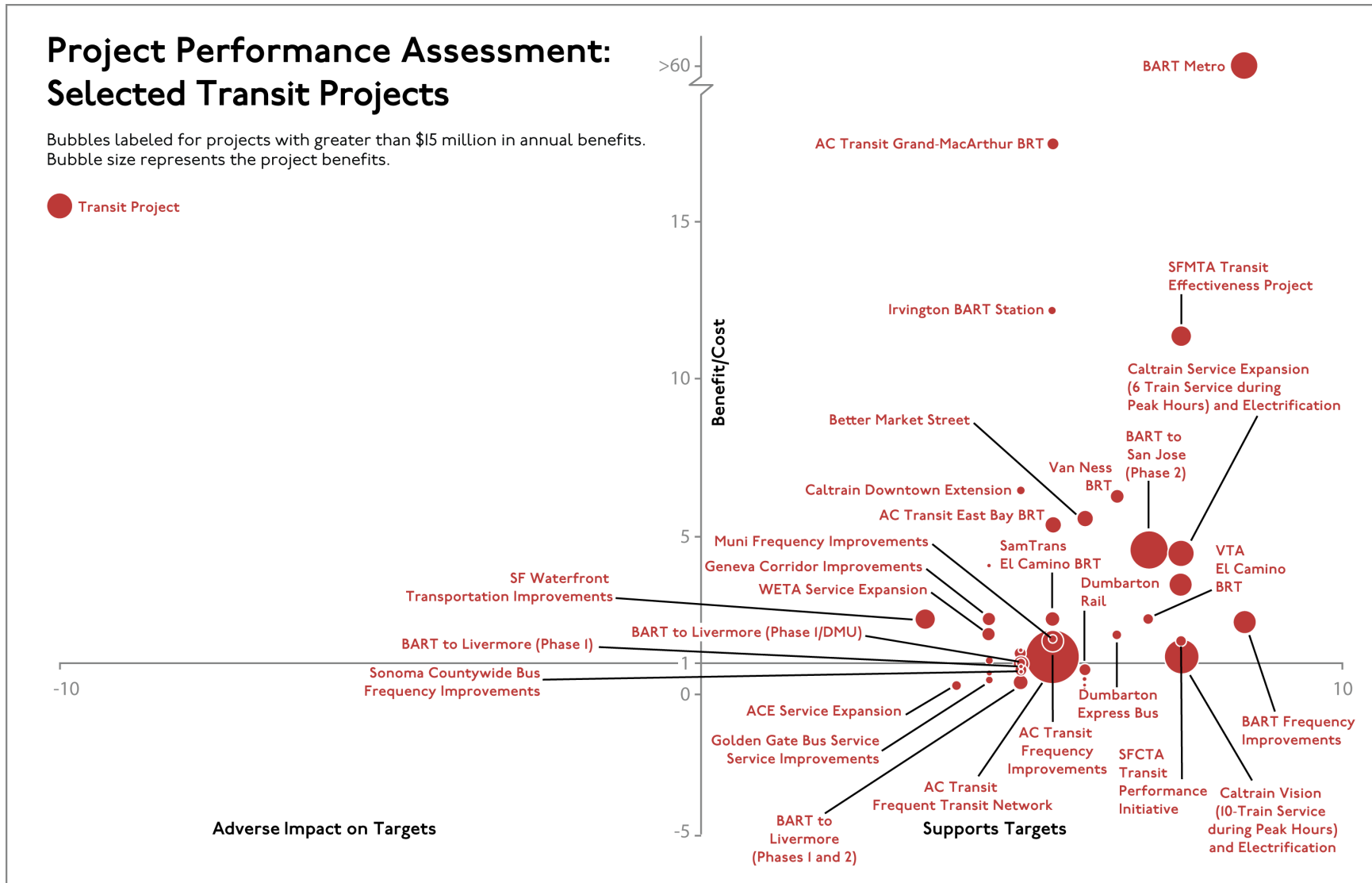


FIGURE 4: PROJECT PERFORMANCE ASSESSMENT – TRANSIT PROJECT RESULTS



VI. PROPOSED PLAN AND EIR ALTERNATIVES PERFORMANCE ASSESSMENT

Similar to the alternative scenarios evaluated in 2011 and described in Chapter IV of this report, staff analyzed the Proposed Plan and the various Environmental Impact Report (EIR) alternatives studied in 2012 and 2013. This process sought to highlight the results of the performance-based planning process and examine whether any concepts studied in the EIR should be considered as potential alternatives to the Proposed Plan due to their strong targets performances.

In general, the target methodologies for this round of performance targets assessment were consistent with those used in prior rounds of analysis, with a few exceptions. The most significant change was that targets were evaluated for horizon year 2040, instead of year 2035 from prior analyses. Detailed methodology information for each performance target can be found in Appendix B.

a. Development of the Proposed Plan

The Proposed Plan, also known as the Draft Plan or the preferred alternative for the Plan Bay Area EIR, was built upon the alternative scenarios process and the transportation project performance assessment, as well as input from local jurisdictions. The alternative scenarios process highlighted the need to develop a transportation investment package that provided greater funding for operating and maintaining the existing system. High-performing projects identified in the project performance assessment were prioritized for regional discretionary funding, while additional funding was provided to Climate Initiatives, the One Bay Area Grant program, the Transit Priority Initiative, and road efficiency programs such as the Freeway Performance Initiative.

On the land use side, the alternative scenarios process led to the creation of the Jobs-Housing Connection land use pattern which relied on lower control totals than unconstrained scenarios previously evaluated; it focused heavily on PDA growth, particularly in the “Big 3” cities (San Francisco, Oakland, and San Jose) with existing lower levels of per-capita GHG emissions. Additional revisions to the land use pattern were also made by ABAG staff to reflect local jurisdictions’ feedback.

b. Defining EIR Alternatives

Alternative 1 – No Project: This alternative represented the potential scenario if Plan Bay Area is not implemented. Under this alternative, no new regional policies would be

implemented in order to influence local land use patterns and no uncommitted transportation investments would be made.

Alternative 2 – Proposed Plan: This alternative was selected by MTC and ABAG as the preferred plan option for Plan Bay Area; it represented a combination of the Jobs-Housing Connection land use strategy and the Preferred Transportation Investment Strategy, both developed as a result of the alternative scenarios analysis in early 2012. Refer to section (a) above for further details on the Proposed Plan.

Alternative 3 – Transit Priority Focus: This alternative sought to develop a focused growth pattern primarily in the region’s urban core by relying on Transit Priority Project eligible areas (TPPs), which are areas with high-frequency transit service that are eligible for higher-density development streamlining, as per SB 375. This alternative was meant to leverage the significant investment the region has made and continues to make in frequent transit services.

Alternative 4 – Enhanced Network of Communities: This alternative sought to provide sufficient housing for all people employed in the San Francisco Bay Area and allowed for more dispersed growth patterns than the proposed Plan. This alternative reflected input from the region’s business community, which requested an alternative that mirrors the land use pattern previously identified in Current Regional Plans.

Alternative 5 – Environment, Equity, and Jobs: This alternative reflected the development proposal presented by Public Advocates, Urban Habitat, and TransForm during the scoping period. This alternative sought to maximize affordable housing in high-opportunity urban and suburban areas through incentives and housing subsidies. The suburban growth was supported by increased transit service to historically disadvantaged communities funded by a potential VMT tax and higher bridge tolls.

Additional details on the EIR alternative definitions can be found in the Plan Bay Area Environmental Impact Report.

c. Climate Protection Target

Adopted Target #1: Reduce per-capita CO₂ emissions from cars and light-duty trucks by 15%.

Target Performance: EIR Alternatives

- **Goal: -15%**
- No Project: -8%
- **Proposed Plan: -18%**
- Transit Priority Focus: -17%

- Enhanced Network of Communities: -16%
- Environment, Equity, and Job: -17%

By 2040, all of the EIR alternatives achieve the greenhouse gas reduction target, with the notable exception of the No Project alternative. This is primarily due to the fact that the four successful alternatives all emphasize some version of focused growth and implement significant transit expansion projects. At the same time, the No Project alternative does not include certain elements of the Climate Initiatives program funded using uncommitted revenues, which is critical to the target achievement for all other alternatives.

For this target, it is also important to examine the statutory goal established by year 2035. In addition to the No Project alternative, Enhanced Network of Communities also falls short of the 15% per-capita reduction for that year. The three alternatives that do meet the year 2035 goal for GHG reduction (Proposed Plan, Transit Priority Focus, and Environment, Equity, and Jobs) all achieve a per-capita 16% reduction in GHG emissions between 2005 and 2035.

d. Adequate Housing Target

Adopted Target #2: House 100% of the region's projected growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents.

Target Performance: EIR Alternatives

- **Goal: 100%**
- No Project: 100%
- **Proposed Plan: 100%**
- Transit Priority Focus: 100%
- Enhanced Network of Communities: 118%
- Environment, Equity, and Jobs: 100%

All of the EIR alternatives achieve this target as each provides sufficient housing for the envisioned growth in the region. As required by SB 375, the alternatives studied house the region's population growth. However, only the Enhanced Network of Communities alternative generates additional housing to eliminate the region's net in-commuting pattern (thus going above and beyond the adopted goal). The four remaining alternatives only produce sufficient housing to avoid increasing the share of residents who must commute from outside the region.

e. Healthy and Safe Communities Targets

Adopted Target #3: Reduce premature deaths from exposure to particulate emissions.

- a) Reduce premature deaths from exposure to fine particulates (PM_{2.5}) by 10%.
- b) Reduce coarse particulate emissions (PM₁₀) by 30%.
- c) Achieve greater reductions in highly impacted areas.

Target Performance: EIR Alternatives

- **Goals: a) -10%; b) -30%; c) Yes**
- No Project: a) -71%; b) -16%; c) Yes
- **Proposed Plan: a) -71%; b) -17%; c) Yes**
- Transit Priority Focus: a) -72%; b) -17%; c) Yes
- Enhanced Network of Communities: a) -69%; b) -14%; c) No
- Environment, Equity, and Jobs: a) -72%; b) -18%; c) Yes

All of the alternatives considered far exceed the premature mortality target for fine particulate emissions, thanks primarily to statewide truck regulations scheduled to take effect over the planning period. With regards to coarse particulate matter, all alternatives fall somewhat short but certainly reflect a major improvement for the region. Notably, the Enhanced Network of Communities alternative has the smallest reductions due to its greater regional population growth.

For CARE community PM impacts, most of the alternatives show greater reductions in those highly impacted locations. The key exception is Enhanced Network of Communities; the greater levels of VMT in that alternative, resulting from higher regional control totals, causes slightly lower levels of PM₁₀ reduction in CARE communities than in non-CARE communities.

It is important to note that the results for this target assessment may vary from the Plan Bay Area EIR as they feature slightly different definitions for air pollutants. Additional information on the target methodology can be found in Appendix B.

Adopted Target #4: Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian).

Target Performance: EIR Alternatives

- **Goal: -50%**
- No Project: +18%
- **Proposed Plan: +18%**
- Transit Priority Focus: +17%

- Enhanced Network of Communities: +23%
- Environment, Equity, and Jobs: +16%

None of the EIR alternatives reduce collisions; in fact, collisions are expected to grow between 16 percent and 23 percent over the planning period under the alternatives considered. As discussed earlier, this is primarily due to regional growth leading to greater total VMT; as Environment, Equity, and Jobs has the lowest level of total VMT, it also has the least growth in total collisions. Enhanced Network of Communities has the greatest growth in total collisions due to the fact that it has the higher regional control totals than any other alternative, leading to the greatest total VMT within the region.

Adopted Target #5: Increase the average daily time walking or biking per person for transportation by 70% (for an average of 15 minutes per person per day).

Target Performance: EIR Alternatives

- **Goal: +70%**
- No Project: +12%
- **Proposed Plan: +17%**
- Transit Priority Focus: +18%
- Enhanced Network of Communities: +13%
- Environment, Equity, and Jobs: +20%

None of the EIR alternatives achieve the physical activity target for active transportation, but all of them are moving in the right direction. The No Project and Enhanced Network of Communities alternatives perform the worst, given their growth pattern's suburban emphasis; Environment, Equity, and Jobs performs the best given its significant investment in public transit services. As many transit riders walk or bicycle to transit, the boost in ridership tends to increase physical activity as more individuals rely on forms of active transportation instead of the automobile.

f. Open Space and Agricultural Preservation Target

Adopted Target #6: Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries).

Target Performance: EIR Alternatives

- **Goal: 100%**
- No Project: 53%

- **Proposed Plan: 100%**
- Transit Priority Focus: 100%
- Enhanced Network of Communities: 100%
- Environment, Equity, and Jobs: 100%

As four of the EIR alternatives assume strict adherence to current adopted urban boundary lines, all of those alternatives fully achieve this target by locating all new households and businesses in existing urban areas rather than greenfield lands outside of growth boundaries. The notable exception is the No Project alternative. In this alternative, 53 percent of new developed acreage occurs within the urban footprint, with the rest occurring in greenfield lands adversely affecting farmlands and natural areas. This target analysis highlights the critical need for local jurisdictions to prevent expansion of urban growth boundaries in order to achieve the goals of Plan Bay Area.

It is important to note that the results for this target assessment may vary from the Plan Bay Area EIR as they feature a slightly different definition for open space consumption. Additional information on the target methodology can be found in Appendix B.

g. Equitable Access Target

Adopted Target #7: Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing.

Target Performance: EIR Alternatives

- **Goal: -10%**
- No Project: +8%
- **Proposed Plan: +3%**
- Transit Priority Focus: +5%
- Enhanced Network of Communities: +3%
- Environment, Equity, and Jobs: +2%

This target, which represented a goal of aggressively improving the region's affordability for low-income and lower-middle income residents, remains vexingly out of reach for all of the EIR alternatives studied. Housing costs continue to be the most significant burden for working-class residents of the region, representing 42 percent of typical household costs under Proposed Plan, Transit Priority Focus, and Enhanced Network of Communities. No Project is expected to have somewhat higher housing costs as a result of its lack of affordable housing subsidies, while Environment, Equity, and Jobs is expected to have the lowest share of income spent on housing as a result of its significant affordable housing subsidy levels.

With regards to transportation costs, Enhanced Network of Communities and the Proposed Plan are expected to have the lowest costs for working-class households, with higher costs forecasted under No Project, Transit Priority Focus, and Environment, Equity, and Jobs. The net result of combined housing and transportation costs leads to Environment, Equity, and Jobs having the strongest performance on this target, with the sprawl-oriented No Project alternative leading to the greatest growth in combined housing and transportation costs.

h. Economic Vitality Target

Adopted Target #8: Increase gross regional product (GRP) by an average annual growth rate of approximately 2% (+110% target for year 2040).

Target Performance: EIR Alternatives

- **Goal: +110%**
- No Project: +118%
- **Proposed Plan: +119%**
- Transit Priority Focus: +118%
- Enhanced Network of Communities: +123%
- Environment, Equity, and Jobs: +118%

All of the EIR alternatives exceed the gross regional product target, reflecting the impact of significant population and job growth forecasted under ABAG's regional control totals. All of the alternatives analyzed had relatively similar performance, with the notable exception of Enhanced Network of Communities. That alternative's significantly stronger performance is a result of higher levels of population and employment resulting from the no net in-commuting assumption. As additional residents choose to locate within the region and bring along additional service-sector jobs, the Bay Area's gross regional product would be expected to increase in a commensurate manner.

While not resulting in as significant an increase in GRP as Enhanced Network of Communities, the performance of the Proposed Plan slightly exceeds that of the No Project alternative; this is a result of several factors. First, the Proposed Plan includes significant investments in transportation infrastructure that slightly reduces traffic congestion. Second, greater access to labor under the proposed land use pattern generates higher levels of industrial productivity (value added per employee). While the difference is not very significant, it is important to recognize that the Proposed Plan has a slight positive benefit (above and beyond the status quo) for the region's economic vitality.

Additional information on the economic impacts of the EIR alternatives can be found in Appendix C.

i. Transportation System Effectiveness Targets

Adopted Target #9: Increase non-auto mode share by 10% and decrease automobile vehicle miles traveled per capita by 10%.

Target Performance: EIR Alternatives

- **Goals: 26%; -10%**
- No Project: 19%; -5%
- **Proposed Plan: 20%; -9%**
- Transit Priority Focus: 20%; -8%
- Enhanced Network of Communities: 19%; -9%
- Environment, Equity, and Jobs: 21%; -9%

All of the alternatives fall short of the mode shift and VMT per capita reduction targets, but all move in the right direction. In particular, the Environment, Equity, and Jobs alternative performs the best for this target, achieving a 21% non-auto mode share thanks to its substantial investments in the region's transit system. All of the alternatives, except for No Project, nearly achieve the VMT per capita reduction target. The forecasted reductions in VMT per capita are primarily due to the focused growth strategy of those alternatives, as individuals will be closer to key destinations such as work, school, or retail.

Adopted Target #10: Maintain the transportation system in a state of good repair:

- a) Increase local road pavement condition index (PCI) to 75 or better.
- b) Decrease distressed lane-miles of state highways to less than 10% of total lane-miles.
- c) Reduce share of transit assets past their useful life to 0%.

Target Performance: EIR Alternatives

- **Goals: a) +19%; b) -63%; c) -100%**
- No Project: a) -21%; b) +63%; c) +179%
- **Proposed Plan: a) +8%; b) +63%; c) +88%**
- Transit Priority Focus: a) +8%; b) +63%; c) +88%
- Enhanced Network of Communities: a) +8%; b) +11%; c) +88%
- Environment, Equity, and Jobs: a) +13%; b) +52%; c) +88%

Of the three state of good repair targets, only local road pavement conditions are expected to improve under the EIR alternatives analyzed (with the exception of the No Project alternative); freeway distressed lane-miles and the share of transit assets past their useful life are expected to degrade, even with significant state of good repair investments envisioned in the Plan.

Local street quality varies between the EIR alternatives as a result of different funding levels. No Project does not include significant uncommitted regional funding to improve pavement quality, while Environment, Equity, and Jobs boosts funding for local street quality and therefore has a slightly higher PCI target performance. With regards to the state highway distressed lane-miles target, No Project, Proposed Plan, and Transit Priority Focus all result in a significant worsening of state highway pavement conditions, as no regional funding is used to supplement state SHOPP maintenance funds. In Enhanced Network of Communities (and Environment, Equity, and Jobs to a lesser extent), new funding sources such as increased bridge tolls are used to slow the degradation of state highway facilities. Transit state of good repair, while also degrading in all alternatives, performs better than the No Project alternative as a result of regional funding allowing operators to replace vehicles and infrastructure earlier than otherwise possible.

j. Overall EIR Alternative Performance Trends

The performance analysis of EIR alternatives highlights the similarities between the alternatives evaluated, especially since a number of the alternatives simply represent different paths towards the same goal – focused growth near public transit. The most significant contrast to this result can be found in the poor performance of the No Project alternative, particularly with regards to GHG reduction and open space protection; these results demonstrate the shortcomings associated with a more dispersed land use pattern. Note that many of the smaller differences between the remaining alternatives need to be interpreted carefully given their relative similarities; key conclusions based on careful interpretation of the results are listed below. Table 10 provides a full list of performance target results for the various EIR alternatives studied.

- **The Environment, Equity, and Jobs alternative, with its investments in public transit rather than highway expansion, performs the best on performance targets related to lower auto use.** Reduced levels of driving, combined with focused growth in urban and suburban locations, lead to the strongest performance on targets such as air quality, active transportation, low-income household affordability, and non-auto mode share.
- **The No Project alternative highlights the limitations of a dispersed growth pattern, as well as the importance of continued investments in transportation.** This alternative leads to lower levels of transit utilization,

walking, and bicycling than other alternatives. At the same time, it has much greater impacts due to its reliance on suburban and exurban greenfield development. Without transportation funding for uncommitted projects or for the Climate Initiatives program to achieve the GHG target, the No Project alternative falls short of the regional goals.

- **Similar to the alternative scenarios, the higher regional control totals for the Enhanced Network of Communities alternative degrade its performance for certain targets.** Higher levels of population and jobs in that particular alternative result in more emissions and more collisions, even though the alternative has the greatest performance on VMT per capita reduction. Furthermore, the alternative's reduced funding for Climate Initiatives weakens its performance on the GHG reduction target, causing it to fall behind the Proposed Plan.
- **Except for the No Project alternative, higher investment levels for maintenance and operations in the EIR alternatives lead to better outcomes for local streets and public transit.** As a result of the targets assessment for the alternative scenarios, additional funding was allocated for local roads and public transit assets; in the case of transit state of good repair, this had a significant effect on the target performance when compared to the earlier round of scenarios. While neither achieves the adopted targets, both targets underline the importance of performance assessment throughout the planning process, as funding shifts can be implemented to respond to poor target performance in early analysis rounds. Additional funding in the Enhanced Network of Communities alternative for state highway maintenance also highlights how state of good repair investments can have a significant impact on target performance. Maintaining the region's transportation assets remains a critically important regional challenge in ensuring the continued vitality of the Bay Area.

TABLE 10: TARGET PERFORMANCE FOR EIR ALTERNATIVES (YEAR 2040)							
#	Target	Goal	No Project	Proposed Plan	Transit Priority Focus	Enhanced Network of Communities	Environment, Equity, and Jobs
1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks	-15%	-8%	-18%	-17%	-16%	-17%
2	House the region's projected growth	100%	100%	100%	100%	118%	100%
3a	Reduce premature deaths from exposure to fine particulates	-10%	-71%	-71%	-72%	-69%	-72%
3b	Reduce coarse particulate emissions	-30%	-16%	-17%	-17%	-14%	-18%
3c	Achieve greater reductions in highly impacted areas	Yes	Yes	Yes	Yes	No	Yes
4	Reduce the number of injuries and fatalities from all collisions	-50%	+18%	+18%	+17%	+23%	+16%
5	Increase the average daily time walking or biking per person for transportation	+70%	+12%	+17%	+18%	+13%	+20%
6	Direct all non-agricultural development within the urban footprint	100%	53%	100%	100%	100%	100%

TABLE 10: TARGET PERFORMANCE FOR EIR ALTERNATIVES (YEAR 2040)

#	Target	Goal	No Project	Proposed Plan	Transit Priority Focus	Enhanced Network of Communities	Environment, Equity, and Jobs
7	Decrease the share of low-income and lower-middle income residents' household income consumed by transportation and housing	-10%	+8%	+3%	+5%	+3%	+2%
8	Increase gross regional product (GRP)	+110%	+118%	+119%	+118%	+123%	+118%
9a	Increase non-auto mode share	26%	19%	20%	20%	19%	21%
9b	Decrease automobile vehicle miles traveled per capita	-10%	-5%	-9%	-8%	-9%	-9%
10a	Increase local road pavement condition index (PCI)	+19%	-21%	+8%	+8%	+8%	+13%
10b	Decrease share of distressed lane-miles of state highways	-63%	+63%	+63%	+63%	+11%	+52%
10c	Reduce share of transit assets past their useful life	-100%	+179%	+88%	+88%	+88%	+88%

* = targets achieved via scenarios marked in green; targets where scenarios fell short marked in yellow; targets where scenarios move in the wrong direction marked in red

VII. APPENDICES

- a. Errata Sheet
- b. Scenario Performance Assessment Target Methodologies
- c. Economic Impact Analysis
- d. Project Performance Assessment Regional Program Evaluation
- e. Project Performance Assessment Detailed Targets Assessment Criteria
- f. Project Performance Assessment Benefit-Cost Sensitivity Testing
- g. Project Performance Assessment Equity Considerations Documentation
- h. Project Performance Assessment Summary Tables
- i. Project Performance Assessment Detailed Tables
- j. Project Performance Assessment Benefit-Cost Confidence Assessment
- k. Project Performance Assessment Targets Criteria Data Tables
- l. Project Performance Assessment Equity Considerations Tables
- m. Project Performance Assessment Equity Maps

APPENDIX A: Errata Sheet

This appendix highlights the key differences between the Draft Performance Assessment Report (released in April 2013) and the Final Performance Assessment Report (released in July 2013). Changes shown in Table A1 were made to correct minor errors, as well as to provide additional clarity on methodology and results.

TABLE A1: REVISIONS TO PERFORMANCE ASSESSMENT REPORT

Final Report Chapter	Revisions from Draft Report
I	<ul style="list-style-type: none"> An executive summary was added to provide an overview of performance assessment methodology, results, and conclusions.
II	<ul style="list-style-type: none"> This chapter was substantially revised to reflect the addition of a separate executive summary. A brief outline of the overall document was added to guide readers through the document framework.
III	<ul style="list-style-type: none"> Additional information was added describing the baseline and horizon years for the Plan Bay Area performance targets.
IV	<ul style="list-style-type: none"> Further clarification was added regarding the collision target selection.
V	<ul style="list-style-type: none"> The total number of projects evaluated individually was updated to reflect additional projects analyzed as part of the supplemental project performance assessment in spring 2013. Section (c) on the benefit-cost assessment methodology was significantly enhanced with additional information on post-processing and off-model benefits. Additional language was added on the low-performing projects' compelling case process, including the ultimate outcome for each of the 34 low-performing projects. 2 low-performing supplemental projects were added to the compelling case section
VI	<ul style="list-style-type: none"> Updated GHG results for the various alternatives studied in the EIR were incorporated in the performance results table; these changes increased the per-capita GHG reduction for Alternative 3 from -16% to -17%. The preferred alternative (as known as the Draft Plan) was relabeled as Proposed Plan in order to make it consistent with the EIR.
Other	<ul style="list-style-type: none"> An appendix was added to the performance report providing further detail on the economic impact analysis conducted for the alternative scenarios and EIR alternatives. Project performance results from the supplemental project performance assessment in spring 2013 were added to the targets assessment results tables in Appendix I. Updates were made to chapter, table, figure, and appendix numbers to reflect new sections and additional material.

- The definition of urban growth boundaries was clarified to match the Plan Document and EIR, using the term “urban boundary lines and zones” when applicable.
- Minor updates were made throughout the document to improve readability or fix grammatical issues from the Draft Report.

APPENDIX B: Scenario Performance Assessment Target Methodologies

Adopted Target #1: Reduce per-capita CO₂ emissions from cars and light-duty trucks by 15%.

Travel Model One was utilized to forecast reductions in greenhouse gas emissions as a result of various Plan Bay Area scenarios. Daily travel patterns were analyzed as a result of scenarios' transportation investments and land use patterns, making possible the calculation of vehicle miles traveled and speed of travel. ARB's EMFAC air quality model was then used to calculate the pounds of carbon dioxide emissions associated with that amount of regional travel. For more information about the travel modeling process, refer to the Travel Model One Data Summary supplemental report.

Additional off-model greenhouse gas reductions were also added following the inclusion of the Climate Initiatives Program in the Proposed Plan and EIR alternatives. These reductions, resulting from the Plan's funding of electric vehicle incentives and smart driving initiatives (among other programs), were calculated by estimating the direct greenhouse gas emissions reduction of specific funded programs, rather than forecasting travel impacts in the model. This is appropriate as many of the programs are not designed to necessarily reduce VMT, but instead reduce emissions through cleaner vehicles and improved driving habits. Further documentation of these off-model calculations can be found in Travel Model One Data Summary supplemental report.

Adopted Target #2: House 100% of the region's projected growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents.

Vision Scenarios: For the vision scenarios, the regional household growth forecasts for the two alternatives were compared to unconstrained level of growth forecasted in the Initial Vision Scenario. These growth forecasts were developed by ABAG in early 2011 and envisioned CRP growth based on historical trends and IVS growth of 267,000 more housing units than CRP as a result of PDA-focused growth.

Formula: % of growth housed = (household growth in scenario X) / (household growth in unconstrained Initial Vision Scenario)

Alternative Scenarios: Unlike the other two rounds for this performance target, the target was measured based on total households, rather than the increment of household growth (in other words, it counted housing the existing population as part of the target achievement). Target achievement was based on the unconstrained Initial Vision Scenario (Fall 2011) which had higher control totals than three of the alternative scenarios, but lower control totals than the Initial Vision Scenario (Spring 2011).

Formula: % of region housed = (total households in scenario X) / (total households in unconstrained scenarios)

EIR Alternatives: For the EIR alternatives, the regional household growth forecasts for the five alternatives were compared to the growth forecast assuming no increase in the regional share of in-commuting. That forecast is the basis of the Proposed Plan and its control totals were used for Alternatives 1, 2, 3, and 5; Alternative 4 is the only alternative with greater control totals as a result of its goal to achieve no net in-commuting in the region. Thus, that alternative performs above and beyond this target as it builds more than is required to accommodate growth at current in-commuting rates.

Formula: % of growth housed = (household growth in alternative X) / (household growth with no increase in the regional share of in-commuting)

Adopted Target #3: Reduce premature deaths from exposure to particulate emissions.

- a) Reduce premature deaths from exposure to fine particulates (PM_{2.5}) by 10%.
- b) Reduce coarse particulate emissions (PM₁₀) by 30%.
- c) Achieve greater reductions in highly impacted areas.

First, overall emissions estimates were generated by Travel Model One and EMFAC, the state's emissions forecasting tool. These emissions estimates take into account the future VMT and speeds from the travel model, as well as assumed improvements in vehicle technologies. The model not only estimates the particulate matter impacts, but also changes in NO_x emissions that lead to secondary PM_{2.5}.

Second, BAAQMD leveraged their existing Multi-Pollutant Evaluation Methodology (MPEM) tool to estimate how reductions in emissions of various air pollutants impact key health outcomes such as premature mortality, cardiovascular disease, and asthma. MPEM can be used to estimate how changes in emissions of direct tailpipe emissions of PM_{2.5}, as well as NO_x emissions that contribute to formation of ammonium nitrate, will impact premature mortality. Because the MPEM model is designed to work based on current population data, the premature mortality figures were scaled proportionately to represent baseline year and horizon year population forecasts developed by ABAG.

Third, the particulate emissions were calculated based on their location in CARE and non-CARE communities; tailpipe emissions and brake/tire wear contributing to PM₁₀ were calculated for all major travel corridors and the vicinities of these travel corridors were examined to determine whether or not they passed through a CARE community. This made possible the calculation of total emissions per day in CARE and non-CARE communities; percent reductions for these two areas were compared to determine the target result.

The modeling tools available changed over the course of the process as indicated below:

Vision Scenarios: The EMFAC 2009 model was used to forecast emissions for year 2035; however, this round of scenarios did not incorporate emission reductions from heavy-duty truck regulations not yet fully enacted. The CARE target calculation tool also had not been developed and therefore no results were calculated for target 3c.

Alternative Scenarios: The EMFAC 2009 model was used to forecast emissions for year 2035; this round of scenarios did incorporate emission reductions from heavy-duty truck regulations, which are expected to significantly reduce particulate matter from diesel vehicles. The inclusion of these regulations was the primary reason for target result differences between the Vision and Alternative Scenarios. Similar to the Vision Scenarios analysis, the CARE target calculation tool also had not been developed and therefore no results were calculated for target 3c.

EIR Alternatives: As the Plan has a 2040 horizon year, MTC/ABAG wanted to examine Plan performance for that year; however, past analyses had been constrained by EMFAC 2009 and other modeling tools that did not go past the year 2035. With the release of EMFAC 2011 by CARB, MTC was able to analyze air quality impacts for year 2040; thus, this updated model was used for the Proposed Plan and EIR alternatives. The CARE communities analysis tool was also available and was used to compare EIR alternatives' equity impacts for PM reduction.

Adopted Target #4: Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian).

MTC forecasts injuries and fatalities caused by motor vehicle collisions using a combination of MTC Travel Model One output and collision rate data for different roadway types. MTC's travel model forecasts VMT for specific road types for each analysis year. Collision rates are then applied based off of historical data from SWITRS; these rates reflect all collisions, including bicycle and pedestrian collisions. The rates applied reflect the specific road types – including freeways, arterials, local streets, etc. – incorporating the number of lanes included in the traffic model. For more information about the travel modeling process, refer to the Travel Model One Data Summary supplemental report.

Adopted Target #5: Increase the average daily time walking or biking per person for transportation by 70% (for an average of 15 minutes per person per day).

To determine the average minutes per person of active transportation, the average walk, bike and transit associated walk trip times for all trip purposes were taken from Travel

Model One and combined to determine the active transportation minutes per person. To get typical walk and bike trip travel times, the small number of outliers (very long and very short travel times) were excluded. For more information about the travel modeling process, refer to the Travel Model One Data Summary supplemental report.

Adopted Target #6: Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries).

Based on the adopted language of the resolution, all scenarios and EIR alternatives evaluated were compared to the year 2010 urban footprint, rather than a year 2005 baseline like most other targets.

Vision Scenarios: ABAG analytical staff assessed the target using a person-based approach, rather than acreage impact approach. Greenfield consumption was forecasted based on household change within traffic analysis zones (TAZs). Each of the 1454 TAZs were classified based on their overall state of development (urbanized, undeveloped, or a mixture of both). Based on growth levels in each TAZ, greenfield impacts varied based on this classification – urbanized TAZ growth had no impact on greenfields, undeveloped TAZ growth had 100% impact on greenfields, and mixed TAZ growth was assumed to have 50% impact on greenfields (the rest occurring within existing urban areas). The target result represents the share of growth occurring in existing urban areas as a proportion of total regional growth. Acreage impacts were also considered using the ABAG CLARA model, but these did not factor into the target result.

Alternative Scenarios: ABAG planning staff assessed the target using a person-based approach, rather than acreage impact approach. Growth was examined on a TAZ-level using a GIS-based analysis; growth on rural TAZs was flagged as greenfield development.

EIR Alternatives: Using the output of the UrbanSim model for all alternatives, ABAG staff examined the acres of new development, as well as significant redevelopment, across the region. Staff identified whether those acres were within the 2010 urban footprint or whether those acres were on greenfield lands outside the urban footprint; the result reflects the percentage of total acres developed that occurred within the urban footprint. This methodology better matches with the adopted target's aim to preserve agricultural and natural areas, rather than the population-based approach used in prior rounds. This was only possible due to the parcel-based nature of UrbanSim, which allows for the examination of individual development and redevelopment projects forecasted under each alternative.

Adopted Target #7: Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing.

In order to determine the share of residents' household income consumed by transportation and housing, we combine the outputs of both the transportation and land use models to more accurately determine the value. Both models are adjusted to identify costs for low-income households (defined as households with income between \$0 and \$30,000 [in year 2000 dollars]) and for lower-middle-income households (defined as households with income between \$30,000 and \$60,000 [in year 2000 dollars]).

From the transportation model, all user costs are included in the cost calculation. This factors in the costs of maintaining and owning an automobile, purchasing transit fares and passes, and paying bridge and roadway tolls (among other user costs). These costs can be forecasted using MTC's travel model based on typical travel behavior for low-income and lower-middle-income residents and the model's assumptions about gas prices, toll fees, transit fares, etc. Additional documentation of the travel model can be found in the Travel Model One Data Summary supplemental report.

The housing cost methodology varied significantly throughout the planning process; detailed housing cost methodology information can be found in the Plan Bay Area Equity Analysis. That report also delves more deeply into affordability issues for low-income families in the region.

Adopted Target #8: Increase gross regional product (GRP) by an average annual growth rate of approximately 2% [+90% target for year 2035; +110% target for year 2040].

Vision Scenarios: An appropriate economic impact analysis model had not yet been developed for the region during this phase of Plan Bay Area. Therefore, results are not available for the vision scenarios.

Alternative Scenarios/EIR Alternatives: The gross regional product target calculation relied on the economic software package TREDIS, developed by Economic Development Research Group (EDRG), to estimate the gross regional economic output for the region. TREDIS reported employment for 54 industries based on the North American Industry Classification System (NAICS). The economic analysis measured the effects to the region from changes made to the transportation network and residential and nonresidential development patterns.

Existing regional models were used as model inputs to forecast gross regional product. First, ABAG's projections and land use data (generated by UrbanSim only as part of the EIR alternatives process) provided the geographic distribution of new residents and employment in the region; the changing land use pattern affects business operating

costs, agglomeration benefits, and the labor pool available for employers, among other factors. Second, Travel Model One data, which forecasts travel behavior and costs, enables the forecast to capture improved regional mobility that supports economic growth.

Adopted Target #9: Increase non-auto mode share by 10% and decrease automobile vehicle miles traveled per capita by 10%.

Both non-auto mode share and VMT per capita targets are direct outputs of Travel Model One. First, all non-auto (transit, bicycle, and pedestrian) trips are summed and divided by the total number of regional trips to calculate non-auto mode share. Second, for each auto trip, the trip distance is calculated between the origin and destination; these distances are summed for all trips in the model and then divided by the regional population to calculate VMT per capita.

Adopted Target #10: Maintain the transportation system in a state of good repair:

- a) Increase local road pavement condition index (PCI) to 75 or better.
- b) Decrease distressed lane-miles of state highways to less than 10% of total lane-miles.
- c) Reduce share of transit assets past their useful life to 0%.

These state of good repair (SGR) targets are measured using post-processing methodologies (developed by MTC's Programming and Allocations section) to estimate the road and transit conditions in the future.

- Pavement condition index is calculated using a combination of MTC's pavement asset management software, StreetSaver (which projects roadway conditions), and the financial constraints of the alternative under analysis (which reflects funding available for maintenance). Existing pavement conditions are presumed to degrade over time as a result of traffic loads and weather-related stress unless funding is used to preventively maintain the roadways, or funding is used to rehabilitate or reconstruct already severely deteriorated roadways.
- Caltrans defines distressed lane-miles as lane-miles with "poor structural condition or poor ride quality". Caltrans also defines the methodology for determining the distressed lane-miles on the state highway system – lane-miles are added to the metric when the wear-and-tear is estimated to cause that highway segment to be defined as "distressed", while lane-miles are subtracted from the metric when repairs or infrastructure replacement fixes structural or surface issues that causes them to no longer be defined as "distressed". Similar to the PCI methodology, MTC's travel mode assumptions regarding roadway improvements, combined with traffic levels to indicate wear-and-tear, are

merged with financial constraints (which reflect funding for roadway repair and replacement) to estimate total distressed lane-miles.

- For the transit asset target, asset age can be estimated based on the amount of funding forecast to be available for transit capital replacement (MTC's Regional Transit Capital Inventory). Assets are weighted based on their costs, so replacement of higher priced transit assets yields greater impact towards the achievement of this target when compared to lower priced assets. Financial constraints dictate when particular operators are able to replace or retrofit vehicles. Additional related indicators, such as transit revenue service disruption caused by asset age, can be calculated using the TERM model developed by consultant Booz Allen Hamilton. That model is able to estimate the condition rating across the fleet using decay curves, based on data from the National Transit Database (NTD).

APPENDIX C: Economic Impact Analysis

This appendix provides detail related to the economic impacts of Plan Bay Area as measured by gross regional product (GRP), detailing the process used to forecast GRP and the results for the various scenarios analyzed. As indicated in Chapter IV, GRP was selected as a performance target in order to gauge how integrated transportation and land use scenarios and EIR alternatives (developed as part of the Plan Bay Area process) could affect the region's economic vitality. Consultant Cambridge Systematics was hired to conduct the economic analysis, both for the planning scenarios and for the alternatives analyzed in the Plan Bay Area Environmental Impact Report (EIR).

Selection of GRP as a Measure of Economic Vitality

While previous regional transportation plans (RTPs) have emphasized the three E's of sustainability – Economy, Environment, and Equity – business stakeholders emphasized that Plan Bay Area should more robustly consider economic performance by adding gross regional product as one of 10 performance measures used to evaluate scenario outcomes. GRP is the market value of all final goods and services produced in a given year within the nine Bay Area counties; it measures the size of the regional economy, including wages, benefits, proprietors' income (which captures the output of the self-employed), and other property-type income (which include profits)³.

In addition to GRP, several other economic impact measures were considered based on input from a range of stakeholders. These metrics are illustrated in Table C1, along with the key strengths and limitations associated with each one. Given the strong support from the business community for using GRP as the regional measure of economic vitality, along with its direct emphasis on the economy as a whole, GRP was ultimately selected as the Plan Bay Area economic vitality performance metric.

TABLE C1: STRENGTHS AND LIMITATIONS OF POTENTIAL MEASURES

Economic Vitality Measure Considered	Strengths	Limitations
<p>Access to Labor Average share of workers within 30 minutes (by car) or 45 minutes (by transit) of worksites</p>	<ul style="list-style-type: none"> • One of the primary economic drivers of regional productivity • Directly affected by both transportation and land use 	<ul style="list-style-type: none"> • Reflects only one driver of overall economic growth
<p>Affordability Share of low and/or lower-middle income household incomes spent on transportation and housing</p>	<ul style="list-style-type: none"> • Focuses on primary personal economic issue that Plan Bay Area can affect through transportation and land use policies 	<ul style="list-style-type: none"> • Important for individuals but not a general economic indicator

³ Profits may be repatriated to a Bay Area firm's headquarters outside the nine counties. Profits for the finance, insurance, and real estate (FIRE) industries, for example, constitute a significant share of their output.

TABLE C1: STRENGTHS AND LIMITATIONS OF POTENTIAL MEASURES

Economic Vitality Measure Considered	Strengths	Limitations
Gross Regional Product	<ul style="list-style-type: none"> Summarizes overall economic growth in most aggregate terms Strong support from business community 	<ul style="list-style-type: none"> Transportation and land use policies can only marginally impact GRP Does not reflect income inequality impacts
Transportation Costs or Cost-Effectiveness <i>Total costs (or cost-effectiveness) for operating, maintaining, and improving the region's transportation system</i>	<ul style="list-style-type: none"> Key goal of regional transportation plan 	<ul style="list-style-type: none"> Focuses on allocation of funding rather than economic impacts Accounts only for transportation
Transportation Performance Index	<ul style="list-style-type: none"> Reflects aspects of transportation supply, quality of service, and utilization that affect business 	<ul style="list-style-type: none"> Plan Bay Area would not affect many index components (air, rail, marine) Driven by transportation decisions (rather than land use)
Property Tax Revenue	<ul style="list-style-type: none"> Can be influenced by housing supply, which is primary Plan Bay Area element Provides indication of local jurisdiction revenues 	<ul style="list-style-type: none"> Does not provide overall indication of economic health Incomplete picture of local government revenues Driven primarily by land use decisions (rather than transportation)

Discussion of GRP Analysis

As discussed in chapters IV and VI, MTC and ABAG developed five alternative scenarios and five EIR alternatives during the planning process; each of these was analyzed to determine its performance against the Plan Bay Area performance targets, including GRP.

Cambridge Systematics used the economic software package TREDIS developed by Economic Development Research Group for this analysis. TREDIS combines IMPLAN input-output tables, macroeconomic forecasts from Moody's, and econometric equations to model how economic activity will change for a county or group of counties due to changes in the transportation system or land use patterns⁴. Data from two sources was used to assess each scenario or EIR alternative:

1. MTC's travel demand model (Travel Model One) developed forecasts for travel behavior and costs based on proposed land uses and transportation investments.

⁴ Refer to <http://tredis.com/index.php/products/inside-tredis> for a detailed description of the software's functionality.

2. ABAG's projected land use data provided the geographic distribution of new residents and employment based on land use policy assumptions.

Effects on GRP from Transportation Investments

Regional and local transportation investments affect the economic output of a region because of three key direct benefits. These benefits include:

1. Reduced business and household costs through lower congestion, accidents, and vehicle operating costs;
2. Expanded businesses access to customer or supplier markets; and
3. Increased size and diversity of the labor pool from which businesses can recruit workers.

The majority of direct benefits from transportation investments come from the reduction of business costs and increased productivity. When a region's businesses spend less on transportation per unit of output, they can better compete against similar firms located outside the region and capture greater market share. As these local firms increase their production, they hire more workers (i.e., direct employment and primary-income generation) and they buy more inputs, which causes their suppliers to hire more workers (indirect employment and secondary-income generation). In turn, these additional workers (induced employment, which is generated from direct plus indirect employment and primary and secondary-income) consume products and services that require more workers (e.g., retail clerk, school teachers, etc.), which boost the region's output, income, and employment further (i.e., tertiary impacts).

Effects on GRP from Land Use Patterns and Policies

Land use patterns and policies can generate economic benefits when businesses are concentrated closer together (i.e., business-to-business agglomeration) and have closer access to a larger and more diverse pool of labor (access to labor). Agglomeration impacts of land use policies are in addition to the direct travel savings obtained from transportation investments and shorter trip distances. Labor pool expansion and concentration give rise to productivity benefits that are not included in the travel time reduction benefit. Economic theory posits that benefits arise from five separate consequences of higher residential and industrial densities: matching, sharing, knowledge spillovers (or learning), competition, and access to labor⁵. Collectively, these five consequences may be called agglomeration effects.

The first four of the five agglomeration effects involve firm interactions that result from higher concentration of employment. These benefits result from an increase in the number and size of firms interacting within a given region. Empirical research indicates that employment density increases worker and firm interactions, which results in

⁵ Krugman, P. (1991). "Increasing Returns and Economic Geography," *Journal of Political Economy*, 99, 483-499.

increased business productivity. In particular, these business-to-business and worker-to-worker agglomeration effects reflect the benefits of proximity between firms based on the following concepts:

- **Sharing benefits** are closely tied to economies of scale. Large pools of customers allow for economic activities that would otherwise be unprofitable. A simple example would be an office supply store, which is poorly supported by a small number of businesses in a low-density office development, but becomes profitable in a high-density commercial development. These are called “sharing benefits” precisely because demand can be shared across a large number of companies or people.
- **Knowledge spillovers** occur as people interact. They share ideas and knowledge and collaborate to create new knowledge. Proximity is a key to knowledge diffusion, although it has emerged that proximity can be measured in ways other than spatial distance. With economic density, the potential for interactions increases and can improve the pace and breadth of learning and knowledge accumulation. This knowledge, over time, gets embodied in worker skills and production techniques to improve firms’ productivity.
- **Competition** is a driving force in innovation. Industrial clustering can speed knowledge growth by forcing firms to innovate or fail. Clustering expands customers’ access to the number of firms that directly compete with each other for their business. As the number of market participants increases, 1) poor performers are more likely to be driven out of business, and 2) remaining firms feel more pressured to innovate – to actively acquire knowledge. Both effects can lead to higher rates of innovation and productivity.
- **Matching benefits** are closely tied to economic specialization. They capture the fact that good economic fits facilitate productivity. The benefits of specialization arise from matching specialized products and services to specialized needs. Urban areas bring firms and industries near one another. As this pool of firms grows, odds increase that a firm needs a specialized input. For example, a manufacturer needing a specific metal alloy may be more likely to find it in a cluster of metal fabricators. The correct metal alloy may allow a manufacturer to eliminate a downstream production cost.
- **Labor access** benefits result from an increase in the number of residents within a given area that is well-served by efficient transportation networks, especially public transit. Empirical economic research has confirmed that a larger labor pool in closer proximity to employment opportunities increases the quality of employment-worker matches. This improved matching between workers and employment opportunities also increases wages. As the pool of accessible labor grows, odds increase that a firm will find a good fit for their specialized skill needs. Ultimately, good matches lead to higher productivity because they are

more efficient. In the labor market, one perfect employee might substitute for two adequate employees.

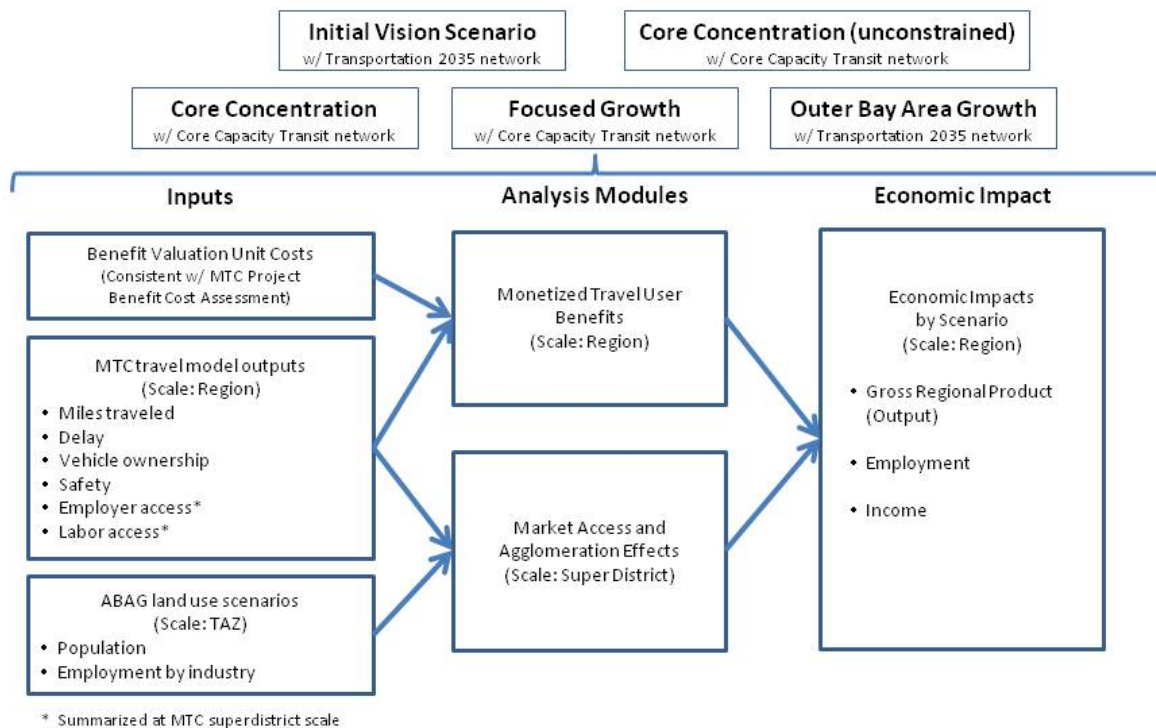
Framework for GRP Evaluation of Transportation Investments and Land Use Scenarios

Figure C1 illustrates the framework that was used to evaluate the GRP output for each of the scenarios analyzed during the performance assessment process. Three sets of inputs were entered into the TREDIS analysis modules, allowing TREDIS to perform two relatively separate modeling operations.

TREDIS’s first operation monetizes the results from MTC’s travel demand model and allocates them to each of 50-plus industries active in the nine-county Bay Area region. The IMPLAN input/output model embedded in TREDIS estimates how significantly these direct monetary benefits from each alternative’s transportation investments improve industry employment and output (i.e., the indirect and induced impacts). This yields economic impacts associated with transportation investments for each scenario.

TREDIS’s second operation applies econometric equations for each type of industry located within the 34 Bay Area superdistricts to estimate how each scenario’s land use pattern affects the density and proximity of jobs and households, as well as how these changes impact productivity, employment, and output.

FIGURE C1: EVALUATION FRAMEWORK FOR SCENARIO GRP ANALYSIS

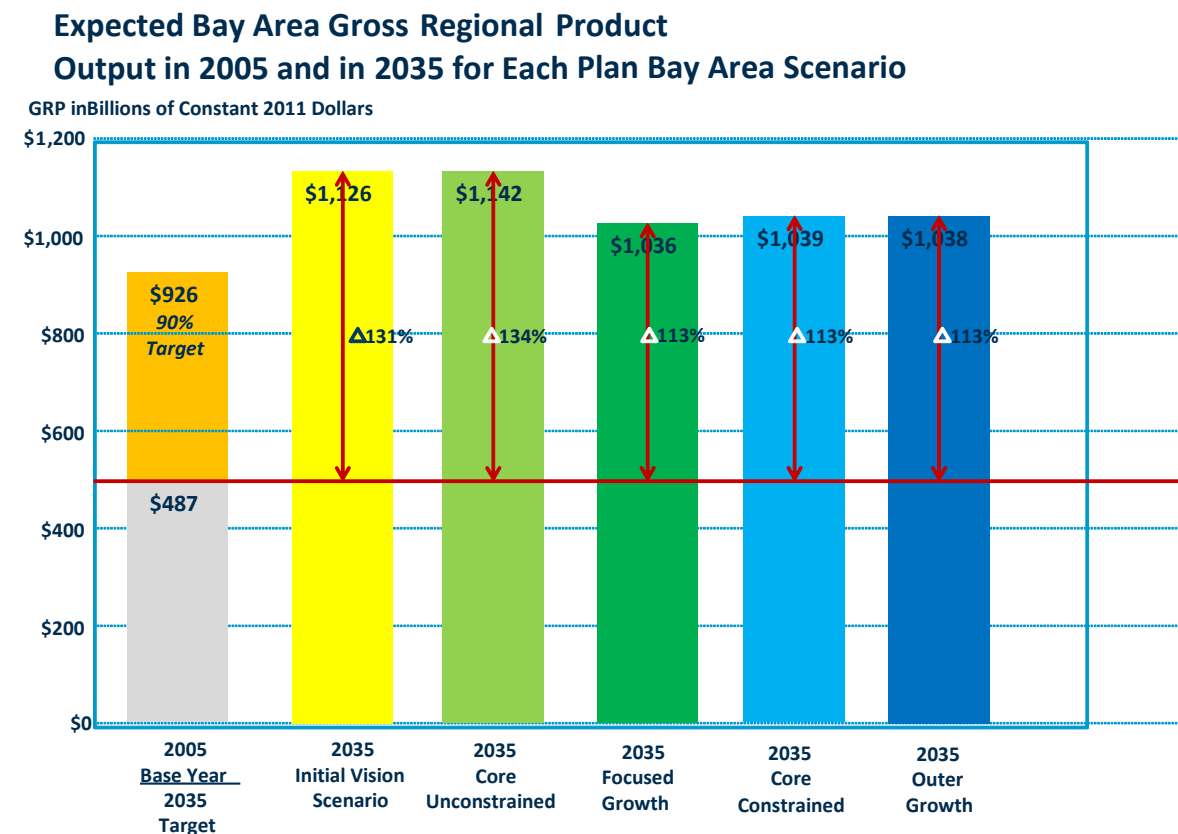


GRP Performance for Plan Bay Area Scenarios

As described in Chapter IV of this report, the economic vitality target for the alternative scenarios was to increase Bay Area GRP by an average annual growth rate of approximately 2%, leading to 90% growth in GRP by year 2035. As shown in Figure C2, all of the scenarios analyzed forecast significant growth in GRP, exceeding this target. Again, as described in Chapter IV of this report, the Initial Vision and Core Concentration scenarios performed significantly better primarily due to their higher regional control totals, as opposed to the transportation investments and land use pattern incorporated into those scenarios.

Clearly, the most important input variable in each of the scenarios is the amount of future industry and the aggregate amount of employment assumed within the scenarios. ABAG developed these aggregate assumptions independent of this economic impact analysis. Agglomeration, and its effect on labor productivity, is the second most important driver of economic impacts. Some manufacturing sectors are more productive than other sectors, such as retail clerks versus software engineers. The Plan Bay Area land use scenarios lead to changes in the industrial mix, proximity of businesses to each other, and business access to labor, which translates into varying levels of productivity.

FIGURE C2: GRP OUTPUT FOR PLAN BAY AREA SCENARIOS



Source: Cambridge Systematics, 2013 – based on TREDIS model output.

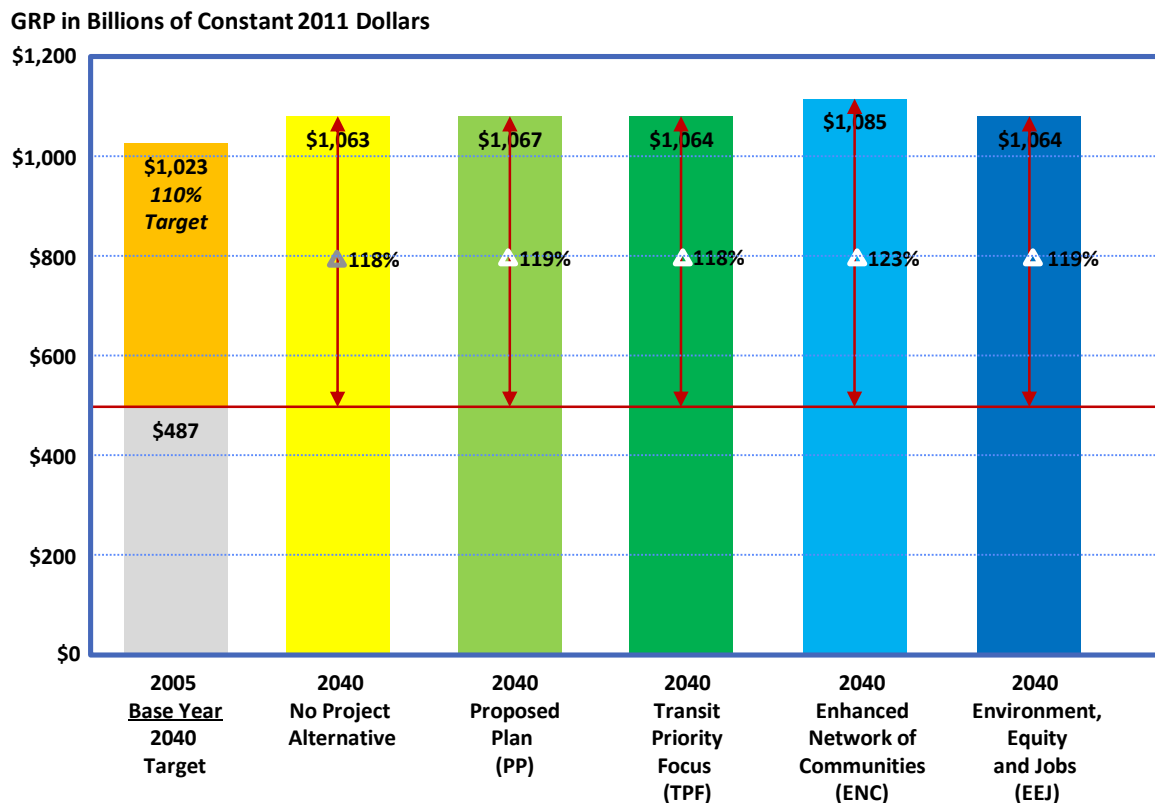
GRP Performance for Plan Bay Area EIR Alternatives

As discussed in Chapter VI, MTC and ABAG developed a Draft EIR for Plan Bay Area as required by the California Environmental Quality Act (CEQA). Five alternatives were analyzed: (1) No Project; (2) Proposed Plan; (3) Transit Priority Focus; (4) Enhanced Network of Communities; and (5) Environment, Equity, and Jobs.

MTC and ABAG applied the same performance metrics used in the scenario performance assessment to each of the EIR alternatives, comparing the results of each to the No Project Alternative as a baseline. The economic analysis isolates the differences in GRP between each alternative and the No Project; the difference is the primary metric used to understand differences in year 2040 economic performance for each alternative. These differences present a reasonable estimate of each alternative's relative performance if all other influences of economic growth are held constant. The absolute amounts of GRP in 2040 are speculative and will be impacted by global economic and natural forces.

The results of this analysis are shown in Figure C3 below. The GRP for all four alternatives exceed the No Project alternative in 2040 and surpass the performance target of 110% growth in GRP by year 2040. The results illustrate how large the Bay Area economy will be relative to the impacts of the proposed Plan. The Bay Area's economy is projected to double from roughly \$487 billion in 2005 (2011 dollars) to almost \$1.1 trillion in 2040. By contrast, Plan Bay Area will invest \$289 billion over about 28 years or roughly over \$10 billion per year, which is about 1 percent of the region's annual output (GRP). While Plan Bay Area incorporates progressive land use policies in addition to the transportation investments, it is not expected that their combined impacts will dramatically change the aggregate output of 4.5 million employees and 3.8 million households. The results show that the Plan Bay Area EIR alternatives make a positive but modest economic contribution above the aggregate growth forecasted for the No-Project alternative.

FIGURE C3: GRP OUTPUT FOR PLAN BAY AREA EIR ALTERNATIVES



Source: Cambridge Systematics, 2013 – based on TREDIS model output.

Overview of Economic Effects

The methodology used to measure the economic impacts of Plan Bay Area is designed to measure the difference between a no project or base-case alternative and a set of alternatives that vary in their level of transportation investments and land use policies. Unlike the alternative scenarios process, the Plan Bay Area EIR included a No Project alternative, as per the CEQA requirements, which allows GRP results to be compared for each alternative as a change from the No Project alternative. While the absolute forecasts are shown to illustrate the performance of the alternatives in achieving the economic target, several analyses shown below will focus on performance compared to the No Project.

Note that economic forecasts, especially over a 25-year period, are unpredictable because regional, national, and global economies can be changed by random market and natural forces (e.g., European sovereign debt crisis, drought, earthquakes, new technologies, etc.). The value of this type of economic evaluation, therefore, is in comparing the four alternatives with the No Project alternative.

Furthermore, Plan Bay Area's \$286 billion dollars of regional transportation investments over 25 years amount to less than one-third of one percent of the Bay Area's annual GRP. This level of investment will have modest impacts at best, which are hard to measure in absolute terms, but can be isolated when measured relative to a base case alternative. The impacts of the SCS land use policies, assuming they are fully implemented, also are modest since they are applied only to new development and redevelopment, which is a small fraction of the existing land use in the region. The isolation of different outcomes between different alternatives (i.e., deltas) may be measured in absolute or percentage terms, providing a more controlled evaluation of each alternative performance while holding all other influences constant. Analyzing the performance of different alternatives relative to a base case provides a reasonable basis for comparison.

As Figure C3 shows, while Plan Bay Area's level of transportation investments and land use policies will have modest impacts on GRP, all alternatives exceed the 110 percent GRP target in 2040.

Enhanced Network of Communities (Alternative 4) has the highest forecasted GRP of the five alternatives. That alternative assumes a greater regional population than the other alternatives (i.e., 9,535,000 versus 9,196,000, or 3.7 percent higher), as well as higher employment (i.e., 4,550,000 versus 4,505,000, or 1.0 percent higher than for all other alternatives). Therefore, the higher GRP in Alternative 4 is primarily due to higher population and employment, while land use policies or transportation investments contribute a modest amount to the difference.

Higher GRP in Alternative 4 becomes more modest when presented on a per-capita basis, as shown in Table C2. The Proposed Plan shows the highest per-capita GRP of \$116,100 when compared to all other alternatives. This per-capita difference is \$500 more than the No Project alternative per capita GRP. Although the transportation and land use effects are modest when viewed through the lens of regional economic growth, there are significant differences between the alternatives at the margin.

TABLE C2: GRP PER CAPITA FOR PLAN BAY AREA EIR ALTERNATIVES	
EIR Alternative	GRP per capita (2011 \$)
Base Year (2005)	\$69,000
No Project	\$115,600
Proposed Plan	\$116,100
Transit Priority Focus	\$115,700

TABLE C2: GRP PER CAPITA FOR PLAN BAY AREA EIR ALTERNATIVES

EIR Alternative	GRP per capita (2011 \$)
Enhanced Network of Communities	\$113,800
Environment, Equity, and Jobs	\$115,700

The following sections describe the three major effects contributing to the differences in GRP for the Plan Bay Area EIR alternatives.

Effect 1: Travel Costs Savings

As noted above, the analysis of economic impacts includes the reductions in congestion, accidents, and vehicle operating costs achieved through the Plan Bay Area transportation investments. The majority of direct benefits from transportation improvements are from the reduction of business costs. When the region's businesses spend less on transportation per unit of output, they can compete against similar firms located outside the region and capture greater market share.

All alternatives perform the same as or better than the No Project alternative with respect to travel cost savings as shown in Table C3 because the No Project alternative includes only projects and programs that are identified as "committed" in MTC Resolution 4006 (Committed Projects and Programs Policy). Parking prices and tolls would remain the same as today as measured in constant year dollars, and localized parking minimums would remain the same for new development. All other alternatives invest more than the "committed" projects by including Plan Bay Area's Transportation Investment Strategy. Some alternatives focus investments in activity centers and the urban core, while others distribute investments more throughout the region. In addition, one possible reason for the higher level GRP in the Enhanced Network of Communities alternative is that travel cost savings may be reduced due to the elimination of interregional commuting assumed in that alternative.

TABLE C3: TRAVEL COST SAVINGS WITH RESPECT TO NO PROJECT

EIR Alternative	Travel Cost Savings to Industry (\$ millions)	Output from Travel Cost Savings (\$ millions)
Proposed Plan	\$407	\$220
Transit Priority Focus	\$391	\$308
Enhanced Network of Communities	\$7,487	\$6,990
Environment, Equity, and Jobs	\$369	\$383

Source: Cambridge Systematics, 2013 – based on TREDIS model output.

Effect 2: Sector-Level Industry Output

All of the employment gains and growth in GRP in the Plan Bay Area represent generative benefits for the nine-county region as a whole. Generative benefits measure the aggregate growth in the region's output, as opposed to redistribution among the counties.

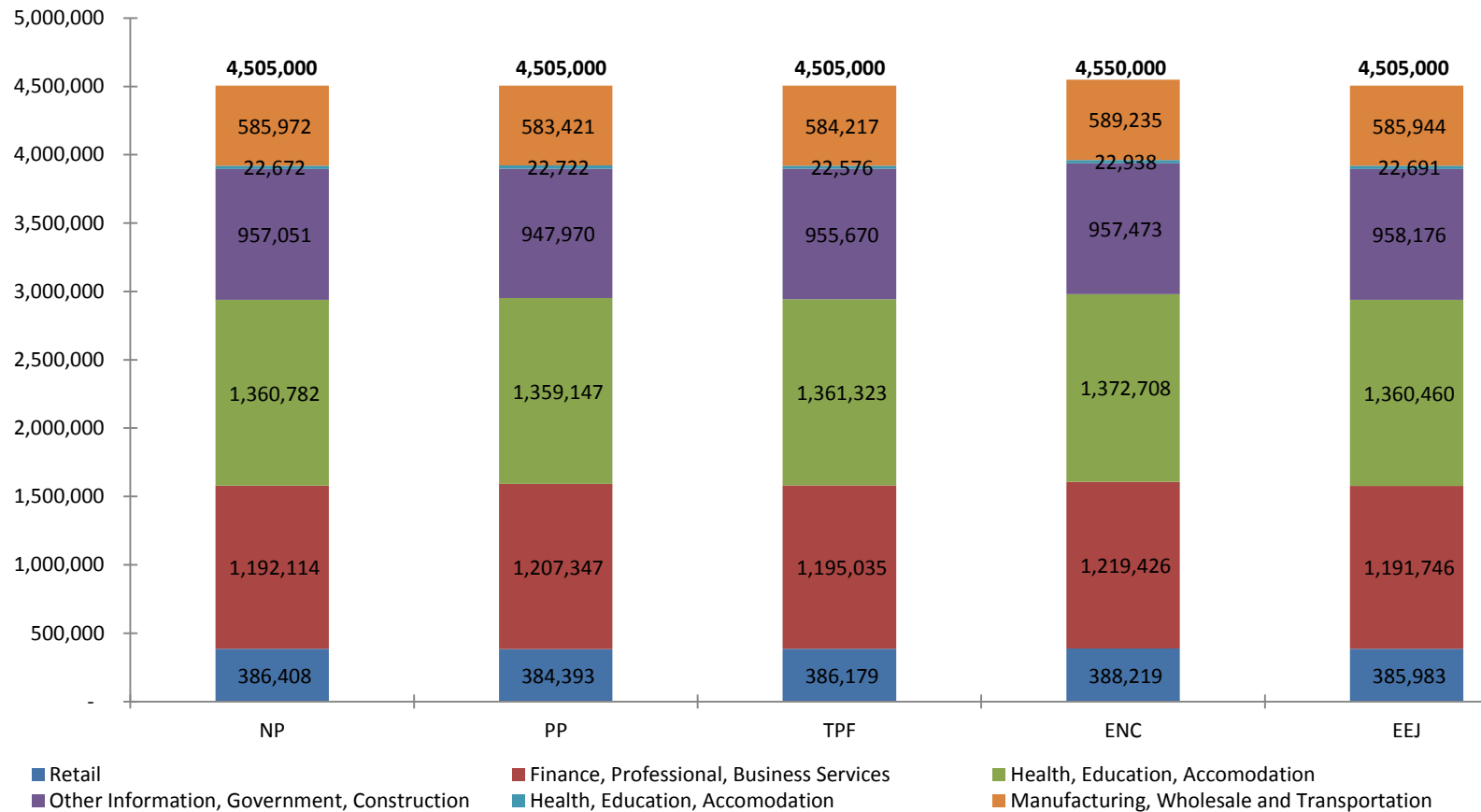
Four of the EIR land use alternatives have the same regional employment level; the Enhanced Network of Communities alternative has higher regional population and employment. Of the four with the same employment level, the distribution of employment by industrial sector was different in each alternative (e.g. retail versus financial services). Figure C4 shows employment by the six industry sectors for each of the Plan Bay Area alternatives⁶.

Some industrial sectors contribute significantly more per-employee output than others. Differences in number of employees in the industrial sectors results in differences in the GRP. For the Bay Area, many of the most productive industries are within the Finance, Professional and Business Service sector. This leads to alternatives with a larger percentage of employees in this sector contributing to higher overall GRP, at the margin. A higher total number of jobs in more productive sectors correlate to higher GRP, as shown in Figure C5. For instance, the Proposed Plan has over 15,000 more jobs in the Finance, Professional and Business Service sector than the No Project alternative – an industry category that generates higher output per employee for the region.

It is important to note that differences in sector-level employment levels are primarily due to land use modeling variability between the alternatives. While these differences in sector-level employment slightly affect the GRP results, this effect should not be interpreted as resulting from the land use pattern or transportation investments associated with each alternative.

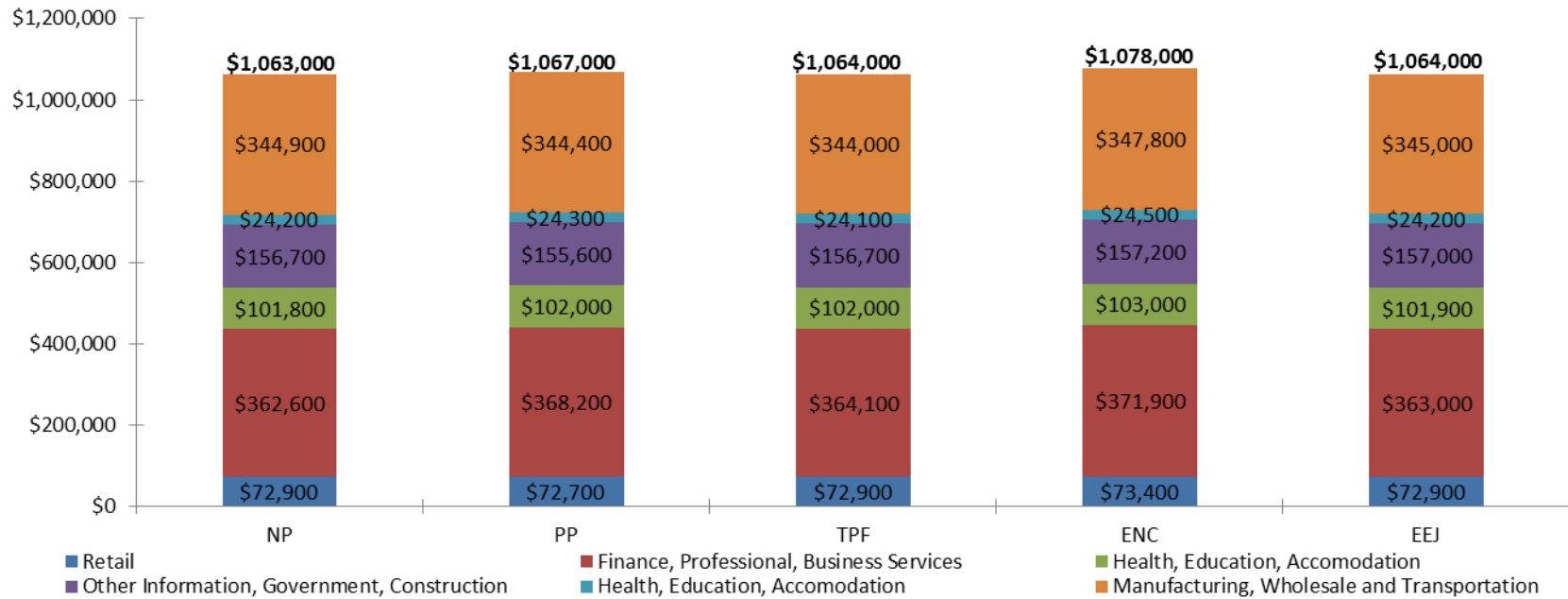
⁶ ABAG and MTC aggregate employment data into six industry sectors for use with the travel model. For economic modeling, employment was disaggregated into 54 NAICS industry sectors. Values were then aggregated back to the six MTC/ABAG sectors for the analysis.

FIGURE C4: EMPLOYMENT BY ABAG 6-INDUSTRY/NAICS SECTOR



Source: Cambridge Systematics, 2013 – based on TREDIS model output.

FIGURE C5: GRP BY ABAG 6-INDUSTRY/NAICS SECTOR



Source: Cambridge Systematics, 2013 – based on TREDIS model output.

Effect 3: Improved Access to Labor

Changes in land use can generate economic benefits when businesses are located closer together (i.e., agglomeration), and have better access to a larger and more diverse pool of labor (i.e., labor market matching). Agglomeration impacts of land use policies are in addition to the direct travel savings derived from transportation investments.

Improved access to labor involves the quantity and proximity of workers to jobs, measured in distance or commute time. This effect is generated from land use policies that locate higher density residential development nearer to job centers. A larger labor pool in closer proximity to employment opportunities increases the quality of employment-worker matches. As the pool of accessible labor grows, odds increase that firms will find a good fit for the specialized skills they need. Good matches lead to higher productivity because they are more efficient.

For the Plan Bay Area EIR alternatives, ABAG and MTC used the land use model UrbanSim to model the household distribution of population and employment after taking into account each alternative's land use, transportation policies, and transportation projects. For each EIR alternative, the distribution of both population and jobs in each of the 34 modeled superdistricts (SD) in the TREDIS economic model differs significantly. Land use and socioeconomic policy differences among the alternatives produce different industry mixes within a SD. This changes employers' access to labor and produces different levels of productivity for each alternative.

Table C4 shows how the value added, or contribution to GRP, changes for each SD and each alternative. The cells highlighted in red have the largest increases in value added compared to the No Project alternative; the cells highlighted in yellow have the smallest increases from the No Project alternative. Certain SDs, such as SD 9, has higher output for all alternatives. This means that not only do those SDs likely have higher numbers of residents and/or employees in more productive sectors (see Effect 2: Sector-Level Industry Output), but they also provide better access between employees and employers. The UrbanSim model predicts the redistribution of jobs and housing throughout the Bay Area in part by maximizing improvements to productivity. The resulting distribution produces a mix of productivity effects by alternative and by SD.

Another example is SD 20 and SD 21 in Contra Costa County. In this case both the Proposed Plan and Enhanced Network of Communities alternative have higher levels of output when compared to the Transit Priority Focus and EEJ alternatives. This may be due to the fact that both the Transit Priority Focus and EEJ alternatives provide greater employment and housing by assuming Transit Priority Project areas (TPPs) are available for increased development, in addition to the Priority Development Areas (PDAs). The Transit Priority Focus alternative focuses growth in TPPs at the urban core, and the EEJ alternative focuses on development in areas that include jobs-rich, high-opportunity TPPs not currently identified as PDAs. It is likely that a PDA

investment under the Proposed Plan and Enhanced Network of Communities alternative may create opportunities that result in higher population and better access to labor for these two SDs.

TABLE C4: GRP BY ABAG 6-INDUSTRY NAICS SECTORS FROM AGGLOMERATION EFFECTS						
2040 Value Added (millions of \$)						
SD	Affiliated County	Sub-County Region	Proposed Plan	Transit Priority Focus	Enhanced Network of Comm.	Environ., Equity, and Jobs
1	San Francisco	NE	6	201	6	190
2	San Francisco	NW	0	23	0	21
3	San Francisco	SE	2	44	3	45
4	San Francisco	SW	3	4	3	4
5	San Mateo	North	14	21	35	21
6	San Mateo	Central	47	44	35	31
7	San Mateo	South	70	70	68	80
8	Santa Clara	West	45	45	60	39
9	Santa Clara	North	108	121	136	114
10	Santa Clara	S. Central	41	39	56	37
11	Santa Clara	Central	44	42	62	36
12	Santa Clara	East	41	40	55	37
13	Santa Clara	SE	16	16	21	13
14	Santa Clara	South	12	9	15	7
15	Alameda	East	24	91	34	34
16	Alameda	SW	58	62	72	45
17	Alameda	W. Central	49	35	39	13
18	Alameda	N. Central	71	51	74	31
19	Alameda	NW	37	31	34	24
20	Contra Costa	West	100	4	94	11
21	Contra Costa	N. Central	114	49	90	55
22	Contra Costa	Central	26	6	28	4
23	Contra Costa	S. Central	9	24	1	19
24	Contra Costa	East	19	9	24	7
25	Solano	South	23	3	20	4
26	Solano	North	18	9	17	6
27	Napa	South	18	12	20	11
28	Napa	North	4	4	8	1
29	Sonoma	South	20	15	16	11
30	Sonoma	Central	7	7	8	6
31	Sonoma	North	3	2	3	1
32	Marin	North	13	3	1	5
33	Marin	Central	48	1	14	3
34	Marin	South	7	1	1	4
All	All	All	1,116	1,138	1,154	971

Source: Cambridge Systematics, 2013 – based on TREDIS model output.

References

Inputs and Outputs for Analysis of the Gross Regional Product, Memorandum from Cambridge Systematics to MTC, dated November 14, 2011.

Gross Regional Product (GRP) Results from the Plan Bay Area Final EIR/S, Memorandum from Cambridge Systematics to MTC, dated March 26, 2013.

APPENDIX D: Project Performance Assessment Regional Program Evaluation

In addition to individual transportation projects, regional programs were evaluated as part of the Plan Bay Area project performance assessment. These regional programs consist largely of MTC-led initiatives, in addition to three programs submitted for consideration by BAAQMD.

MTC Programs

- Lifeline Transportation Program
- Transportation for Livable Communities Program
- Regional Bicycle Program
- Climate Programs
 1. Electric Vehicle Strategy
 2. Public Outreach Campaign
 3. Incentive Programs
 4. Safe Routes to School
 5. Innovative Grants Program
 6. School and Youth Outreach
- New Freedom
- Transit Maintenance
- Local Streets and Roads Maintenance
- Freeway Performance Initiative

Air District Programs

- Solar Installations for Electric Vehicle Charging
- Truck and Motorcycle Retirement Program
- Heavy Duty Truck Replacement

VMT-Based Methodology

Unlike other transportation projects, regional programs were not run through the travel model to calculate their cost-effectiveness (with the exception of the Freeway Performance Initiative, discussed below). As a result, the regional programs were evaluated “off model” using available research to estimate project benefits.

In consultation with the MTC program managers, staff estimated the VMT reduction associated with the regional program. The VMT reduction estimate was then used to calculate other benefits such as travel time, emissions, collisions, and noise; this process is described in greater detail below. While the methodology used to estimate the VMT reduction from each program varied, the methodology was used to quantify the nominal values for all associated benefits was consistent. Similar to the benefit-cost assessment for individual projects, calculated benefits were then compared to a future baseline scenario in which the program was not implemented.

In order to translate VMT reductions into other benefits, conversion factors were used to calculate the nominal values for each benefit. First, conversion factors were needed to use the estimated VMT of the project to estimate the nominal values for each benefit. Each nominal value (measured in metrics such as minutes, tons of pollutants, or

number of collisions) was divided by the annual auto VMT in the baseline to develop a ratio between total VMT and each benefit type. The annual VMT number was multiplied by this basecase ratio to derive the values for each benefit, as shown in the formula below:

$$\text{Benefit}(p) = [\text{Benefit}(b)/\text{VMT}(b)] * \text{VMT}(p)$$

p = values for program evaluated; b= values from Travel Model One baseline

Similar to the benefit-cost analysis for individual projects, these nominal benefit values were then multiplied by the previously-discussed monetization factors to obtain the monetized benefits from each program.

VMT-Based Regional Program Analyses

Lifeline Transportation Program

MTC's Lifeline Transportation Program supports projects that address mobility and accessibility needs in low-income communities throughout the region. It is funded by a combination of federal and state operating and capital funding sources, including the Federal Transit Administration's Jobs Access and Reverse Commute Program, and state Proposition 1B Transit Capital and State Transit Assistance programs. The Lifeline Program was evaluated by first estimating the auto ownership reduction resulting from the program and then estimating the associated VMT reduction. That VMT reduction was used as the basis for calculating the program benefits.

Auto Ownership Formula: auto ownership reduced = (1.6 autos/household in transit-accessible urban areas – 1.57 autos/household in limited-transit urban areas) x (242,203 low-income households in communities of concern with urban densities in 2035) x (10% of those households who are able to postpone purchase of additional autos) x (\$3,747 annual cost per vehicle for low-income households in 2035)

References and Assumptions:

- Autos per household – from 2000 Bay Area Travel Survey (BATS) and Station Area Residents Survey (STARS) report. Figures represent households who live in urban densities comparing those who live ½ mile to 1 mile from rail transit vs. those who live greater than 1 mile from rail transit.
- Number of households served – based on staff analysis of March 2011 Current Regional Plans data using year 2000 Census-based Community of Concern (CoCs) definition:
 - 2010 Community of Concern households = 776,502
 - 2035 Community of Concern households = 1,042,562

- 2010 Low Income households in CoCs = 320,100
- 2035 Low Income households in CoCs = 356,743
- 2010 Low Income Households in CoCs with urban densities = 136,337
- 2035 Low Income Households in CoCs with urban densities = 242,203
- Key assumption (given lack of existing research in this area): 10% of low-income households with urban densities (10,000+ persons/square mile) are able to postpone purchase an additional auto through better mobility options (postponing need to move from zero to one auto, or from one to two autos, per household)
- Average annual automobile ownership cost per vehicle for low-income households = \$2,392 total cost / 1.4 vehicles per household for low-income households = \$1,709 per vehicle (in year 2000 dollars) based on 2009 Bureau of Labor Statistics Consumer Expenditure Survey data
- 2000 dollars converted to 2009 dollars based on CPI-U for Bay Area (224.4 / 180.2) and then adjusted to 2035 dollars based on 2.2% annual inflation rate.

VMT Reduction Formula: VMT reduced = (727 autos forgone by low-income households living in urban communities of concern) x (8,066 avg. annual VMT per auto for low-income HHs) = 5,863,982 VMT/year

Transportation for Livable Communities (TLC) Program

The Transportation for Livable Communities Program (TLC) program supports community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work, and visit. The TLC Program supports invests in Priority Development Areas, designated areas in which there is local commitment to developing housing, along with amenities and services, to meet the day-to-day needs of residents in a pedestrian-friendly environment served by transit.

Formula: VMT reduced = (1,377,700 HH units in PDAs and GOAs in 2035) x (20 VMT/day) x (365 days/year) x (.039 VMT reduction attributable to design) x (25 years)

Key assumptions include 20 VMT per day (average for all households within half-mile of a rail station or ferry terminal), 0.039 (VMT elasticity attributable for 4D design, as specified by the Smart Growth Index EPA report), and all PDA/GOA growth associated to take advantage of TLC program benefits.

Regional Bicycle Program

There are a variety of estimates of increased bicycle usage from new infrastructure. Most of the available research that quantifies the change in bicycle trips resulting from a capital project is conducted for a specific improvement, such as a new Class I bike path. Quantifying the benefits of a regional program, which includes a variety of different types of capital projects, is more difficult. The Regional Bikeway Network identifies specific areas where connections are to be implemented, but it does not specify the types of facilities. Additionally, any observation of increase in trips is difficult to see since an observed increase in trips could be due to rerouting.

The evaluation was based on increase in the bicycle trips from a programmatic set of investments. Studies have a wide range of estimates for the increase of bicycle trips due to capital improvements; two studies were selected for the program evaluation. The Safe Routes to School evaluation in California showed increases up to 20% due to the program⁷. Another study in New Zealand showed the increase of cyclists up to 10%⁸. As such, the Regional Bicycle Program assumed an increase of bicycle trips by 20% due to the investments in the program.

Formula: VMT reduced = (0.2) x (398,292 Year 2035 bicycle trips) x (0.63 auto trips reduced per each new bike trip) x (2.3 miles per one way auto trip reduced) x (300 days per year)

Direct Benefits Methodology

For the programs where VMT estimates were not available, or where VMT reduction does not reflect the benefits of the particular program, the direct benefits of the program were quantified instead. This is particularly necessary for programs that do not significantly affect VMT but still accrue benefits to the region – for example, air quality improvements from new technologies or state of good repair investments.

Climate Program

The Climate Initiatives Program is a collection of initiatives that will help to reduce transportation related CO₂ emissions. Similar to the other MTC programs, the estimated benefits were based on the best available research of programs similar to the MTC Climate Initiatives Program. At the time of the performance assessment, many of the programs were not in place and the entire scope of the program was not yet known.

⁷ Orenstein, Marla R., Gutierrez, Nicolas, Rice, Thomas M., Cooper, Safe Routes to School- Safety and Mobility Analysis. Institute of Transportation Studies, Berkeley, 2007.

⁸ McDonald, A.A., Macbeth, A.G., Ribeiro, K.M., & Mallett, D.S., Estimating Demand for New Cycling Facilities in New Zealand. Land Transport NZ Research Report 340. 124 pp. 2007.

To calculate the benefit-cost of the program, CO₂ reduction estimates for the many proposed program elements were evaluated for a 5-year period (based on the lifespan of the initial program grant). Six programs were included in the Climate Initiatives Program as evaluated during the project performance assessment; because several programs were not assumed to have VMT or GHG benefits (while at the same time costs were included for these programs), the analysis likely results in a conservative benefit-cost ratio:

1. Electric Vehicle Strategy - (no VMT/GHG reduction but costs included)
2. Public Outreach Campaign
3. Incentive Programs
4. Safe Routes to School
5. Innovative Grants Program - (no VMT/GHG reduction but costs included)
6. School and Youth Outreach - (no VMT/GHG reduction but costs included)

Key assumptions for each program are listed below for transparency:

- **Electric Vehicle Strategy:** includes incentives and/or vehicle retirement program, fleet purchasing, public charger installations, residential infrastructure incentives for multi-unit and family dwellings, HOV lane access, parking incentives, and/or “try it before you buy it” campaign
 - Estimated cost: \$40 million over 10 years
 - Assume that regional programs result in an additional 195,100 vehicles (50/50 combination of BEVs and PHEVs) by 2020 (over baseline sales that are expected for the region)
 - Assume the PHEV’s and BEV’s are replacing average vehicles in California Air Resources Board (CARB) fleet mix
- **Public Outreach Campaign:** includes smart driving, active transportation, and/or trip reduction programs
 - Estimated cost: \$10 million over 6 years
 - Smart Driving includes smooth acceleration and deceleration, driving at the speed limit, trip linking, regular vehicle maintenance, and/or using trip planning tools to avoid traffic, eliminate idling, remove vehicle weight, purchase low rolling resistance tires, and implement in car mpg meters
 - Active Transportation includes replacing short driving trips with walking or biking trips
 - Trip Reduction includes carpooling and trip linking
 - Adoption rate is based on advertising dollars spent and the assumption that 10% of the population that stated that each behavior would be very easy or easy to adopt in a MTC survey will adopt the behavior
 - **Estimated daily CO₂ reduction: 2,800 to 6,500 metric tons**
- **Incentive Programs:** includes rebates for low rolling resistance tires, tire pressure monitor kits, buy back for older SUVs, in car MPG meters, and other incentive programs

- Estimated cost: \$5 million for incentives over 6 years
- Key assumptions include: \$50 rebates = 100,000 sets of Low Rolling Resistance Replacement tires; \$2 tire pressure caps = 2,500,000 tire pressure caps installed; \$1,000 to buy back early model SUV's = 5,000 older SUV's (14 mpg) replaced with EV's; \$50 in vehicle MPG meters = 100,000 MPG meters installed
- **Estimated daily CO₂ reductions (assuming all funds spent on just one program): 32 metric tons (LRR tires), 277 metric tons (tire pressure monitors), 127 metric tons (SUV EV replacement), 440 to 757 (in-vehicle MPG meters)**
- **Safe Routes to School:** includes infrastructure and education programs for K-12 schools
 - Estimated cost: \$25 million for 6 years
 - Regionwide program assumed to provide trip elimination benefits at one-half the rate of San Francisco and Marin SR2S programs
 - **Estimated daily CO₂ reductions: 81 to 100 metric tons**
- **Innovative Grants Program:** includes demonstration projects to-be-determined
 - Estimated cost: \$31 million over 6 years
 - Assume equivalent reductions to current innovative grant recipients
- **School and Youth Outreach Programs:** includes regional SR2S program and testing of innovative SR2S ideas
 - Estimated costs: \$12 million over 6 years
 - Assume expansion of SR2S creative grants regionwide

New Freedom

The simplistic cost-effectiveness calculation for this project is based on cost savings associated with replacing a traditional paratransit trip with an alternative mode funded by this program (e.g. fixed route transit, volunteer driver programs, taxis, community shuttles).

Formula: benefit-cost ratio = (average cost of an ADA paratransit trip) / (average cost of a trip on an alternative mode) = 1.67

The benefit-cost ratio of 1.67 is consistent with research on the costs and benefits of travel training programs that teach senior and disabled riders to use fixed route rather than ADA complementary paratransit services. That research found an average benefit-cost ratio of 2.50 for travel training programs. The 2.50 figure is the benefit-cost ratio from the perspective of the public transportation provider (funder), given the assumption that the funder will garner the lowest benefit-cost ratio compared to the trainee and the community (Wolf-Branigin & Wolf-Branigin, 2010).

References and Assumptions:

- Average cost of an ADA complementary paratransit trip = \$28.27

This figure is from MTC's Transit Sustainability Project Paratransit Primer, and represents the average cost per passenger trip for the large Bay Area transit operators in 2010. For smaller Bay Area transit operators, the average cost per passenger trip is higher (\$33.02 in 2010). The more conservative cost figure was used in this calculation.

- Average cost per trip on alternative modes = \$16.92

This figure is calculated using Federal Fiscal Year (FFY) 2010 New Freedom reporting data. For each trip-based or operations project, the cost per trip was calculated using the following formula: (amount of New Freedom funds spent in FFY 2010) / (number of trips provided in FFY 2010). This figure represents the average of all the cost per trip calculations.

Transit Maintenance

The benefits for this program were calculated with the same methodology used in *Transportation 2035*. As in the prior performance assessment, no research was available to practitioners that could capture the benefits of the program through a VMT reduction. The benefits of the program were calculated from the public benefit of avoided increases in rehabilitation and maintenance costs. This reflects only a small portion of the benefits of maintaining an operable transit system, such as increased system reliability leading to increased ridership, reduced congestion, reduced emissions, and increased mobility.

Formula: benefit-cost ratio = (projected replacement, rehabilitation, and maintenance costs if transit capital assets are operated to 150% of their standard useful lives and run to failure before repair) / (projected replacement, rehabilitation, and maintenance costs if assets are replaced at 100% of their standard useful lives and receive scheduled maintenance and rehabilitation) = 1.4

Surprisingly little research has been published that quantifies the benefits of replacing and rehabilitating transit capital assets. The public benefit of avoided increases in rehabilitation and maintenance costs was derived from an Army Corps of Engineers study which compared rehabilitation and maintenance costs for facilities over the life of the facility under two scenarios: Best Practices (performing all scheduled rehabilitation and maintenance), and Run to Failure (rehabilitation or repair only after component failure). At 150% of useful life (i.e. if the facility was operated 50% longer than the normal useful life before replacement), the cumulative rehabilitation and maintenance

costs under the Run to Failure were 313% of cumulative costs at 100% of useful life under Best Practices.

This differential captures the effects both of operating the facility beyond the standard useful life and of failing to perform scheduled maintenance and rehabilitation, which is appropriate since the transit capital program includes both replacement and rehabilitation costs. Higher rehabilitation and maintenance costs are offset by lower replacement costs (from operating assets for 50% longer period before replacement). Total capital costs (replacement + rehabilitation + maintenance) under the 150% of useful life/Run to Failure scenario are estimated to be 140% of total capital costs under the 100% of useful life/Best Practices scenario, i.e. \$400 in avoided additional costs for every \$1,000 invested in transit capital replacement and rehabilitation.

Local Streets and Roads Maintenance

Similar to transit maintenance, the evaluation of the local road maintenance relied upon a methodology of avoided costs. The benefit derived from reducing the costs associated with deferring maintenance through increased levels of regional investment was measured by calculating the change in “maintenance backlog” between the first year of the analysis (2013) and the last year, for several regional investment scenarios (2038).

The City of Santa Rosa was selected as a proxy for the combined region. The city’s mix of roadways and pavement condition resembles that of the combined region only on a smaller scale. Results from modeling done on Santa Rosa’s pavement management database were scaled to represent the region by translating cost information into per-mile figures and then multiplying by the total regional mileage.

The level of existing revenue available for street and road maintenance in the region was calculated based on information provided by local jurisdictions in response to the Local Street and Road Need and Revenue survey. Additional revenue projections for gas taxes were made by MTC and included in the total revenue amounts; these additional revenues reflected the cost element of the benefit-cost ratio (in other words, the costs associated with improving roads from the local status quo approach).

To calculate benefits, two investment scenarios were compared – one which relies only on existing local investments to improve local street quality and one that provides an additional \$7 billion in regional contributions to improve pavement condition. The higher regional funding level is consistent with *Transportation 2035*.

Two primary benefits of roadway maintenance were captured as part of the local streets and roads maintenance B/C ratio:

- **Deferred Maintenance Benefit:** The benefits derived from reducing the costs associated with deferring maintenance through varied levels of regional investment were measured by calculating the change in maintenance “backlog” between the first year of the analysis and the last year. Backlog is the term used to describe the amount of maintenance that needs to be performed in order to bring the conditions of the street and road network up to an optimal condition—the point at which on-going maintenance of the LS&R network is the most cost-effective. Deferred maintenance benefits were forecasted using the StreetSaver pavement management system; approximately \$375 million in annual cost savings were forecast as a result of the regional investment, representing \$344,000 in savings per lane-mile. Over the lifespan of the Plan, this would represent approximately \$14.6 billion in deferred maintenance cost savings.
- **Vehicle Operating Cost Savings Benefit:** Research shows that drivers incur additional vehicle operating and maintenance expense as a result of driving on poorly maintained roadways. The EVOC benefit can be measured as the amount of private costs saved over time by reducing the rate of deterioration in pavement condition with a greater level of regional investment. Key assumptions for the vehicle cost savings benefit are shown below; forecasted savings total to \$19.6 billion over the lifespan of the Plan as a result of regional funding.

Benefit-Cost Calculation: (deferred maintenance cost savings + vehicle operating cost savings)/ regional investment = (\$14.6 billion + \$19.6 billion)/(\$7 billion) = 5

References and Assumptions:

- 50% of VMT occurs on local roadways (FHWA VMT data by roadway functional classification)
- 0.5% growth rate in number of Bay Area drivers (based on growth rate of drivers’ licenses between 2000 and 2009)
- 1 point of PCI improvement associated with 5% cost savings for vehicle operating costs (based on The Road Information Program 2010 study aligned with metro area)

Solar Installations for Electric Vehicle Charging

Truck and Motorcycle Retirement Program

Heavy Duty Truck Replacement

Three of the BAAQMD projects were evaluated by assessing the direct benefits of targeted programs with a specific focus to reduce pollutants of ROG, NOX, PM_{2.5} and CO₂. BAAMQD provided the estimated pollutant reductions due to the implementation

of each program, as these were the primary benefits of these vehicle emissions improvement projects. While the programs may have slight benefits for other benefit categories, these were not captured in the programs' benefit-cost ratios.

Air quality benefits were monetized using the same monetary values as used for individual projects in the project benefit-cost analysis process.

Hybrid Benefits Methodology

Freeway Performance Initiative (FPI)

FPI required a hybrid methodology to consider the many different programs included within; some elements of FPI could be analyzed using the regional travel demand model (consistent with capacity-increasing projects) while others required off-model benefit estimations. The seven components, and their assessment methodologies, are listed below:

1. Ramp Metering – model-based analysis
2. Signal Coordination – model-based analysis
3. 511 Rideshare – VMT-based analysis
4. Freeway & Arterial ITS Infrastructure – direct benefits analysis
5. Incident Management – direct benefits analysis
6. Emergency Preparedness – qualitative only (no monetized benefits)
7. 511 (other components of program) – qualitative only (no monetized benefits)

Model-Based Methodology: Ramp metering and signal coordination were represented in the travel model and were coded as follows:

- For freeway ramp metering selected freeway segments were used as the basis for identifying which freeway segments would benefit from improvements.
- For arterial signal coordination, the simple assumption was made that every major arterial in the Bay Area received a FPI treatment.

The modeling methodology was consistent with all other projects undergoing model-based B/C assessment; key metrics for the project (e.g. travel time, travel cost, emissions) were compared to a no-build scenario to determine the regional impact of FPI. The travel model estimates benefits for ramp metering and signal coordination by assuming that freeways with ramp metering and arterials with signal coordination have an increased effective capacity (ranging between 2.5% and 10% by facility type).

VMT-Based Methodology: 511's Rideshare component was analyzed using a VMT-based off-model approach similar to that of other Plan Bay Area regional programs. A forecasted year 2035 VMT reduction due to 511's Rideshare tool (which enables individuals to form carpools, instead of driving alone) was used to calculate the metrics.

As funding for employer outreach will be eliminated by 2035, the amount of VMT reduced in the future is expected to be smaller than today – this decline is reflected in the VMT forecast. VMT reduction due to carpooling was used as a proxy to forecast corresponding reductions in other key metrics, such as travel time and emissions, compared to the baseline conditions. The ratio of VMT due to the project was compared to the baseline, and values were calculated for metrics used in the B/C assessment. The total benefits for the project was the sum of the expected reduction and monetized values for performance metrics.

Direct Benefits Methodology: The source of the off-model/sketch planning benefit assumptions is the FHWA ITS Deployment Analysis System (IDAS). IDAS is a sketch-planning analysis tool developed by FHWA to analyze the benefits, costs, and impacts of ITS strategies. The impact values used within IDAS are based upon real-world evaluations and analyses of these investments. IDAS is designed as a post-processor to travel demand models and its method and analysis techniques are consistent with the travel demand modeling process. Within IDAS, there is a set of default impact values associated with Incident Management Systems, of which the ITS deployment characteristics are listed as being "Incident Detection/Verification" devices. These are the very same devices listed in the FPI elements going through the off-model/sketch planning exercise - namely, Freeway and Arterial ITS Infrastructure elements (initial deployment and ongoing operations, maintenance, and repair costs) and Incident Management strategies.

Within IDAS, the default value for reduction in all emissions rates is listed as 15% and the default value for reduction in fatality collisions is listed as 10%. While there is no direct % travel time reduction default value listed, there is a default value for reduction in incident duration of 9% listed, a default value associated with ramp metering in terms of an assumed capacity increase at affected freeway links of 9.5% and a default value associated with signal coordination in terms of an assumed capacity increase in the range of 8-13%. These default values, though not synonymous with a 10% travel time reduction, do provide an indication of what is going on in terms of reduction in travel time, non-recurring delay and overall levels of congestion. Moreover, 10% is still significantly lower than our own documented, empirical before & after travel time results, as well as many other ITS Infrastructure and Traffic Incident Management project evaluation results as listed in the ITS Benefits Database on the USDOT's Research and Innovative Technology Administration (RITA) website.

These IDAS travel time, emissions, and fatality collision reductions were only applied to the fraction of the roadway network assumed to benefit from FPI improvements. As ITS infrastructure improvements will occur on the same corridors that benefit from ramp metering and signal coordination, we relied on the Travel Model One coding for ramp metering and signal coordination to provide a rough estimate of this fraction. Based on the fraction of VHT corresponding to FPI-improved corridors, the IDAS benefits should

be applied to 58.1% of regional travel time, emissions, and fatality collisions. To be conservative, it was only recognized travel time benefits to autos and trucks, even though transit vehicles traveling on these corridors would experience travel time savings due to ITS infrastructure and incident management.

APPENDIX E: Project Performance Assessment Detailed Targets Assessment Criteria

This appendix documents the explicit methodology used to assign project performance assessment target scores. Example projects were selected for each project category to illustrate typical projects that received a range of target ratings, as well as common reasons for rating projects in a given way.

Adopted Target #1: Reduce per-capita CO₂ emissions from cars and light-duty trucks by 15%.

Projects supported the target if they resulted in a VMT reduction; provide an alternative to driving alone; or advance clean fuel vehicles. Projects were likely to result in increased VMT are assumed to have an adverse impact on the target.

Guidelines for Applying Criteria

Transit, bicycle and pedestrian projects were expected to reduce VMT and were rated as supportive of the target. Larger projects, those likely to serve a large number of trips or serve longer trips, were rated as strongly supportive. Smaller projects, those likely to serve fewer trips or shorter trips, were rated as moderately supportive.

Projects that increased roadway capacity or were expected to increase VMT were generally rated as having a strong adverse impact on the target. Operational roadway projects, such as highway interchange projects, were not expected to increase VMT significantly since they did not add capacity and were generally rated as having minimal impact. Roadway projects that include transit, bicycle and pedestrian elements were scored to minimal or moderate support to recognize the impacts of these multi-modal elements.

Examples

Transbay Transit Center - Phase 2B (Caltrain Downtown Extension) received **strong support** due to the potential to reduce long car trips by attracting riders from the San Mateo peninsula to San Francisco.

Irvington BART Station received **moderate support** since it provided additional access to BART by the development of a new BART station with multi-modal access to the station. The vehicle trips that BART is expected to replace are shorter than the Caltrain trips.

US-101 Broadway Interchange Improvements was awarded **minimal impact** since the project is a road efficiency project that is not expected to increase VMT significantly.

US-101 Widening (Monterey Street to SR-129) received **strong adverse impact** for the target since it is a roadway expansion project that would make driving more attractive and increase VMT.

Adopted Target #2: House 100% of the region's projected growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents.

The assessment of a project's impact on housing was dependent upon two criteria: potential for housing growth in the jurisdictions affected and those jurisdictions' past track record on affordable housing. The strongest support were for projects that were located in jurisdictions that had above average production for low and very low income housing and a high amount of housing planned in the future (10,000 units or greater).

Guidelines for Applying Criteria

To determine a project's potential support for adequate housing, the level of planned housing growth in the Focused Growth scenario was examined. Projects affecting cities with less than 1,500 units of housing production were given no points, while projects affecting cities with more than 1,500 units of housing production received 0.5 points.

After this initial step, planned affordable housing production was examined – looking at jurisdictions' track records in achieving production of very-low and low income housing units compared to prior Regional Housing Needs Allocation (RHNA) cycles. Using data compiled from ABAG's housing report in 2007 "A Place to Call Home – Housing in the San Francisco Bay Area," the number of permitted units as a share of each jurisdiction's RHNA target was calculated by income level for years 1999 through 2006. Overall, 23 cities were identified that performed better than the regional averages for both very low (above 44%) and low (above 75%) income housing and 53 that were below the regional averages. Refer to Tables 1 & 2 in Appendix K for the city-specific data for this target.

Projects that were multi-county projects were given a score for both housing production and RHNA based on the individual cities and unincorporated areas. The overall county RHNA score was determined by the majority of projects in one category (above average, neither above or below, and below average). If 2/3 of the cities in a county had below average production, then the county would receive a -0.5. If there was not a clear majority of cities in one category, then the county would be scored minimal or 0 points. Some projects that were multi-county such as BART, Capital Corridor, or ACE were scored based upon the cities served by the projects in the same manner as described above.

The affordable housing RHNA scores shown below were added to the initial total housing production forecast cited earlier:

- above the regional average for very low and low income housing (0.5 points)
- neither above nor below the regional average (0 points)
- below the regional average for very low and low income housing (-0.5 points)

Examples

Hercules Intermodal Station scored ½ point for expected growth (4,653) and got an additional ½ point for above average RHNA production, resulting in a target score of **strong support**.

BART Service Frequency Improvements received ½ point for housing production, since the counties that BART services have expected growth above 1,500 units. It did not receive any points for RHNA production, since the Bay Area as a whole scores 0 (there is not a clear majority of cities above or below the average). Therefore, it resulted in a score of **moderate support**.

BART to Livermore got strong support for housing units over 1,500 (½ point). The RHNA housing production for Pleasanton, Livermore, Dublin, and the unincorporated county is below average deducting a ½ point, resulting in an overall **minimal impact** score.

SR-1 Safety and Operational Improvements (Pacifica to Half Moon Bay) impacted communities with housing growth under 1,500 units and received 0 points from this. The RHNA past production is below average (-½ point), resulting in an overall **moderate adverse impact** score.

Adopted Target #3: Reduce premature deaths from exposure to particulate emissions.

- a) Reduce premature deaths from exposure to fine particulates (PM_{2.5}) by 10%.
- b) Reduce coarse particulate emissions (PM₁₀) by 30%.
- c) Achieve greater reductions in highly impacted areas.

Projects support the target if they have the potential to reduce particulate (PM) emissions from vehicles by reducing VMT or providing an alternative to driving alone. Projects likely to increase VMT are assumed to have an adverse impact on the target.

Guidelines for Applying Criteria

Because the criteria for target 3 are nearly identical to those for the CO₂ reduction target and because the particulate targets were focused largely on tailpipe emissions which correlate with CO₂ emissions, projects generally received the same rating for these targets as they did for CO₂ reduction.

Examples

MTC Regional Bikeway Network was expected to reduce PM emissions due to the increase of bicyclists in the region utilizing new bike facilities. The development of a regional network would close gaps between county lines and provide connections to transit and downtown areas. Therefore, the project received a score of **strong support** for the target.

BAAQMD Electric Vehicle Solar Installation Program got a score of strong support to reduce CO₂ emissions by providing an incentive to increase the use of emission free vehicles, but it has **minimal impact** for PM reduction, since electric vehicles still generate PM through tire wear and brake dust.

Adopted Target #4: Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian).

There is a positive correlation between increased VMT and collisions for all modes of transportation. Despite advances in safety countermeasures on roadways and safety technology in vehicles, vehicle collisions remain one of the leading causes of death for children. An estimate of 30,000 people a year dies in vehicle collisions. In recent years, this number has declined slightly; decreases in VMT have correlated with decreases in collisions. Projects that reduced VMT or explicitly provided a safety benefit by building infrastructure that reduced vehicle-to-vehicle collisions or bicycle/pedestrian collisions are rated as supportive of the target.

Guidelines for Applying Criteria

Similar to the criteria used for CO₂ reductions, projects that increased vehicle use through increased capacity were deemed to be detrimental to safety. Projects that provided alternatives to the auto received support for collision reduction. A project would be supportive of the target if it included an explicit countermeasure for reducing crashes. Operational improvements such as braided ramps, auxiliary lanes that reduced vehicle conflicts received positive support for the target. Transit projects that were specific to reducing train crashes such as Caltrain's Positive Train Control System (PTS) and at-grade improvements such as improved vehicle crossings received strong support. For the analysis, any infrastructure that removed vehicles from the roadway were expected to decrease collisions. No attention was given to certain types of localized infrastructure (such as off-street bicycle paths or median islands) for which such detailed information was not available.

Examples

BART to San Jose/Santa Clara (Phase 2: Berryessa to Santa Clara) represented a major expansion of the heavy rail BART system and was therefore expected to reduce

driving. With the reductions in VMT and more vehicles removed from the roadway, the project received a **strong support** rating for collision reduction.

Capitol Expressway Light Rail Extension (Phase 2: to Eastridge Transit Center) was expected to attract more riders to transit and reduce the number of vehicles on the roadway. As it is smaller in scale than the major BART expansion to Santa Clara County, it only received a **moderate support** rating.

SR-12 Jameson Canyon Project (Phase 3: New SR-12/SR-29 Interchange) included a significant roadway expansion components; therefore, it received a moderate adverse impact score for CO₂ reduction but scores a **moderate support** rating for collision reduction. As part of the project interchange improvements, it included operational improvements that are expected to result in reduced vehicle-to-vehicle crashes.

SR-4 Upgrade to Full Freeway (Phase 2: Cummings Skyway to I-80) provided capacity increases that are expected to increase total driving. As a result, it scores a **strong adverse impact** rating for encouraging driving, as well as for increasing vehicle speeds.

Adopted Target #5: Increase the average daily time walking or biking per person for transportation by 70% (for an average of 15 minutes per person per day).

Projects that provide infrastructure for bicycles and pedestrians, such as on- and off-street bicycle facilities, bike parking, and sidewalks are supportive of this target. Projects that are expected to increase auto trips have an adverse impact.

Guidelines for Applying Criteria

Projects that would increase auto trips would not be supportive of the target and would adversely affect conditions for cycling or walking trips by making driving easier – similar to the evaluation of projects for the CO₂ target. The additional car trips would put more vehicles on the road and would increase conflicts between vulnerable users. Investments in capacity-increasing projects, such as highway widening, would not promote land uses that would be conducive to compact development that would foster walking, cycling and transit use.

Roadway projects that included significant bicycle and pedestrian elements, such as highway on/off ramps that reduced vehicle-to-bicycle conflicts and overcrossings that included bicycle lanes, were supportive of the target. Transit projects were among the projects that were the most supportive of increasing active transportation since many people access transit services by walking and biking. Additionally, transit users are more likely to walk or bike once they reach their destination, as they do not have an automobile with them.

Examples

Marin Countywide Bus Service Frequency Improvements would make bus service throughout the county more frequent and increase ridership by making the bus a more attractive option. More people would walk to the bus and leave their vehicles at home, resulting in **strong support** for this target.

US-101 Broadway Interchange Improvements would expend most of its funds on US-101 where bicycles and pedestrians are prohibited; it did not include an overcrossing that improves access for active modes. With new bike lanes and sidewalks over the highway, the project provided **moderate support** towards the target.

SR-1 Safety & Operational Improvements (Pacifica to Half Moon Bay) only improved conditions for vehicles on highway 1 and did not include specific bike and pedestrian improvements. As a result, it received a **minimal impact** score for the target, in contrast to the project above.

US-101 Widening (Monterey Street to SR-129) added additional vehicle capacity to US-101 from Gilroy to the Santa Cruz County line. As a result of the exclusive focus on cars and resulting VMT increases, this project scored a **strong adverse impact** score.

Adopted Target #6: Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries).

Projects that do not consume open space or agricultural lands support the target. Projects that improve access to agricultural lands support the target because they maintain economic viability of those lands; this is consistent with requirements in SB 375. Plan Bay Area must show how farmland is preserved from urban development and issues like access for farm to market are considered. Projects that directly consume open space or agricultural land have an adverse impact.

Guidelines for Applying Criteria

Projects that helped to promote infill development are given a supportive rating for this target, as developing or redeveloping existing urban areas reduced the demand for sprawling developments at the fringe of the region; reduced fringe development decreases the pressure on agricultural lands to convert to residential use. Supportive projects could include investments in transit that provide connections to city centers and foster development in these areas. Transit projects that served large populations tended to show the best support of the target.

Support for the target was also given for improved access to agricultural lands. Highway projects that connected agricultural lands to urban areas were supportive of the target since these projects could foster improved goods movement by trucks to their

destination. A project would be considered adverse to the target if it would require new right-of-way in previously undeveloped open space or agricultural land. Projects that resulted in a road widening but would use existing developed right-of-way did not have an effect on the target. This target did not consider the adverse impacts of development pressure from conversion of agricultural land to housing, as this was in indirect effect. Only the direct effects of the projects were considered for adverse impacts, such as the amount of open space or agricultural land being consumed by the project.

Examples

BART Metro improved the services within the BART's system urban core, attracting more riders and decreasing regional VMT. As more people use the system, development in and around the stations will continue to reduce the need to develop in open space and agricultural land; as a result, this project was in **strong support** of the target.

MTC Freeway Performance Initiative made the highway network more efficient by reducing delay and improving travel times through Intelligent Transportation System (ITS) improvements. Goods movement by trucks delivering agricultural goods from farm to market would be improved, provided **moderate support** of the target.

SR-113 Relocation out of Dixon expanded an existing state route by diverting it through an area surrounded by agricultural land. However, the project would use existing right-of-way from a local road, rather than consuming undeveloped land. Therefore, the project received a **minimal impact** rating.

New SR-152 Alignment constructed a new highway alignment through open space and agricultural lands; as such, the project is rated as having a **strong adverse impact** for the target.

Adopted Target #7: Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing.

Projects supported the target if they included transit enhancements that provided a lower-cost transportation alternative to driving. The degree of support varied based on the operator's current low-income ridership.

Guidelines for Applying Criteria

Transit projects were determined to provide a lower-cost alternative to auto ownership and were supportive of this target. Transit projects were assessed based on the percentage of the region's total low-income riders and the proportion of low income riders served by the operator. The percentages of low-income riders were based on the Transit Demographics Survey and the 2011 Statistical Summary of Bay Area Transit Operators; refer to Table 3 in Appendix K.

Transit operators' projects received a strong support rating if low-income riders constitute over 40% of system ridership or if the operator serves more than 10% of the region's low-income transit riders. Transit operators' projects received a moderate support rating if serves more than 0.5% of the region's low-income transit riders; transit projects for operators with less than this threshold received a minimal impact rating.

By awarding strong support to operators that have a high share (over 40%) of low-income riders, this acknowledges that many small operators provided service to low-income groups but carried a smaller share of the region's total low-income ridership. It also rewarded the larger operators that carried a high number of the region's low-income population. No adverse rating was given for highway projects that did not provide low-cost options, since these projects did not take away choices for low- and middle-income residents.

By their nature, bicycle and pedestrian projects provided a lower cost alternative to auto ownership since the operations and maintenance of a bicycle is substantially less than a car. Projects that encouraged these modes of travel were supportive of this target.

Examples

BART Station Access Improvements would improve the bicycle, pedestrian, transit, and car access to various BART stations making it easier to get to the station and use the system. While low-income riders only constitute 14.5% of BART's total ridership, as an operator BART carries 10.7% of the region's total low income transit users. Therefore, BART projects received a **strong support** rating for this target.

Golden Gate Bus Service Frequency Improvements would boost bus service in Sonoma, Marin, and San Francisco counties. Golden Gate Transit's low income riders make up 23.8% of the total ridership, that lead to a **moderate support** rating for the target; the project is ineligible for the strong support rating because, as a smaller operator, it only carries 1.6% of the region's total low income transit riders.

Petaluma Cross-Town Connector/Interchange added an additional arterial segment improving connectivity for autos from the town to the freeway. This project did not include a bicycle, pedestrian, or transit component; as a result, it received a **minimal impact** score as it does not degrade or improve service on any of those modes.

Adopted Target #8: Increase gross regional product (GRP) by an average annual growth rate of approximately 2% (in current dollars) [+90% target for year 2035; +110% target for year 2040].

Currently congested corridors are detrimental to economic vitality; economic studies show projects that provide congestion relief and improve access to employment centers

have the strongest long-term impact on productivity, and thus are rated as supportive of the target. Improved access to ports or truck corridors is also supportive of the target.

Guidelines for Applying Criteria

Highway projects expected to provide relief by either providing expansion or operational improvements received strong or moderate support depending upon the level of current congestion. Transit projects that would be expected to remove vehicles from the congested corridor were also supportive of the target. No project was in opposition of the target, since a project would be unlikely would be make traffic conditions worse.

Examples

SR-4 Bypass Completion (SR-160 to Walnut Avenue) would construct a new bypass would help to relieve traffic congestion in one of the most congested corridors in the Bay Area. As such, the project had **strong support** for economic vitality.

I-580/I-680 Interchange Improvements (Phase 1) would improve the interchange between two major Bay Area freeways, primarily through operational improvements. Interstate 580 is one of the most chronically congested corridors in Alameda County. This project received only **moderate support** for the target since the interchange improvements were not expected to relive large amounts of congestion without capacity increases.

SR-1 Widening (Fassler Avenue to Westport Drive) added capacity to State Route 1, but it did not relieve a congested segment. Therefore, the project had **minimal impact** on this target.

Adopted Target #9: Increase non-auto mode share by 10% and decrease automobile vehicle miles traveled per capita by 10%.

Criteria for this target are similar to those for the CO₂ and PM targets. Projects that provide alternatives to the single occupant vehicle such as public transit or bicycling/walking were determined to be supportive. Projects that increase the use of single occupancy vehicles were determined to have an adverse impact.

Guidelines for Applying Criteria

See discussion under CO₂ target for guidelines used to assess whether a project was likely to increase VMT. Transit projects received support for this target if they provided frequency or operational improvements that would make transit service more convenient and appealing. Projects that provided bicycle and pedestrian infrastructure and encourage a decrease in the auto were also supportive.

Examples

Geary Boulevard BRT would run bus rapid transit service along a major east-west corridor in San Francisco, improving the travel time of the bus service and attracting riders from auto modes. As such, it provided **strong support** for the target.

Vasona Light Rail Extension (Phase 2) is an extension of the existing light rail service to the town of Los Gatos. Given its shorter length and service of a town with a much smaller number of residents, it would not serve as many people as Geary BRT project; therefore it only received a **moderate support** rating for the target.

I-80/I-680/SR-12 Widening & Interchange Improvements (Phase 1) focused on operational improvements for drivers, but some minor improvements would benefit a limited number of bicyclists and pedestrians. Therefore, it received a rating of **minimal impact**.

SR-84/I-680 Interchange Improvements + SR-84 Widening (Jack London to I-680) included vehicle operational improvements to the interchange, in combination with many miles of capacity increases along SR-84 and therefore it has a **moderate adverse impact** for this target.

Pacheco Boulevard Widening (Blum Road to Arthur Road) is a road expansion that would only benefit autos. It had a negative effect on bicyclists, pedestrian, and transit since the expansion of the auto network results in increased auto use; as such, the project had a **strong adverse impact** on the target.

Adopted Target #10: Maintain the transportation system in a state of good repair:

- a) Increase local road pavement condition index (PCI) to 75 or better.
- b) Decrease distressed lane-miles of state highways to less than 10% of total lane-miles.
- c) Reduce share of transit assets past their useful life to 0%.

Projects that specifically improve the roadway condition or replace transit assets were shown as supportive of this target.

Guidelines for Applying Criteria

Most projects received a minimal rating for this target. Only projects that were specific maintenance projects such as road rehabilitation or transit maintenance facilities were supportive of the target. The increased burden of additional maintenance from expanded transit service or additional lane miles of roadways resulting from highway expansion was not considered.

Examples

Local Streets and Roads Capital Maintenance Needs would provide maintenance and rehabilitation of roads throughout the Bay Area. As it would significantly increase the local roadway pavement condition index, it had **strong support** for the target.

Rio Vista Bridge Reconstruction & Realignment rehabilitated an existing local bridge; as such, it scored a **moderate** ranking for the target.

I-80 Yerba Buena Island Interchange Improvements improved an interchange near the new San Francisco-Oakland Bay Bridge east span. Despite the number of roadway improvements included in this project, the project did not specifically rehabilitate current infrastructure and received a rating of **minimal impact**.

APPENDIX F: Project Performance Assessment Benefit-Cost Sensitivity Testing

Sensitivity testing is an important element of any analytical analysis; it allows for a better understanding of potential limitations for the quantitative results. Key assumptions – in this case, primarily the monetary valuations for specific benefits such as time saved or human lives saved – can have a substantial impact on the results. By examining how changes to these assumptions might alter the results, we can examine the strength of the results before drawing conclusions.

The following sensitivity assessments were performed in order to measure how the analysis results could be affected by changes in methodological and technical assumptions:

1. Valuing nonrecurring delay at three (3) times the travel time value
2. Adjusting transit operations and maintenance (O&M) costs to reflect potential cost savings
3. Valuing CO₂ at a substantially higher value of \$178.33 per ton
4. Slightly adjusting collision valuations to match USDOT standards for the value of life
5. Increasing the noise valuation
6. Decreasing travel time valuations substantially

For each sensitivity test, detailed tables present the total annualized benefits, total annualized costs, benefit-cost (B/C) ratio, and ranking from highest B/C to lowest, for both the original B/C assessment and then adjusted to reflect the impact of the particular sensitivity test. The B/C ratios are color coded according to high, medium-high, medium-low, and low ratings using the same categories from the original assessment. In addition, summary tables are provided for each sensitivity test, highlighting projects with significant changes to their B/C ratios, B/C ranking, and/or B/C rating.

Of the sensitivity tests performed, only changes to the travel time valuation had any substantial impacts. Its primary role in the total benefits for many projects led to significantly lower B/C ratios for most projects analyzed, with the greatest reductions for road projects highly dependent on travel time savings for their resulting cost-effectiveness. However, the overall ranking is relatively unaffected even by lower valuations of travel time; as the ordinal ranking is more important than the nominal values for identifying outliers (high- and low-performers), this does not appear to be a major analytical sensitivity issue for the benefit-cost results. Instead, the sensitivity tests highlight the relative strength of the quantitative analysis in ranking potential Bay Area transportation investments.

Valuing Nonrecurring Delay at Three Times the Value of Travel Time

Test Rationale

The *Transportation 2035* benefit-cost analysis used a value equal to three times the recurring in-vehicle travel time. More recent research under the Strategic Highway Research Program (SHRP) suggests a lower valuation – in the range of 0.9 to 1.2 times the value of recurring in-vehicle travel time – is more appropriate for application to non-recurring travel time. Therefore, the benefit valuation for non-recurring travel time delay for the Plan Bay Area performance assessment was set to a value equal to the value used for recurring travel time to reflect this new research. For this sensitivity test, nonrecurring delay was valued at three times the travel time value, consistent with the *Transportation 2035* performance assessment.

Key Impacts for Specific Projects

As visible in Table F7 (included at the end of this appendix), this sensitivity test resulted in some shifting of projects within the B/C ratings and rankings:

- Three projects, SR-85 Auxiliary Lanes, Silicon Valley Express Lanes Network, and CTC Application + Alameda County Authorized Lanes Express Lanes Network, shifted from medium-high B/C rating to high with B/C ratios more than doubling the original B/C value for two of the cases. Two of these projects also realized the greatest movement in the rankings with the Silicon Valley Express Lanes project moving from a rank of 17 to 5 and CTC Application + Alameda County Authorized Lanes Express Lanes Network moving from 20 to 11.
- BART to San Jose/Santa Clara (Phase 2: Berryessa to Santa Clara) and SR-84/I-680 Interchange Improvements + SR-84 Widening (Pigeon Pass to I-680) also moved up in their tiering from medium-low to medium-high.
- Two of the project B/C ratings shifted downward, from medium-low to low, Fairfield/Vacaville Capitol Corridor Station (Phases 1, 2, and 3) and Parkmerced Light Rail Corridor. The Fairfield/Vacaville station project decreased in rankings from 31 to 63. This degradation in project performance is due to both projects having substantial disbenefits from non-recurring delay.
- Dumbarton Transit Corridor (Phase 2: Commuter Rail) shifted from low to medium-low rating.

The key changes in B/C results are shown in Table F1.

TABLE F1: KEY B/C CHANGES FOR NON-RECUR. DELAY SENSITIVITY TEST

Alt	RTPID#	Alternative	Mode	County	Original Total Annualized Benefits (in millions of 2013 dollars)	Adjusted Total Annualized Benefits (in millions of 2013 dollars)	Original Total Annualized Costs (in millions of 2013 dollars)	Adjusted Total Annualized Costs (in millions of 2013 dollars)	Original B/C	Adjusted B/C	Percent Change B/C	Original Rank	Adjusted Rank
Alt36	HOTd	Silicon Valley Express Lanes Network	Express Lanes Network	Multi-County	\$408	\$1,216	\$70	\$70	6	17	198%	17	5
Alt49	HOTe	CTC Application + Alameda County Authorized Lanes Express Lanes Network	Express Lanes Network	Multi-County	\$602	\$1,426	\$118	\$118	5	12	137%	20	11
Alt61	22009	Capitol Corridor Service	Transit Efficiency	Multi-County	\$1	\$2	\$18	\$18	0.1	0.1	84%	75	75
Alt1	98147, 240691	Marin-Sonoma Narrows (Phase 2: HOV Lanes)	Road Efficiency	Multi-County	\$20	\$32	\$18	\$18	1	2	60%	58	43
Alt25	240431	SR-85 Auxiliary Lanes (El Camino Real to Winchester Boulevard)	Road Efficiency	Santa Clara	\$81	\$120	\$12	\$12	7	10	48%	12	12
Alt23	240062	SR-84/I-680 Interchange Improvements + SR-84 Widening (Pigeon Pass to I-680)	Highway Expansion	Alameda	\$87	\$109	\$21	\$21	4	5	25%	26	22
Alt74	240216	Dumbarton Transit Corridor (Phase 2: Commuter Rail)	Transit Expansion	Alameda	\$31	\$36	\$36	\$36	0.8	1	17%	62	58
Alt13	240375	BART to San Jose/Santa Clara (Phase 2: Berryessa to Santa Clara)	Transit Expansion	Santa Clara	\$324	\$357	\$70	\$70	5	5	10%	23	23
Alt91	98207T	Access Improvements	Transit Efficiency	Alameda	\$14	\$13	\$2	\$2	6	6	-5%	14	20
Alt55	240545	Parkmerced Light Rail Corridor	Transit Efficiency	San Francisco	\$6	\$4	\$5	\$5	1	0.9	-37%	52	62
Alt56	240557	Oakdale Caltrain Station	Transit Efficiency	San Francisco	\$3	\$2	\$1	\$1	4	3	-42%	25	34
Alt51	21341	Fairfield/Vacaville Capitol	Transit Efficiency	Solano	\$2	\$1	\$1	\$1	3	0.8	-72%	31	63

Key Impacts by Project Type

Highway Expansion: B/C ratios increased nominally for all of the highway expansion projects. There were no significant changes in rankings, except for SR-239 Expressway Construction (Brentwood to Tracy) which decreased from a ranking of 11 to 15, mostly as a result of other projects improving.

Road Efficiency: B/C ratios increased moderately for road efficiency projects. The most significant improvement in ranking was for Marin-Sonoma Narrows (Phase 2: HOV Lanes) which increased in B/C from 1 to 2 and a ranking of 58 to 43.

Transit Efficiency: B/C ratio changes were mixed for transit efficiency as a result of this sensitivity test. Two projects ratings decreased from medium-low to low (Fairfield/Vacaville Capitol Corridor Station and Parkmerced Light Rail Corridor).

Transit Expansion: Impacts of the sensitivity text on transit expansion was nominal.

Adjusting Transit O&M Costs

Test Rationale

For this test, O&M costs were adjusted to reflect a ten percent reduction in projects' gross O&M costs (due to potential cost savings from MTC's Transit Sustainability

Project). Net O&M costs for these projects were then recalculated using the same farebox recovery ratios.

Key Impacts for Specific Projects

Table F8 presents the results of this adjusted transit O&M cost sensitivity test. Few projects were impacted by this test but two projects did shift in rating, BART to San Jose/Santa Clara (Phase 2: Berryessa to Santa Clara) and Historic Streetcar Expansion Program, improved from the medium-high to high and low to medium-low rating, respectively. The Alameda-Oakland BRT + Transit Access Improvements project improved in ranking from 14 to 11. The key changes in B/C are shown in Table F2.

TABLE F2: KEY B/C CHANGES FOR TRANSIT O&M SENSITIVITY TEST

Alt	RTPID#	Alternative	Mode	County	Original Total Annualized Benefits (in millions of 2013 dollars)	Adjusted Total Annualized Benefits (in millions of 2013 dollars)	Original Total Annualized Costs (in millions of 2013 dollars)	Adjusted Total Annualized Costs (in millions of 2013 dollars)	Original B/C	Adjusted B/C	Percent Change B/C	Original Rank	Adjusted Rank
Alt13	240375	BART to San Jose/Santa Clara	Transit Expansion	Santa Clara	\$324	\$324	\$70	\$64	5	5	-8%	23	22
Alt62	22415	Historic Streetcar Expansion	Transit Efficiency	San	\$9	\$9	\$9	\$9	0.9	1	-11%	61	59
Alt91	982077	Alameda-Oakland BRT + Transit	Transit Efficiency	Alameda	\$14	\$14	\$2	\$2	6	7	-11%	14	11
Alt63	230055	Golden Gate Ferry Service	Transit Efficiency	Multi-	\$6	\$6	\$4	\$4	1	2	-16%	53	50
Alt86	00MUNI	Muni Service Frequency	Transit Efficiency	San	\$25	\$25	\$14	\$12	2	2	-17%	43	40
Alt9	22511, 22512, 22122, 230613, 22120, 230581	WETA Service Expansion (Treasure Island, Berkeley/Albany, Richmond, Hercules, and Redwood City)	Transit Expansion	Multi-County	\$41	\$41	\$22	\$19	2	2	-18%	41	38
Alt34	240521, 21627	Caltrain Vision (10-Train Service during Peak Hours) + Electrification (San Francisco to Tamien)	Transit Efficiency	Multi-County	\$272	\$272	\$220	\$183	1	1	-21%	55	51

Key Impacts by Project Type

Highway Expansion: No impact.

Road Efficiency: No impact.

Transit Efficiency: The B/C ratios remained the same or had minor improvements for several of the transit efficiency projects. There were no significant changes in rankings with the most significant improvement coming from the Alameda-Oakland BRT + Transit Access Improvements project which increased from a ranking of 14 to 11.

Transit Expansion: This sensitivity test resulted in nominal improvements to transit expansion projects.

Valuing CO₂ at \$178.33

Test Rationale

The value of carbon dioxide emissions in the *Transportation 2035* project assessment, conducted in 2008, was based on guidance issued in December 2007 by the United Kingdom Department for Environment, Food and Rural Affairs. For consistency with other regional plans, the current RTP performance assessment CO₂ valuation was obtained from the Bay Area Air Quality Management District (BAAQMD), and updated for future years to reflect the additional damage caused by incremental accumulation of CO₂ over time. This sensitivity test reflects the substantially greater valuation of CO₂ developed in the United Kingdom (\$178.33/metric ton), indicating how relying on a higher value of CO₂ emissions might affect B/C ratios.

Key Impacts for Specific Projects

B/C ratios and ranking changes were minimal as a result of this test, as seen in Table F9. Climate Initiatives (5-year program) resulted in a significant change with a B/C increase from 1 to 4 and a ranking increase from 50 to 27. The EV Solar Installation [BAAQMD program] also realized an improvement in rating from low to medium-low, a B/C increase from 0.8 to 2, and an increase in ranking from 64 to 43. The key changes in B/C are shown in Table F3.

TABLE F3: KEY B/C CHANGES FOR CO₂ SENSITIVITY TEST

Alt	RTPID#	Alternative	Mode	County	Original Total Annualized Benefits (in millions of 2013 dollars)	Adjusted Total Annualized Benefits (in millions of 2013 dollars)	Original Total Annualized Costs (in millions of 2013 dollars)	Adjusted Total Annualized Costs (in millions of 2013 dollars)	Original B/C	Adjusted B/C	Percent Change B/C	Original Rank	Adjusted Rank
Alt100	230550	Climate Initiatives (5-year program)	Climate	Regional	\$158	\$431	\$112	\$112	1	4	172%	50	27
Alt48	98119	Vasona Light Rail Extension (Phase 2)	Transit Expansion	Santa Clara	\$0.1	\$0.4	\$6	\$6	0.0	0.1	163%	76	76
Alt103	240589	EV Solar Installation [BAAQMD program]	Climate	Regional	\$1	\$3	\$2	\$2	0.8	2	143%	64	43
Alt58	240617	SR-29 HOV Lanes & BRT (Napa Junction to Vallejo)	Road Efficiency	Napa	\$11	\$10	\$4	\$4	3	2	-4%	32	34

Key Impacts by Project Type

Highway Expansion: The B/C impacts on the highway expansion projects were mixed with some projects slightly increasing and others decreasing. The most significant change is to the ranking of the SR-4 Bypass Completion project which decreased from 42 to 50.

Road Efficiency: Impacts were also mixed for road efficiency projects with almost no significant impact on the B/C ratios or rankings.

Transit Efficiency: All of the transit efficiency projects either remained the same or slightly improved the B/C ratio as a result of this sensitivity test.

Transit Expansion: This sensitivity test resulted in either no or nominal improvements to transit expansion projects.

Valuing Collisions at U.S. DOT Economic Values

Test Rationale

This sensitivity test involved adjusting the values of collisions to reflect those used for the U.S. DOT. Per the U.S. DOT's Treatment of the Economic Value of a Statistical Life in Departmental Analysis- 2011 Interim Adjustment memorandum dated July 2011, fatalities are valued at \$6.2 million in 2011 dollars with a 1.6 percent annual growth rate. Injury and property damage only (PDO) rates are not directly provided, so the percentages of injury and PDO to fatal accidents from the Caltrans Life-Cycle Benefit-Cost Analysis - Economic Parameters 2010 were used to compute the values for injury and PDOs.

Key Impacts for Specific Projects

As shown in Table F10, this sensitivity test had virtually no impact on the B/C ratios and rankings. SR-4 Bypass Completion (SR-160 to Walnut Avenue) resulted in the most substantial change, an improvement in rankings from 42 to 39. The key changes in B/C are shown in Table F4.

TABLE F4: KEY B/C CHANGES FOR COLLISION SENSITIVITY TEST

Alt	RTPID#	Alternative	Mode	County	Original Total Annualized Benefits (in millions of 2013 dollars)	Adjusted Total Annualized Benefits (in millions of 2013 dollars)	Original Total Annualized Costs (in millions of 2013 dollars)	Adjusted Total Annualized Costs (in millions of 2013 dollars)	Original B/C	Adjusted B/C	Percent Change B/C	Original Rank	Adjusted Rank
Alt48	98119	Vasona Light Rail Extension (Phase 2)	Transit Expansion	Santa Clara	\$0.1	\$0.3	\$6	\$6	0.0	0.0	101%	76	76
Alt45	230101	Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements	Transit Efficiency	Alameda	-\$0.1	-\$0.03	\$2	\$2	(0.0)	(0.0)	67%	77	77
Alt73	22605	SR-4 Bypass Completion (SR-160 to Walnut Avenue)	Highway Expansion	Contra Costa	\$15	\$17	\$9	\$9	2	2	12%	42	39
Alt49	HOTE	Express Lanes Network E	Express Lanes Network	Multi-County	\$602	\$594	\$118	\$118	5	5	-1%	20	21
Alt36	HOTd	Silicon Valley Express Lanes Network	Express Lanes Network	Multi-County	\$408	\$391	\$70	\$70	6	6	-4%	17	18

Key Impacts by Project Type

Highway Expansion: The collision valuation sensitivity test resulted in no or very little reductions in B/C ratios for highway expansion projects.

Road Efficiency: Impacts were mixed for road efficiency projects with almost no impact on the B/C ratios or rankings.

Transit Efficiency: The transit efficiency projects either remained the same or slightly decreased the B/C ratio as a result of this sensitivity test.

Transit Expansion: This sensitivity test resulted in either no or nominal disbenefits to the B/C of the transit expansion projects.

Valuing Noise at a Higher Level

Noise benefits were valued at a level five times greater to reflect more of the health impacts associated with the projects. As there was no available literature indicating a specific higher value to use, we assumed a very significant increase noise benefit valuation to determine the maximum impact such a revision could cause. As shown in Table F11, this test resulted in almost no impacts to the B/C ratios and rankings. The key changes in B/C are shown in Table F5.

TABLE F5: KEY B/C CHANGES FOR NOISE SENSITIVITY TEST

Alt	RTPID#	Alternative	Mode	County	Original Total Annualized Benefits (in millions of 2013 dollars)	Adjusted Total Annualized Benefits (in millions of 2013 dollars)	Original Total Annualized Costs (in millions of 2013 dollars)	Adjusted Total Annualized Costs (in millions of 2013 dollars)	Original B/C	Adjusted B/C	Percent Change B/C	Original Rank	Adjusted Rank
Alt48	98119	Vasona Light Rail Extension (Phase 2)	Transit Expansion	Santa Clara	\$0.1	\$0.2	\$6	\$6	0.0	0.0	19%	2	2
Alt45	230101	Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements	Transit Efficiency	Alameda	-\$0.1	-\$0.1	\$2	\$2	(0.0)	(0.0)	10%	3	3

Decreasing Travel Time Valuations by 30% and 50%

Test Rationale

The value of time used in the project performance assessment is equal to one half the median wage rate of Bay Area residents. The value of travel time was reduced first by 30 percent and then by 50 percent for this sensitivity test. The 30 percent reduction is approximately equivalent to half the median post-tax wage rate of Bay Area residents. The 50 percent test reduction attempted to see how a very significant reduction in travel time benefit valuations might affect benefit-cost ratios and project rankings.

Key Impacts for Specific Projects

Tables D12 and D13 present the results of this test. This test resulted in the most significant impacts to the B/C ratios and rankings:

- In the case of the 30 percent reduction test, two high rated projects were reduced to medium-high level and ten medium-high level projects decreased to medium-low (all but two of the projects in that B/C tier). Additionally, four projects shifted from medium-low to low.

- For the 50 percent travel time reduction test, six high level projects decreased to medium-high, ten medium-high rated projects decreased to medium-low, and eight medium-low projects shifted down to low.
- The Silicon Valley Express Lanes Network project realized the greatest impact as a result of the travel time adjustments with the B/C ratio in the 50 percent test decreasing from six to one, a reduction in the rankings from 17 to 51.
- The largest improvement in ranking is for the Local Streets and Roads Capital Maintenance Needs program, which would increase from 22 to 12.

The key changes in B/C ratios are shown in Table F6; because the 50 percent reduction test impacts a greater number of total projects, this table solely focuses on the impacts of that test.

Key Impacts by Project Type

Highway Expansion: Reducing travel time valuation resulted in significant decreases in B/C for the highway expansion projects, especially under the 50 percent reduction sensitivity test. The SR-239 Expressway Construction (Brentwood to Tracy) project resulted in a reduction in B/C of 7 to 3, as well as a decrease in ranking of 11 to 15.

Road Efficiency: The roadway efficiency projects were significantly negatively impacted as a result of this sensitivity test, except the Bay Bridge Contraflow Lane which remained the same. The ITS Improvements projects in Santa Clara and San Mateo counties realized a shifting from the high rating to medium-high as a result of the 50 percent reduction in travel time valuation test.

Transit Efficiency: The transit efficiency projects were also significantly impacted by the travel time valuation sensitivity test, with benefits often decreasing by half in many of the 50 percent reduction test. The AC Transit Grand-MacArthur BRT, Irvington BART Station, and SFMTA Transit Effectiveness Projects all decreased from the high rating tier to the medium-high as a result of the 50 percent test.

Transit Expansion: This sensitivity test resulted in a mix of impacts to the B/C of the transit expansion projects with those seeing improvements being minor improvements. BART to Livermore (Phase 1) decreased from the medium-low to low rating as a result of the 50 percent test.

TABLE F6: KEY B/C CHANGES FOR TRAVEL TIME 50% SENSITIVITY TEST

Alt	RTPID#	Alternative	Mode	County	Original Total Annualized Benefits (in millions of 2013 dollars)	Adjusted Total Annualized Benefits (in millions of 2013 dollars)	Original Total Annualized Costs (in millions of 2013 dollars)	Adjusted Total Annualized Costs (in millions of 2013 dollars)	Original B/C	Adjusted B/C	Percent Change B/C	Original Rank	Adjusted Rank
Alt48	98119	Vasona Light Rail Extension (Phase 2)	Transit Expansion	Santa Clara	\$0.1	\$2	\$6	\$6	0.0	0.3	1134%	76	70
Alt45	230101	Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements	Transit Efficiency	Alameda	-\$0.1	\$0.2	\$2	\$2	(0.0)	0.1	316%	77	76
Alt34	240521, 21627	Caltrain Vision (10-Train Service during Peak Hours) + Electrification (San Francisco to Tamien)	Transit Efficiency	Multi-County	\$272	\$188	\$220	\$220	1	0.9	-31%	55	56
Alt53	22062	Irvington BART Station	Transit Efficiency	Alameda	\$19	\$13	\$2	\$2	12	8	-31%	8	9
Alt54	240196	BART to Livermore (Phase 1: 1-Station Rail Extension with Bus Enhancements)	Transit Expansion	Alameda	\$50	\$33	\$52	\$52	1	0.6	-33%	60	62
Alt107	LBART	BART to Livermore (Phase 1: 1-Station DMU Extension with Bus Enhancements)	Transit Expansion	Alameda	\$37	\$25	\$29	\$29	1	0.9	-33%	54	55
Alt55	240545	Parkmerced Light Rail Corridor	Transit Efficiency	San Francisco	\$6	\$4	\$5	\$5	1	0.9	-34%	52	53
Alt39	22667	BART to Livermore (Phases 1 & 2: Rail Extension)	Transit Expansion	Alameda	\$57	\$37	\$153	\$153	0.4	0.2	-35%	70	73
Alt67	22343	I-680 Express Bus Service Frequency Improvements (Phase 2)	Transit Efficiency	Contra Costa	\$12	\$8	\$11	\$11	1	0.7	-36%	57	59
Alt83	00ACT1	AC Transit Frequent Transit Network	Transit Efficiency	Multi-County	\$606	\$382	\$510	\$510	1	0.7	-37%	56	58
Alt21	230161	Van Ness Avenue BRT	Transit Efficiency	San Francisco	\$44	\$27	\$7	\$7	6	4	-39%	16	13
Alt71	22780	AC Transit Grand-MacArthur BRT	Transit Efficiency	Alameda	\$32	\$18	\$2	\$2	18	10	-44%	4	4
Alt14	240060, 240523	US-101 Express Lanes - Whipple to County Line	Road Efficiency	Multi-County	\$123	\$68	\$19	\$19	6	4	-45%	15	14
Alt104	22274	ITS Improvements in San Mateo County	Road Efficiency	San Mateo	\$56	\$31	\$4	\$4	16	9	-45%	5	6
Alt105	240494	ITS Improvements in Santa Clara	Road	Santa Clara	\$752	\$413	\$48	\$48	16	9	-45%	5	6
Alt5	230419	Freeway Performance Initiative	FPI	Regional	\$3,175	\$1,745	\$202	\$202	16	9	-45%	5	6
Alt57	240171	SFMTA Transit Effectiveness Project	Transit Efficiency	San Francisco	\$90	\$47	\$8	\$8	11	6	-47%	9	11
Alt80	240155	Better Market Street	Transit Efficiency	San Francisco	\$56	\$29	\$10	\$10	6	3	-49%	18	22
Alt27	94506	Fremont/Union City East-West Connector	Arterial Expansion	Alameda	\$65	\$33	\$10	\$10	7	3	-49%	13	18
Alt91	98207T	Alameda-Oakland BRT + Transit Access Improvements	Transit Efficiency	Alameda	\$14	\$7	\$2	\$2	6	3	-50%	14	19
Alt44	22400	SR-239 Expressway Construction (Brentwood to Tracy)	Highway Expansion	Santa Clara	\$144	\$71	\$21	\$21	7	3	-50%	11	15
Alt86	00MUNI	Muni Service Frequency Improvements	Transit Efficiency	San Francisco	\$25	\$12	\$14	\$14	2	0.9	-50%	43	54
Alt32	230468	I-80 Auxiliary Lanes (Airbase Parkway)	Road	Solano	\$18	\$9	\$4	\$4	5	3	-51%	21	24
Alt8	22455	AC Transit East Bay BRT	Transit	Alameda	\$62	\$29	\$12	\$12	5	3	-53%	19	23
Alt49	HOTe	Express Lanes Network E	Express Lanes Network	Multi-County	\$602	\$235	\$118	\$118	5	2	-61%	20	27
Alt1	98147, 240691	Marin-Sonoma Narrows (Phase 2: HOV Lanes)	Road Efficiency	Multi-County	\$20	\$6	\$18	\$18	1	0.3	-70%	58	67
Alt36	HOTd	Silicon Valley Express Lanes Network	Express Lanes Network	Multi-County	\$408	\$68	\$70	\$70	6	1	-83%	17	51

Complete Sensitivity Test Result Tables

Data tables with the complete sensitivity test results are shown on the following pages as Tables D7 through D13.

TABLE F7: NON-RECURRING DELAY SENSITIVITY TEST RESULTS

Alt	RTPID#	Alternative	Mode	County	Original Total Annualized Benefits (in millions of 2013 dollars)	Adjusted Total Annualized Benefits (in millions of 2013 dollars)	Original Total Annualized Costs (in millions of 2013 dollars)	Adjusted Total Annualized Costs (in millions of 2013 dollars)	Original B/C	Adjusted B/C	Percent Change B/C	Original Rank	Adjusted Rank
Alt190	240182	BART Metro Program	Transit Efficiency	Multi-County	\$161	\$169	-\$4	-\$4	>60	>60	-	1	1
Alt193	240694	Treasure Island Congestion Pricing	Pricing	Regional	\$69	\$74	\$1	\$1	59	62	6%	2	2
Alt185	240522	Congestion Pricing Pilot	Pricing	San Francisco	\$227	\$233	\$5	\$5	45	46	2%	3	3
Alt171	22780	AC Transit Grand-MacArthur BRT	Transit Efficiency	Alameda	\$32	\$36	\$2	\$2	18	20	14%	4	4
Alt15	230419	Freeway Performance Initiative	FPI	Regional	\$3,175	\$3,509	\$202	\$202	16	17	11%	5	8
Alt104	22274	ITS Improvements in San Mateo County	Road Efficiency	San Mateo	\$56	\$62	\$4	\$4	16	17	11%	5	6
Alt105	240494	ITS Improvements in Santa Clara County	Road Efficiency	Santa Clara	\$752	\$831	\$48	\$48	16	17	11%	5	6
Alt153	22062	Irvington BART Station	Transit Efficiency	Alameda	\$19	\$21	\$2	\$2	12	14	14%	8	9
Alt157	240171	SFMTA Transit Effectiveness Project	Transit Efficiency	San Francisco	\$90	\$96	\$8	\$8	11	12	7%	9	10
Alt195	240582	Truck & Motorcycle Retirement [BAAQMD program]	Transit Efficiency	Regional	\$55	\$55	\$6	\$6	9	9	0%	10	13
Alt144	22400	SR-239 Expressway Construction (Brentwood to Tracy)	Highway Expansion	Santa Clara	\$144	\$151	\$21	\$21	7	7	5%	11	15
Alt25	240431	SR-85 Auxiliary Lanes (El Camino Real to Winchester Boulevard)	Road Efficiency	Santa Clara	\$81	\$120	\$12	\$12	7	10	48%	12	12
Alt27	94506	Fremont/Union City East-West Connector	Arterial Expansion	Alameda	\$65	\$73	\$10	\$10	7	7	11%	13	16
Alt191	982077	Alameda-Oakland BRT + Transit Access Improvements	Transit Efficiency	Alameda	\$14	\$13	\$2	\$2	6	6	-5%	14	20
Alt14	240060, 240523	US-101 Express Lanes - Whipple to County Line	Road Efficiency	Multi-County	\$123	\$162	\$19	\$19	6	8	32%	15	14
Alt121	230161	Van Ness Avenue BRT	Transit Efficiency	San Francisco	\$44	\$49	\$7	\$7	6	7	11%	16	17
Alt136	HOTd	Silicon Valley Express Lanes Network	Express Lanes Netw	Multi-County	\$408	\$1,216	\$70	\$70	6	17	198%	17	5
Alt180	240155	Better Market Street	Transit Efficiency	San Francisco	\$56	\$69	\$10	\$10	6	7	23%	18	18
Alt18	22455	AC Transit East Bay BRT	Transit Efficiency	Alameda	\$62	\$63	\$12	\$12	5	5	2%	19	21
Alt149	HOTe	CTC Application + Alameda County Authorized Lanes Express Lanes Network	Express Lanes Netw	Multi-County	\$602	\$1,426	\$118	\$118	5	12	137%	20	11
Alt132	230468	I-80 Auxiliary Lanes (Airbase Parkway to I-680)	Road Efficiency	Solano	\$18	\$22	\$4	\$4	5	6	23%	21	19
Alt196	n/a	Local Streets and Roads Capital Maintenance Needs	Maintenance	Regional	\$1,369	\$1,369	\$280	\$280	5	5	0%	22	24
Alt113	240375	BART to San Jose/Santa Clara (Phase 2: Berryessa to Santa Clara)	Transit Expansion	Santa Clara	\$324	\$357	\$70	\$70	5	5	10%	23	23
Alt147	240134	Caltrain Service Frequency Improvements (6-Train Service during Peak Hours) + Electrification (San Francisco To Tamien)	Transit Efficiency	Multi-County	\$153	\$163	\$34	\$34	5	5	7%	24	25
Alt156	240557	Oakdale Caltrain Station	Transit Efficiency	San Francisco	\$3	\$2	\$1	\$1	4	3	-42%	25	34
Alt123	240062	SR-84/I-680 Interchange Improvements + SR-84 Widening (Pigeon Pass to I-680)	Highway Expansion	Alameda	\$87	\$109	\$21	\$21	4	5	25%	26	22
Alt138	230294	New SR-152 Alignment	Highway Expansion	Santa Clara	\$148	\$150	\$41	\$41	4	4	1%	27	28
Alt115	230290	Transbay Transit Center - Phase 2B (Caltrain Downtown	Transit Expansion	Multi-County	\$108	\$113	\$31	\$31	4	4	5%	28	29
Alt197	240410	Transportation for Livable Communities	TLC	Regional	\$875	\$875	\$255	\$255	3	3	0%	29	30
Alt16	21205, 22350	I-680/SR-4 Interchange Improvements + SR-4 Widening (Morello	Highway Expansion	Contra Costa	\$65	\$81	\$21	\$21	3	4	24%	30	26
Alt151	21341	Fairfield/Vacaville Capitol Corridor Station (Phases 1, 2, and 3)	Transit Efficiency	Solano	\$2	\$1	\$1	\$1	3	0.8	-72%	31	63
Alt158	240617	SR-29 HOV Lanes & BRT (Napa Junction to Vallejo)	Road Efficiency	Napa	\$11	\$16	\$4	\$4	3	4	47%	32	27
Alt166	22227, 240328, 240334	Geneva Avenue Corridor Improvements (Roadway Extension, BRT, and Southern Intermodal Terminal)	Transit Efficiency	Multi-County	\$36	\$38	\$15	\$15	2	3	4%	33	32
Alt187	240147	Southeast Waterfront Transportation Improvements	Transit Efficiency	San Francisco	\$88	\$91	\$36	\$36	2	3	4%	34	35
Alt117	240026	SamTrans El Camino BRT	Transit Efficiency	San Mateo	\$59	\$65	\$25	\$25	2	3	11%	35	31
Alt124	240119	VTA El Camino BRT	Transit Efficiency	Santa Clara	\$28	\$31	\$12	\$12	2	3	10%	36	33
Alt177	00BART	BART Service Frequency Improvements	Transit Efficiency	Multi-County	\$126	\$138	\$56	\$56	2	2	10%	37	36
Alt184	230604	Bay Bridge Contraflow Lane	Road Efficiency	Multi-County	\$67	\$67	\$31	\$31	2	2	0%	38	38
Alt188	580_BUS	I-580 Express Bus (Dublin to Livermore)	Transit Efficiency	Alameda	\$32	\$35	\$16	\$16	2	2	10%	39	40
Alt133	240018	Dumbarton Transit Corridor (Phase 1: Express Bus)	Transit Efficiency	Alameda	\$23	\$25	\$12	\$12	2	2	12%	40	39
Alt19	22511, 22512, 22122, 230613, 22120, 230581	WETA Service Expansion (Treasure Island, Berkeley/Albany, Richmond, Hercules, and Redwood City)	Transit Expansion	Multi-County	\$41	\$51	\$22	\$22	2	2	22%	41	37
Alt173	22605	SR-4 Bypass Completion (SR-160 to Walnut Avenue)	Highway Expansion	Contra Costa	\$15	\$16	\$9	\$9	2	2	2%	42	42
Alt186	00MUNI	Muni Service Frequency Improvements	Transit Efficiency	San Francisco	\$25	\$24	\$14	\$14	2	2	-3%	43	45
Alt12	230164	Geary Boulevard BRT	Transit Efficiency	San Francisco	\$15	\$14	\$9	\$9	2	2	-9%	44	48
Alt175	240526	SFCTA Transit Performance Initiative	Transit Efficiency	San Francisco	\$28	\$30	\$16	\$16	2	2	6%	45	41
Alt198	22247	Regional Bikeway Network	Bike/Ped	Regional	\$124	\$124	\$73	\$73	2	2	0%	46	46
Alt106	240699	AC Transit Service Frequency Improvements (Restoration of 2009 Funding Levels)	Transit Efficiency	Alameda	\$108	\$114	\$65	\$65	2	2	5%	47	44
Alt199	n/a	New Freedom Program	Maintenance	Regional	\$3	\$3	\$2	\$2	2	2	0%	48	47
Alt143	22268	San Mateo Countywide Shuttle Service Frequency Improvements	Transit Efficiency	San Mateo	\$10	\$10	\$6	\$6	2	2	-5%	49	50
Alt100	230550	Climate Initiatives (5-year program)	Climate	Regional	\$158	\$159	\$112	\$112	1	1	1%	50	52
Alt101	n/a	Transit Capital Maintenance Needs	Maintenance	Regional	\$1,787	\$1,787	\$1,286	\$1,286	1	1	0%	51	53
Alt155	240545	Parkmerced Light Rail Corridor	Transit Efficiency	San Francisco	\$4	\$5	\$5	\$5	1	0.9	-37%	52	62
Alt163	230055	Golden Gate Ferry Service Frequency Improvements	Transit Efficiency	Multi-County	\$6	\$7	\$4	\$4	1	2	15%	53	51
Alt107	LBART	BART to Livermore (Phase 1: 1-Station DMU Extension with Bus Enhancements)	Transit Expansion	Alameda	\$37	\$45	\$29	\$29	1	2	22%	54	49
Alt134	240521, 21627	Caltrain Vision (10-Train Service during Peak Hours) + Electrification (San Francisco to Tamien)	Transit Efficiency	Multi-County	\$272	\$291	\$220	\$220	1	1	7%	55	54
Alt183	00ACT1	AC Transit Frequent Transit Network	Transit Efficiency	Multi-County	\$606	\$649	\$510	\$510	1	1	7%	56	55
Alt167	22343	I-680 Express Bus Service Frequency Improvements (Phase 2)	Transit Efficiency	Contra Costa	\$12	\$12	\$11	\$11	1	1	-1%	57	57
Alt11	98147, 240691	Marin-Sonoma Narrows (Phase 2: HOV Lanes)	Road Efficiency	Multi-County	\$20	\$32	\$18	\$18	1	2	60%	58	43
Alt154	240196	BART to Livermore (Phase 1: 1-Station Rail Extension with Bus Enhancements)	Transit Expansion	Alameda	\$50	\$61	\$52	\$52	1	1	22%	60	56
Alt102	240577	Heavy-Duty Truck Replacement [BAAQMD program]	Climate	Regional	\$42	\$42	\$44	\$44	1	1	0%	59	59
Alt162	22415	Historic Streetcar Expansion Program	Transit Efficiency	San Francisco	\$9	\$9	\$9	\$9	0.9	0.9	-3%	61	61
Alt174	240216	Dumbarton Transit Corridor (Phase 2: Commuter Rail)	Transit Expansion	Alameda	\$31	\$36	\$36	\$36	0.8	1	17%	62	58
Alt141	240650	Sonoma Countywide Bus Service Frequency Improvements	Transit Efficiency	Sonoma	\$32	\$32	\$41	\$41	0.8	0.8	1%	63	64
Alt103	240589	EV Solar Installation [BAAQMD program]	Climate	Regional	\$1	\$1	\$2	\$2	0.8	0.8	0%	64	65
Alt116	240676, 240675, 240677	SMART (Phase 2: Extensions to Cloverdale & Larkspur + IOS Cost Deferrals)	Transit Expansion	Multi-County	\$10	\$12	\$13	\$13	0.7	0.9	23%	65	60
Alt122	230252	Marin Countywide Bus Service Frequency Improvements	Transit Efficiency	Marin	\$9	\$9	\$12	\$12	0.7	0.7	3%	66	66
Alt140	230219, 230314	Golden Gate Bus Service Frequency Improvements	Transit Efficiency	Multi-County	\$16	\$16	\$29	\$29	0.5	0.6	3%	67	67
Alt110	22956	Capitol Expressway Light Rail Extension (Phase 2: to Eastridge Transit Center)	Transit Expansion	Santa Clara	\$4	\$3	\$8	\$8	0.5	0.4	-11%	68	69
Alt150	230547	Monterey Highway BRT	Transit Efficiency	Santa Clara	\$15	\$14	\$37	\$37	0.4	0.4	-5%	69	71
Alt139	22667	BART to Livermore (Phases 1 & 2: Rail Extension)	Transit Expansion	Alameda	\$57	\$68	\$153	\$153	0.4	0.4	20%	70	68
Alt130	22019	Downtown East Valley (Phase 2: LRT)	Transit Expansion	Santa Clara	\$5	\$4	\$16	\$16	0.3	0.2	-20%	71	72
Alt179	98139	ACE Expansion	Transit Efficiency	Alameda	\$19	\$27	\$67	\$67	0.3	0.4	40%	72	70
Alt152	230554	Sunnyvale-Cupertino BRT	Transit Efficiency	Santa Clara	\$5	\$3	\$26	\$26	0.2	0.1	-32%	73	74
Alt119	22978	Capitol Expressway Light Rail Extension (Phases 2 & 3: to Nieman)	Transit Expansion	Santa Clara	\$3	\$4	\$19	\$19	0.2	0.2	45%	74	73
Alt161	22009	Capitol Corridor Service Frequency Improvements (Oakland to	Transit Efficiency	Multi-County	\$1	\$2	\$18	\$18	0.1	0.1	84%	75	75
Alt148	98119	Vasona Light Rail Extension (Phase 2)	Transit Expansion	Santa Clara	\$0.1	-\$4	\$6	\$6	0.0	(0.5)	-2600%	76	76
Alt145	230101	Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements	Transit Efficiency	Alameda	-\$0.1	-\$2	\$2	\$2	(0.0)	(1.1)	-2842%	77	77

TABLE F8: TRANSIT O&M COST SENSITIVITY TEST RESULTS

Alt	RTPID#	Alternative	Mode	County	Original Total Annualized Benefits (in millions of 2013 dollars)	Adjusted Total Annualized Benefits (in millions of 2013 dollars)	Original Total Annualized Costs (in millions of 2013 dollars)	Adjusted Total Annualized Costs (in millions of 2013 dollars)	Original B/C	Adjusted B/C	Percent Change B/C	Original Rank	Adjusted Rank
Alt90	240182	BART Metro Program	Transit Efficiency	Multi-County	\$161	\$161	-\$4	-\$4	>60	>60	-	1	1
Alt93	240694	Treasure Island Congestion Pricing	Pricing	Regional	\$69	\$69	\$1	\$1	59	59	0%	2	2
Alt85	240522	Congestion Pricing Pilot	Pricing	San Francisco	\$227	\$227	\$5	\$5	45	45	0%	3	3
Alt71	22780	AC Transit Grand-MacArthur BRT	Transit Efficiency	Alameda	\$32	\$32	\$2	\$2	18	18	0%	4	4
Alt5	230419	Freeway Performance Initiative	FPI	Regional	\$3,175	\$3,175	\$202	\$202	16	16	0%	5	7
Alt104	22274	ITS Improvements in San Mateo County	Road Efficiency	San Mateo	\$56	\$56	\$4	\$4	16	16	0%	5	5
Alt105	240494	ITS Improvements in Santa Clara County	Road Efficiency	Santa Clara	\$752	\$752	\$48	\$48	16	16	0%	5	5
Alt53	22062	Irvington BART Station	Transit Efficiency	Alameda	\$19	\$19	\$2	\$2	12	12	0%	8	8
Alt57	240171	SFMTA Transit Effectiveness Project	Transit Efficiency	San Francisco	\$90	\$90	\$8	\$8	11	11	0%	9	9
Alt95	240582	Truck & Motorcycle Retirement [BAAQMD program]	Climate	Regional	\$55	\$55	\$6	\$6	9	9	0%	10	10
Alt44	22400	SR-239 Expressway Construction (Brentwood to Tracy)	Highway Expansion	Santa Clara	\$144	\$144	\$21	\$21	7	7	0%	11	12
Alt25	240431	SR-85 Auxiliary Lanes (El Camino Real to Winchester Boulevard)	Road Efficiency	Santa Clara	\$81	\$81	\$12	\$12	7	7	0%	12	13
Alt27	94506	Fremont/Union City East-West Connector	Arterial Expansion	Alameda	\$65	\$65	\$10	\$10	7	7	0%	13	14
Alt91	98207T	Alameda-Oakland BRT + Transit Access Improvements	Transit Efficiency	Alameda	\$14	\$14	\$2	\$2	6	7	-11%	14	11
Alt14	240060, 240523	US-101 Express Lanes - Whipple to County Line	Road Efficiency	Multi-County	\$123	\$123	\$19	\$19	6	6	0%	15	15
Alt21	230161	Van Ness Avenue BRT	Transit Efficiency	San Francisco	\$44	\$44	\$7	\$7	6	6	0%	16	16
Alt36	HOTd	Silicon Valley Express Lanes Network	Express Lanes Network	Multi-County	\$408	\$408	\$70	\$70	6	6	0%	17	17
Alt80	240155	Better Market Street	Transit Efficiency	San Francisco	\$56	\$56	\$10	\$10	6	6	0%	18	18
Alt8	22455	AC Transit East Bay BRT	Transit Efficiency	Alameda	\$62	\$62	\$12	\$12	5	5	-1%	19	19
Alt49	HOTE	Express Lanes Network E	Express Lanes Network	Multi-County	\$602	\$602	\$118	\$118	5	5	0%	20	20
Alt32	230468	I-80 Auxiliary Lanes (Albairse Parkway to I-680)	Road Efficiency	Solano	\$18	\$18	\$4	\$4	5	5	0%	21	21
Alt96	n/a	Local Streets and Roads Capital Maintenance Needs	Maintenance	Regional	\$1,369	\$1,369	\$280	\$280	5	5	0%	22	23
Alt13	240375	BART to San Jose/Santa Clara (Phase 2: Berryessa to Santa Clara)	Transit Expansion	Santa Clara	\$324	\$324	\$70	\$64	5	5	-8%	23	22
Alt47	240134	Caltrain Service Frequency Improvements (6-Train Service during Peak Hours) + Electrification (San Francisco to Tamien)	Transit Efficiency	Multi-County	\$153	\$153	\$34	\$33	5	5	-3%	24	24
Alt56	240557	Oakdale Caltrain Station	Transit Efficiency	San Francisco	\$3	\$3	\$1	\$1	4	4	0%	25	25
Alt23	240062	SR-84/I-680 Interchange Improvements + SR-84 Widening (Pigeon Pass to I-680)	Highway Expansion	Alameda	\$87	\$87	\$21	\$21	4	4	0%	26	26
Alt38	230294	New SR-152 Alignment	Highway Expansion	Santa Clara	\$148	\$148	\$41	\$41	4	4	0%	27	27
Alt15	230290	Transbay Transit Center - Phase 2B (Caltrain Downtown Extension)	Transit Expansion	Multi-County	\$108	\$108	\$31	\$31	4	4	0%	28	28
Alt97	240410	Transportation for Livable Communities	TLC	Regional	\$875	\$875	\$255	\$255	3	3	0%	29	29
Alt6	21205, 22350	I-680/SR-4 Interchange Improvements + SR-4 Widening	Highway Expansion	Contra Costa	\$65	\$65	\$21	\$21	3	3	0%	30	30
Alt51	21341	Fairfield/Vacaville Capitol Corridor Station (Phases 1, 2, and 3)	Transit Efficiency	Solano	\$2	\$2	\$1	\$1	3	3	0%	31	31
Alt58	240617	SR-29 HOV Lanes & BRT (Napa Junction to Vallejo)	Road Efficiency	Napa	\$11	\$11	\$4	\$4	3	3	-1%	32	33
Alt66	22227, 240328, 240334	Geneva Avenue Corridor Improvements (Roadway Extension, BRT, and Southern Intermodal Terminal)	Transit Efficiency	Multi-County	\$36	\$36	\$15	\$14	2	3	-4%	33	35
Alt87	240147	Southeast Waterfront Transportation Improvements	Transit Efficiency	San Francisco	\$88	\$88	\$36	\$34	2	3	-7%	34	32
Alt17	240026	SamTrans El Camino BRT	Transit Efficiency	San Mateo	\$59	\$59	\$25	\$23	2	3	-10%	35	34
Alt24	240119	VTA El Camino BRT	Transit Efficiency	Santa Clara	\$28	\$28	\$12	\$12	2	2	0%	36	37
Alt77	00BART	BART Service Frequency Improvements	Transit Efficiency	Multi-County	\$126	\$126	\$56	\$52	2	2	-7%	37	36
Alt84	230604	Bay Bridge Contraflow Lane	Road Efficiency	Multi-County	\$67	\$67	\$31	\$31	2	2	0%	38	39
Alt88	580_BUS	I-580 Express Bus (Dublin to Livermore)	Transit Efficiency	Alameda	\$32	\$32	\$16	\$16	2	2	0%	39	42
Alt33	240018	Dumbarton Transit Corridor (Phase 1: Express Bus)	Transit Efficiency	Alameda	\$23	\$23	\$12	\$11	2	2	-5%	40	41
Alt9	22511, 22512, 22122, 230613, 22120, 230581	WETA Service Expansion (Treasure Island, Berkeley/Albany, Richmond, Hercules, and Redwood City)	Transit Expansion	Multi-County	\$41	\$41	\$22	\$19	2	2	-18%	41	38
Alt73	22605	SR-4 Bypass Completion (SR-160 to Walnut Avenue)	Highway Expansion	Contra Costa	\$15	\$15	\$9	\$9	2	2	0%	42	44
Alt86	00MUNI	Muni Service Frequency Improvements	Transit Efficiency	San Francisco	\$25	\$25	\$14	\$12	2	2	-17%	43	40
Alt2	230164	Geary Boulevard BRT	Transit Efficiency	San Francisco	\$15	\$15	\$9	\$9	2	2	0%	44	46
Alt75	240526	SFCTA Transit Performance Initiative	Transit Efficiency	San Francisco	\$28	\$28	\$16	\$16	2	2	0%	45	47
Alt98	22247	Regional Bikeway Network	Bike/Ped	Regional	\$124	\$124	\$73	\$73	2	2	0%	46	48
Alt106	240699	AC Transit Service Frequency Improvements (Restoration of New Freedom Program)	Transit Efficiency	Alameda	\$108	\$108	\$65	\$58	2	2	-11%	47	43
Alt99	n/a	San Mateo Countywide Shuttle Service Frequency Improvements	Maintenance	Regional	\$3	\$3	\$2	\$2	2	2	0%	48	49
Alt43	22268	Climate Initiatives (5-year program)	Climate	Regional	\$158	\$158	\$112	\$112	1	1	0%	50	53
Alt100	230550	Transit Capital Maintenance Needs	Maintenance	Regional	\$1,787	\$1,787	\$1,286	\$1,286	1	1	0%	51	54
Alt55	240545	Parkmerced Light Rail Corridor	Transit Efficiency	San Francisco	\$6	\$6	\$5	\$4	1	1	-7%	52	52
Alt63	230055	Golden Gate Ferry Service Frequency Improvements	Transit Efficiency	Multi-County	\$6	\$6	\$4	\$4	1	2	-16%	53	50
Alt107	LBART	BART to Livermore (Phase 1: 1-Station DMU Extension with Bus)	Transit Expansion	Alameda	\$37	\$37	\$29	\$28	1	1	-3%	54	56
Alt34	240521, 21627	Caltrain Vision (10-Train Service during Peak Hours) + Electrification (San Francisco to Tamien)	Transit Efficiency	Multi-County	\$272	\$272	\$220	\$183	1	1	-21%	55	51
Alt83	00ACT1	AC Transit Frequent Transit Network	Transit Efficiency	Multi-County	\$606	\$606	\$510	\$453	1	1	-13%	56	55
Alt67	22343	I-680 Express Bus Service Frequency Improvements (Phase 2)	Transit Efficiency	Contra Costa	\$12	\$12	\$11	\$10	1	1	-8%	57	57
Alt1	98147, 240691	Marin-Sonoma Narrows (Phase 2: HOV Lanes)	Road Efficiency	Multi-County	\$20	\$20	\$18	\$18	1	1	0%	58	58
Alt54	240196	BART to Livermore (Phase 1: 1-Station Rail Extension with Bus Enhancements)	Transit Expansion	Alameda	\$50	\$50	\$52	\$51	1	1	-3%	60	60
Alt102	240577	Heavy-Duty Truck Replacement [BAAQMD program]	Climate	Regional	\$42	\$42	\$44	\$44	1	1	0%	59	61
Alt62	22415	Historic Streetcar Expansion Program	Transit Efficiency	San Francisco	\$9	\$9	\$9	\$9	0.9	1	-11%	61	59
Alt74	240216	Dumbarton Transit Corridor (Phase 2: Commuter Rail)	Transit Expansion	Alameda	\$31	\$31	\$36	\$35	0.8	0.9	-4%	62	62
Alt41	240650	Sonoma Countywide Bus Service Frequency Improvements	Transit Efficiency	Sonoma	\$32	\$32	\$41	\$40	0.8	0.8	-3%	63	64
Alt103	240589	EV Solar Installation [BAAQMD program]	Climate	Regional	\$1	\$1	\$2	\$2	0.8	0.8	0%	64	66
Alt16	240676, 240675, 240677	SMART (Phase 2: Extensions to Cloverdale & Larkspur + IOS Cost Deferrals)	Transit Expansion	Multi-County	\$10	\$10	\$13	\$13	0.7	0.8	-4%	65	65
Alt22	230252	Marin Countywide Bus Service Frequency Improvements	Transit Efficiency	Marin	\$9	\$9	\$12	\$11	0.7	0.8	-14%	66	63
Alt40	230219, 230314	Golden Gate Bus Service Frequency Improvements	Transit Efficiency	Multi-County	\$16	\$16	\$29	\$27	0.5	0.6	-8%	67	67
Alt10	22956	Capitol Expressway Light Rail Extension (Phase 2: to Eastridge Transit Center)	Transit Expansion	Santa Clara	\$4	\$4	\$8	\$8	0.5	0.5	-1%	68	68
Alt50	230547	Monteary Highway BRT	Transit Efficiency	Santa Clara	\$15	\$15	\$37	\$33	0.4	0.5	-10%	69	69
Alt39	22667	BART to Livermore (Phases 1 & 2: Rail Extension)	Transit Expansion	Alameda	\$57	\$57	\$153	\$149	0.4	0.4	-3%	70	70
Alt30	22019	Downtown East Valley (Phase 2: LRT)	Transit Expansion	Santa Clara	\$5	\$5	\$16	\$15	0.3	0.3	-5%	71	71
Alt79	98139	ACE Expansion	Transit Efficiency	Alameda	\$19	\$19	\$67	\$60	0.3	0.3	-10%	72	72
Alt52	230554	Sunnyvale-Cupertino BRT	Transit Efficiency	Santa Clara	\$5	\$5	\$26	\$24	0.2	0.2	-10%	73	73
Alt19	22978	Capitol Expressway Light Rail Extension (Phases 2 & 3: to Nieman)	Transit Expansion	Santa Clara	\$3	\$3	\$19	\$18	0.2	0.2	-2%	74	74
Alt61	22009	Capitol Corridor Service Frequency Improvements (Oakland to)	Transit Efficiency	Multi-County	\$1	\$1	\$18	\$18	0.1	0.1	-1%	75	75
Alt48	98119	Vasona Light Rail Extension (Phase 2)	Transit Expansion	Santa Clara	\$0.1	\$0.1	\$6	\$6	0.0	0.0	-2%	76	76
Alt45	230101	Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements	Transit Efficiency	Alameda	-\$0.1	-\$0.1	\$2	\$2	(0.0)	(0.0)	0%	77	77

TABLE F9: CO₂ SENSITIVITY TEST RESULTS

Alt	RTPID#	Alternative	Mode	County	Original Total Annualized Benefits (in millions of 2013 dollars)	Adjusted Total Annualized Benefits (in millions of 2013 dollars)	Original Total Annualized Costs (in millions of 2013 dollars)	Adjusted Total Annualized Costs (in millions of 2013 dollars)	Original B/C	Adjusted B/C	Percent Change B/C	Original Rank	Adjusted Rank
Alt90	240182	BART Metro Program	Transit Efficiency	Multi-County	\$161	\$163	-\$4	-\$4	>60	>60	-	1	1
Alt93	240694	Treasure Island Congestion Pricing	Pricing	Regional	\$69	\$70	\$1	\$1	59	60	2%	2	2
Alt85	240522	Congestion Pricing Pilot	Pricing	San Francisco	\$227	\$232	\$5	\$5	45	46	2%	3	3
Alt71	22780	AC Transit Grand-MacArthur BRT	Transit Efficiency	Alameda	\$32	\$33	\$2	\$2	16	18	3%	4	4
Alt104	22274	ITS Improvements in San Mateo County	Road Efficiency	San Mateo	\$56	\$61	\$4	\$4	16	17	8%	5	5
Alt105	240494	ITS Improvements in Santa Clara County	Road Efficiency	Santa Clara	\$752	\$813	\$48	\$48	16	17	8%	5	6
Alt5	230419	Freeway Performance Initiative	FPI	Regional	\$3,175	\$3,433	\$202	\$202	16	17	8%	5	7
Alt53	22062	Irvington BART Station	Transit Efficiency	Alameda	\$19	\$19	\$2	\$2	12	12	2%	8	8
Alt57	240171	SFMTA Transit Effectiveness Project	Transit Efficiency	San Francisco	\$90	\$91	\$8	\$8	11	12	2%	9	9
Alt95	240582	Truck & Motorcycle Retirement [BAAQMD program]	Transit Efficiency	Regional	\$55	\$55	\$6	\$6	9	9	0%	10	10
Alt44	22400	SR-239 Expressway Construction (Brentwood to Tracy)	Highway Expansion	Santa Clara	\$144	\$148	\$21	\$21	7	7	3%	11	11
Alt25	240431	SR-85 Auxiliary Lanes (El Camino Real to Winchester Boulevard)	Road Efficiency	Santa Clara	\$81	\$81	\$12	\$12	7	7	0%	12	12
Alt27	94506	Fremont/Union City East-West Connector	Arterial Expansion	Alameda	\$65	\$68	\$10	\$10	7	7	4%	13	13
Alt91	98207T	Alameda-Oakland BRT + Transit Access Improvements	Transit Efficiency	Alameda	\$14	\$14	\$2	\$2	6	6	0%	14	14
Alt14	240060, 240523	US-101 Express Lanes - Whipple to County Line	Road Efficiency	Multi-County	\$123	\$123	\$19	\$19	6	6	0%	15	16
Alt21	230161	Van Ness Avenue BRT	Transit Efficiency	San Francisco	\$44	\$45	\$7	\$7	6	6	2%	16	15
Alt36	HOTD	Silicon Valley Express Lanes Network	Express Lanes Network	Multi-County	\$408	\$398	\$70	\$70	6	6	-2%	17	17
Alt80	240155	Better Market Street	Transit Efficiency	San Francisco	\$56	\$57	\$10	\$10	6	6	0%	18	18
Alt8	22455	AC Transit East Bay BRT	Transit Efficiency	Alameda	\$62	\$62	\$12	\$12	5	5	1%	19	19
Alt49	HOTE	Express Lanes Network E	Express Lanes Network	Multi-County	\$602	\$597	\$118	\$118	5	5	-1%	20	20
Alt32	230468	I-80 Auxiliary Lanes (Airbase Parkway to I-680)	Road Efficiency	Solano	\$18	\$18	\$4	\$4	5	5	-1%	21	21
Alt96	n/a	Local Streets and Roads Capital Maintenance Needs	Maintenance	Regional	\$1,369	\$1,369	\$280	\$280	5	5	0%	22	22
Alt13	240375	BART to San Jose/Santa Clara (Phase 2: Berryessa to Santa Clara)	Transit Expansion	Santa Clara	\$324	\$331	\$70	\$70	5	5	2%	23	23
Alt47	240134	Caltrain Service Frequency Improvements (6-Train Service during Peak Hours) + Electrification (San Francisco to Tamien)	Transit Efficiency	Multi-County	\$153	\$155	\$34	\$34	5	5	2%	24	25
Alt56	240557	Oakdale Caltrain Station	Transit Efficiency	San Francisco	\$3	\$3	\$1	\$1	4	5	6%	25	24
Alt23	240062	SR-84/I-680 Interchange Improvements + SR-84 Widening (Pigeon Pass to I-680)	Highway Expansion	Alameda	\$87	\$89	\$21	\$21	4	4	3%	26	26
Alt38	230294	New SR-152 Alignment	Highway Expansion	Santa Clara	\$148	\$149	\$41	\$41	4	4	1%	27	28
Alt15	230290	Transbay Transit Center - Phase 2B (Caltrain Downtown)	Transit Expansion	Multi-County	\$108	\$109	\$31	\$31	4	4	1%	28	29
Alt97	240410	Transportation for Livable Communities	TLC	Regional	\$875	\$875	\$255	\$255	3	3	0%	29	30
Alt6	21205, 22350	I-680/SR-4 Interchange Improvements + SR-4 Widening	Highway Expansion	Contra Costa	\$65	\$65	\$21	\$21	3	3	-1%	30	31
Alt51	21341	Fairfield/Vacaville Capitol Corridor Station (Phases 1, 2, and 3)	Transit Efficiency	Solano	\$2	\$2	\$1	\$1	3	3	4%	31	32
Alt58	240617	SR-29 HOV Lanes & BRT (Napa Junction to Vallejo)	Road Efficiency	Napa	\$11	\$10	\$4	\$4	3	2	-4%	32	34
Alt66	240334	Geneva Avenue Corridor Improvements (Roadway Extension, BRT, and Southern Intermodal Terminal)	Transit Efficiency	Multi-County	\$36	\$37	\$15	\$15	2	3	3%	33	33
Alt87	240147	Southeast Waterfront Transportation Improvements	Transit Efficiency	San Francisco	\$88	\$89	\$36	\$36	2	2	1%	34	35
Alt17	240026	SamTrans El Camino BRT	Transit Efficiency	San Mateo	\$59	\$61	\$25	\$25	2	2	4%	35	36
Alt24	240119	VTA El Camino BRT	Transit Efficiency	Santa Clara	\$28	\$29	\$12	\$12	2	2	3%	36	37
Alt77	00BART	BART Service Frequency Improvements	Transit Efficiency	Multi-County	\$126	\$129	\$56	\$56	2	2	2%	37	38
Alt84	230604	Bay Bridge Contraflow Lane	Road Efficiency	Multi-County	\$67	\$67	\$31	\$31	2	2	0%	38	39
Alt88	580 BUS	I-580 Express Bus (Dublin to Livermore)	Transit Efficiency	Alameda	\$32	\$33	\$16	\$16	2	2	2%	39	40
Alt33	240018	Dumbarton Transit Corridor (Phase 1: Express Bus)	Transit Efficiency	Alameda	\$23	\$23	\$12	\$12	2	2	2%	40	41
Alt9	22511, 22512, 22122, 230613, 21210, 230581	WETA Service Expansion (Treasure Island, Berkeley/Albany, Richmond, Hercules, and Redwood City)	Transit Expansion	Multi-County	\$41	\$43	\$22	\$22	2	2	5%	41	42
Alt73	22605	SR-4 Bypass Completion (SR-160 to Walnut Avenue)	Highway Expansion	Contra Costa	\$15	\$14	\$9	\$9	2	2	-6%	42	50
Alt86	00MUNI	Muni Service Frequency Improvements	Transit Efficiency	San Francisco	\$25	\$25	\$14	\$14	2	2	0%	43	45
Alt2	230164	Geary Boulevard BRT	Transit Efficiency	San Francisco	\$15	\$15	\$9	\$9	2	2	2%	44	44
Alt75	240526	SFCTA Transit Performance Initiative	Transit Efficiency	San Francisco	\$28	\$29	\$16	\$16	2	2	1%	45	46
Alt98	22247	Regional Bikeway Network	Bike/Ped	Regional	\$124	\$124	\$73	\$73	2	2	0%	46	47
Alt106	240699	AC Transit Service Frequency Improvements (Restoration of 2009 Funding Levels)	Transit Efficiency	Alameda	\$108	\$110	\$65	\$65	2	2	1%	47	49
Alt99	n/a	New Freedom Program	Maintenance	Regional	\$3	\$3	\$2	\$2	2	2	0%	48	51
Alt43	22268	San Mateo Countywide Shuttle Service Frequency Improvements	Transit Efficiency	San Mateo	\$10	\$11	\$6	\$6	2	2	3%	49	48
Alt100	230550	Climate Initiatives (5-year program)	Climate	Regional	\$158	\$431	\$112	\$112	1	4	172%	50	27
Alt101	n/a	Transit Capital Maintenance Needs	Maintenance	Regional	\$1,787	\$1,787	\$1,286	\$1,286	1	1	0%	51	53
Alt55	240545	Parkmerced Light Rail Corridor	Transit Efficiency	San Francisco	\$6	\$6	\$5	\$5	1	1	2%	52	52
Alt63	230055	Golden Gate Ferry Service Frequency Improvements	Transit Efficiency	Multi-County	\$6	\$6	\$4	\$4	1	1	7%	53	54
Alt107	LBART	BART to Livermore (Phase 1: 1-Station DMU Extension with Bus Enhancements)	Transit Expansion	Alameda	\$37	\$38	\$29	\$29	1	1	4%	54	55
Alt34	240521, 21627	Caltrain Vision (10-Train Service during Peak Hours) + Electrification (San Francisco to Tamien)	Transit Efficiency	Multi-County	\$272	\$278	\$220	\$220	1	1	2%	55	56
Alt83	00ACT1	AC Transit Frequent Transit Network	Transit Efficiency	Multi-County	\$606	\$615	\$510	\$510	1	1	1%	56	57
Alt67	22343	I-680 Express Bus Service Frequency Improvements (Phase 2)	Transit Efficiency	Contra Costa	\$12	\$13	\$11	\$11	1	1	3%	57	58
Alt1	98147, 240691	Marin-Sonoma Narrows (Phase 2: HOV Lanes)	Road Efficiency	Multi-County	\$20	\$19	\$18	\$18	1	1	-5%	58	59
Alt54	240196	BART to Livermore (Phase 1: 1-Station Rail Extension with Bus Enhancements)	Transit Expansion	Alameda	\$50	\$52	\$52	\$52	1	1	4%	60	60
Alt102	220577	Heavy-Duty Truck Replacement [BAAQMD program]	Climate	Regional	\$41,80	\$42	\$44	\$44	1	1	0%	59	61
Alt62	22415	Historic Streetcar Expansion Program	Transit Efficiency	San Francisco	\$9	\$9	\$9	\$9	0.9	0.9	2%	61	62
Alt74	240216	Dumbarton Transit Corridor (Phase 2: Commuter Rail)	Transit Expansion	Alameda	\$31	\$32	\$36	\$36	0.8	0.8	3%	62	63
Alt41	240650	Sonoma Countywide Bus Service Frequency Improvements	Transit Efficiency	Sonoma	\$32	\$32	\$41	\$41	0.8	0.8	1%	63	64
Alt103	240589	EV Solar Installation [BAAQMD program]	Climate	Regional	\$1	\$3	\$2	\$2	0.8	2	143%	64	43
Alt16	240676, 240675, 240677	SMART (Phase 2: Extensions to Cloverdale & Larkspur + IOS Cost Deferrals)	Transit Expansion	Multi-County	\$10	\$10	\$13	\$13	0.7	0.7	2%	65	66
Alt22	230252	Marin Countywide Bus Service Frequency Improvements	Transit Efficiency	Marin	\$9	\$9	\$12	\$12	0.7	0.8	4%	66	65
Alt40	230219, 230314	Golden Gate Bus Service Frequency Improvements	Transit Efficiency	Multi-County	\$16	\$16	\$29	\$29	0.5	0.5	2%	67	67
Alt10	22956	Capitol Expressway Light Rail Extension (Phase 2: to Eastridge Transit Center)	Transit Expansion	Santa Clara	\$4	\$4	\$8	\$8	0.5	0.5	3%	68	68
Alt50	230547	Monterey Highway BRT	Transit Efficiency	Santa Clara	\$15	\$15	\$37	\$37	0.4	0.4	1%	69	69
Alt39	22667	BART to Livermore (Phases 1 & 2: Rail Extension)	Transit Expansion	Alameda	\$57	\$59	\$153	\$153	0.4	0.4	3%	70	70
Alt30	22019	Downtown East Valley (Phase 2: LRT)	Transit Expansion	Santa Clara	\$5	\$5	\$16	\$16	0.3	0.3	4%	71	71
Alt79	98139	ACE Expansion	Transit Efficiency	Alameda	\$19	\$20	\$67	\$67	0.3	0.3	5%	72	72
Alt52	230554	Sunnyvale-Cupertino BRT	Transit Efficiency	Santa Clara	\$5	\$5	\$26	\$26	0.2	0.2	3%	73	73
Alt19	22978	Capitol Expressway Light Rail Extension (Phases 2 & 3: to Nieman)	Transit Expansion	Santa Clara	\$3	\$3	\$19	\$19	0.2	0.2	8%	74	74
Alt61	22009	Capitol Corridor Service Frequency Improvements (Oakland to Vasona Light Rail Extension (Phase 2))	Transit Efficiency	Multi-County	\$1	\$1	\$18	\$18	0.1	0.1	3%	75	75
Alt48	98119	Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements	Transit Expansion	Santa Clara	\$0.1	\$0.4	\$6	\$6	0.0	0.1	163%	76	76
Alt45	230101	Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements	Transit Efficiency	Alameda	-\$0.1	-\$0.1	\$2	\$2	(0.0)	(0.0)	-11%	77	77

TABLE F10: COLLISION SENSITIVITY TEST RESULTS

Alt	RTPID#	Alternative	Mode	County	Original Total Annualized Benefits (in millions of 2013 dollars)	Adjusted Total Annualized Benefits (in millions of 2013 dollars)	Original Total Annualized Costs (in millions of 2013 dollars)	Adjusted Total Annualized Costs (in millions of 2013 dollars)	Original B/C	Adjusted B/C	Percent Change B/C	Original Rank	Adjusted Rank
Alt90	240182	BART Metro Program	Transit Efficiency	Multi-County	\$161	\$163	-\$4	-\$4	>60	>60	-	1	1
Alt93	240694	Treasure Island Congestion Pricing	Pricing	Regional	\$69	\$70	\$1	\$1	59	60	2%	2	2
Alt85	240522	Congestion Pricing Pilot	Pricing	San Francisco	\$227	\$232	\$5	\$5	45	46	2%	3	3
Alt71	22780	AC Transit Grand-MacArthur BRT	Transit Efficiency	Alameda	\$32	\$32	\$2	\$2	18	18	1%	4	4
Alt104	22274	ITS Improvements in San Mateo County	Road Efficiency	San Mateo	\$56	\$57	\$4	\$4	16	16	1%	5	5
Alt105	240494	ITS Improvements in Santa Clara County	Road Efficiency	Santa Clara	\$752	\$763	\$48	\$48	16	16	1%	5	5
Alt5	230419	Freeway Performance Initiative	FPI	Regional	\$3,175	\$3,222	\$202	\$202	16	16	1%	5	7
Alt53	22062	Irvington BART Station	Transit Efficiency	Alameda	\$19	\$19	\$2	\$2	12	12	1%	8	8
Alt57	240171	SFMTA Transit Effectiveness Project	Transit Efficiency	San Francisco	\$90	\$90	\$8	\$8	11	11	1%	9	9
Alt95	240582	Truck & Motorcycle Retirement [BAAQMD program]	Transit Efficiency	Regional	\$55	\$55	\$6	\$6	9	9	0%	10	10
Alt44	22400	SR-239 Expressway Construction (Brentwood to Tracy)	Highway Expansion	Santa Clara	\$144	\$145	\$21	\$21	7	7	1%	11	11
Alt25	240431	SR-85 Auxiliary Lanes (El Camino Real to Winchester Boulevard)	Road Efficiency	Santa Clara	\$81	\$81	\$12	\$12	7	7	0%	12	12
Alt27	94506	Fremont/Union City East-West Connector	Arterial Expansion	Alameda	\$65	\$66	\$10	\$10	7	7	1%	13	13
Alt91	98207T	Alameda-Oakland BRT + Transit Access Improvements	Transit Efficiency	Alameda	\$14	\$14	\$2	\$2	6	7	0%	14	14
Alt14	240060, 240523	US-101 Express Lanes - Whipple to County Line	Road Efficiency	Multi-County	\$123	\$123	\$19	\$19	6	6	1%	15	15
Alt21	230161	Van Ness Avenue BRT	Transit Efficiency	San Francisco	\$44	\$44	\$7	\$7	6	6	1%	16	16
Alt36	HOTD	Silicon Valley Express Lanes Network	Express Lanes Network	Multi-County	\$408	\$391	\$70	\$70	6	6	-4%	17	18
Alt80	240155	Better Market Street	Transit Efficiency	San Francisco	\$56	\$57	\$10	\$10	6	6	1%	18	17
Alt8	22455	AC Transit East Bay BRT	Transit Efficiency	Alameda	\$62	\$62	\$12	\$12	5	5	0%	19	19
Alt49	HOTE	Express Lanes Network E	Express Lanes Network	Multi-County	\$602	\$594	\$118	\$118	5	5	-1%	20	21
Alt32	230468	I-80 Auxiliary Lanes (Airbase Parkway to I-680)	Road Efficiency	Solano	\$18	\$18	\$4	\$4	5	5	2%	21	20
Alt96	n/a	Local Streets and Roads Capital Maintenance Needs	Maintenance	Regional	\$1,369	\$1,369	\$280	\$280	5	5	0%	22	22
Alt13	240375	BART to San Jose/Santa Clara (Phase 2: Berryessa to Santa Clara)	Transit Expansion	Santa Clara	\$324	\$331	\$70	\$70	5	5	2%	23	23
Alt47	240134	Caltrain Service Frequency Improvements (6-Train Service during Peak Hours) + Electrification (San Francisco to Tamien)	Transit Efficiency	Multi-County	\$153	\$155	\$34	\$34	5	5	2%	24	24
Alt56	240557	Oakdale Caltrain Station	Transit Efficiency	San Francisco	\$3	\$3	\$1	\$1	4	5	3%	25	25
Alt23	240062	SR-84/I-680 Interchange Improvements + SR-84 Widening (Pigeon Pass to I-680)	Highway Expansion	Alameda	\$87	\$87	\$21	\$21	4	4	0%	26	26
Alt38	230294	New SR-152 Alignment	Highway Expansion	Santa Clara	\$148	\$155	\$41	\$41	4	4	5%	27	27
Alt15	230290	Transbay Transit Center - Phase 2B (Caltrain Downtown)	Transit Expansion	Multi-County	\$108	\$109	\$31	\$31	4	4	1%	28	28
Alt97	240410	Transportation for Livable Communities	TLC	Regional	\$875	\$875	\$255	\$255	3	3	0%	29	29
Alt6	21205, 22350	I-680/SR-4 Interchange Improvements + SR-4 Widening	Highway Expansion	Contra Costa	\$65	\$65	\$21	\$21	3	3	0%	30	30
Alt51	21341	Fairfield/Vacaville Capitol Corridor Station (Phases 1, 2, and 3)	Transit Efficiency	Solano	\$2	\$2	\$1	\$1	3	3	-1%	31	31
Alt58	240617	SR-29 HOV Lanes & BRT (Napa Junction to Vallejo)	Road Efficiency	Napa	\$11	\$11	\$4	\$4	3	3	5%	32	32
Alt66	240334	Geneva Avenue Corridor Improvements (Roadway Extension, BRT, and Southern Intermodal Terminal)	Transit Efficiency	Multi-County	\$36	\$36	\$15	\$15	2	3	1%	33	33
Alt87	240147	Southeast Waterfront Transportation Improvements	Transit Efficiency	San Francisco	\$88	\$89	\$36	\$36	2	2	1%	34	34
Alt17	240026	SamTrans El Camino BRT	Transit Efficiency	San Mateo	\$59	\$59	\$25	\$25	2	2	1%	35	36
Alt24	240119	VTA El Camino BRT	Transit Efficiency	Santa Clara	\$28	\$28	\$12	\$12	2	2	1%	36	35
Alt77	00BART	BART Service Frequency Improvements	Transit Efficiency	Multi-County	\$126	\$128	\$56	\$56	2	2	2%	37	37
Alt84	230604	Bay Bridge Contraflow Lane	Road Efficiency	Multi-County	\$67	\$67	\$31	\$31	2	2	0%	38	38
Alt88	580 BUS	I-580 Express Bus (Dublin to Livermore)	Transit Efficiency	Alameda	\$32	\$33	\$16	\$16	2	2	3%	39	40
Alt33	240018	Dumbarton Transit Corridor (Phase 1: Express Bus)	Transit Efficiency	Alameda	\$23	\$23	\$12	\$12	2	2	1%	40	41
Alt9	22511, 22512, 22122, 230613, 21210, 230581	WETA Service Expansion (Treasure Island, Berkeley/Albany, Richmond, Hercules, and Redwood City)	Transit Expansion	Multi-County	\$41	\$42	\$22	\$22	2	2	2%	41	42
Alt73	22605	SR-4 Bypass Completion (SR-160 to Walnut Avenue)	Highway Expansion	Contra Costa	\$15	\$17	\$9	\$9	2	2	12%	42	39
Alt86	00MUNI	Muni Service Frequency Improvements	Transit Efficiency	San Francisco	\$25	\$25	\$14	\$14	2	2	0%	43	43
Alt2	230164	Geary Boulevard BRT	Transit Efficiency	San Francisco	\$15	\$15	\$9	\$9	2	2	1%	44	44
Alt75	240526	SFCTA Transit Performance Initiative	Transit Efficiency	San Francisco	\$28	\$29	\$16	\$16	2	2	1%	45	45
Alt98	22247	Regional Bikeway Network	Bike/Ped	Regional	\$124	\$124	\$73	\$73	2	2	0%	46	46
Alt106	240699	AC Transit Service Frequency Improvements (Restoration of 2009 Funding Levels)	Transit Efficiency	Alameda	\$108	\$110	\$65	\$65	2	2	1%	47	47
Alt99	n/a	New Freedom Program	Maintenance	Regional	\$3	\$3	\$2	\$2	2	2	0%	48	49
Alt43	22268	San Mateo Countywide Shuttle Service Frequency Improvements	Transit Efficiency	San Mateo	\$10	\$11	\$6	\$6	2	2	3%	49	48
Alt100	230550	Climate Initiatives (5-year program)	Climate	Regional	\$158	\$159	\$112	\$112	1	1	1%	50	50
Alt101	n/a	Transit Capital Maintenance Needs	Maintenance	Regional	\$1,787	\$1,787	\$1,286	\$1,286	1	1	0%	51	52
Alt55	240545	Parkmerced Light Rail Corridor	Transit Efficiency	San Francisco	\$6	\$6	\$5	\$5	1	1	1%	52	51
Alt63	230055	Golden Gate Ferry Service Frequency Improvements	Transit Efficiency	Multi-County	\$6	\$6	\$4	\$4	1	1	4%	53	53
Alt107	LBART	BART to Livermore (Phase 1: 1-Station DMU Extension with Bus Enhancements)	Transit Expansion	Alameda	\$37	\$38	\$29	\$29	1	1	2%	54	54
Alt34	240521, 21627	Caltrain Vision (10-Train Service during Peak Hours) + Electrification (San Francisco to Tamien)	Transit Efficiency	Multi-County	\$272	\$277	\$220	\$220	1	1	2%	55	55
Alt83	00ACT1	AC Transit Frequent Transit Network	Transit Efficiency	Multi-County	\$606	\$613	\$510	\$510	1	1	1%	56	56
Alt67	22343	I-680 Express Bus Service Frequency Improvements (Phase 2)	Transit Efficiency	Contra Costa	\$12	\$12	\$11	\$11	1	1	2%	57	57
Alt1	98147, 240691	Marin-Sonoma Narrows (Phase 2: HOV Lanes)	Road Efficiency	Multi-County	\$20	\$19	\$18	\$18	1	1	-3%	58	58
Alt54	240196	BART to Livermore (Phase 1: 1-Station Rail Extension with Bus Enhancements)	Transit Expansion	Alameda	\$50	\$51	\$52	\$52	1	1	2%	60	59
Alt102	220577	Heavy-Duty Truck Replacement [BAAQMD program]	Climate	Regional	\$42	\$42	\$44	\$44	1	1	0%	59	60
Alt62	22415	Historic Streetcar Expansion Program	Transit Efficiency	San Francisco	\$9	\$9	\$9	\$9	0.9	0.9	1%	61	61
Alt74	240216	Dumbarton Transit Corridor (Phase 2: Commuter Rail)	Transit Expansion	Alameda	\$31	\$31	\$36	\$36	0.8	0.8	2%	62	62
Alt41	240650	Sonoma Countywide Bus Service Frequency Improvements	Transit Efficiency	Sonoma	\$32	\$32	\$41	\$41	0.8	0.8	1%	63	63
Alt103	240589	EV Solar Installation [BAAQMD program]	Climate	Regional	\$1	\$1	\$2	\$2	0.8	0.8	0%	64	64
Alt16	240676, 240675, 240677	SMART (Phase 2: Extensions to Cloverdale & Larkspur + IOS Cost Deferrals)	Transit Expansion	Multi-County	\$10	\$10	\$13	\$13	0.7	0.7	2%	65	66
Alt22	230252	Marin Countywide Bus Service Frequency Improvements	Transit Efficiency	Marin	\$9	\$9	\$12	\$12	0.7	0.7	3%	66	65
Alt40	230219, 230314	Golden Gate Bus Service Frequency Improvements	Transit Efficiency	Multi-County	\$16	\$16	\$29	\$29	0.5	0.5	1%	67	67
Alt10	22956	Capitol Expressway Light Rail Extension (Phase 2: to Eastridge Transit Center)	Transit Expansion	Santa Clara	\$4	\$4	\$8	\$8	0.5	0.5	4%	68	68
Alt50	230547	Monterey Highway BRT	Transit Efficiency	Santa Clara	\$15	\$15	\$37	\$37	0.4	0.4	1%	69	69
Alt39	22667	BART to Livermore (Phases 1 & 2: Rail Extension)	Transit Expansion	Alameda	\$57	\$58	\$153	\$153	0.4	0.4	2%	70	70
Alt30	22019	Downtown East Valley (Phase 2: LRT)	Transit Expansion	Santa Clara	\$5	\$5	\$16	\$16	0.3	0.3	3%	71	71
Alt79	98139	ACE Expansion	Transit Efficiency	Alameda	\$19	\$20	\$67	\$67	0.3	0.3	4%	72	72
Alt52	230554	Sunnyvale-Cupertino BRT	Transit Efficiency	Santa Clara	\$5	\$5	\$26	\$26	0.2	0.2	0%	73	73
Alt19	22978	Capitol Expressway Light Rail Extension (Phases 2 & 3: to Nieman)	Transit Expansion	Santa Clara	\$3	\$3	\$19	\$19	0.2	0.2	6%	74	74
Alt61	22009	Capitol Corridor Service Frequency Improvements (Oakland to Vasona Light Rail Extension (Phase 2))	Transit Efficiency	Multi-County	\$1	\$1	\$18	\$18	0.1	0.1	-3%	75	75
Alt48	98119	Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements	Transit Expansion	Santa Clara	\$0.1	\$0.3	\$6	\$6	0.0	0.0	101%	76	76
Alt45	230101	Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements	Transit Efficiency	Alameda	-\$0.1	-\$0.03	\$2	\$2	(0.0)	(0.0)	67%	77	77

TABLE F11: NOISE SENSITIVITY TEST RESULTS

Alt	RTPID#	Alternative	Mode	County	Original Total Annualized Benefits (in millions of 2013 dollars)	Adjusted Total Annualized Benefits (in millions of 2013 dollars)	Original Total Annualized Costs (in millions of 2013 dollars)	Adjusted Total Annualized Costs (in millions of 2013 dollars)	Original B/C	Adjusted B/C	Percent Change B/C	Original Rank	Adjusted Rank
Alt90	240182	BART Metro Program	Transit Efficiency	Multi-County	\$161	\$162	-\$4	-\$4	>60	>60	-	1	1
Alt93	240694	Treasure Island Congestion Pricing	Pricing	Regional	\$69	\$69	\$1	\$1	59	59	0%	2	2
Alt85	240522	Congestion Pricing Pilot	Pricing	San Francisco	\$227	\$228	\$5	\$5	45	45	0%	3	3
Alt71	22780	AC Transit Grand-MacArthur BRT	Transit Efficiency	Alameda	\$32	\$32	\$2	\$2	18	18	0%	4	4
Alt104	22274	ITS Improvements in San Mateo County	Road Efficiency	San Mateo	\$56	\$56	\$4	\$4	16	16	0%	5	5
Alt105	240494	ITS Improvements in Santa Clara County	Road Efficiency	Santa Clara	\$752	\$752	\$48	\$48	16	16	0%	5	5
Alt5	230419	Freeway Performance Initiative	FPI	Regional	\$3,175	\$3,175	\$202	\$202	16	16	0%	5	7
Alt53	22062	Irvington BART Station	Transit Efficiency	Alameda	\$19	\$19	\$2	\$2	12	12	0%	8	8
Alt57	240171	SFMTA Transit Effectiveness Project	Transit Efficiency	San Francisco	\$90	\$90	\$8	\$8	11	11	0%	9	9
Alt95	240582	Truck & Motorcycle Retirement [BAAQMD program]	Transit Efficiency	Regional	\$55	\$55	\$6	\$6	9	9	0%	10	10
Alt44	22400	SR-239 Expressway Construction (Brentwood to Tracy)	Highway Expansion	Santa Clara	\$144	\$144	\$21	\$21	7	7	0%	11	11
Alt25	240431	SR-85 Auxiliary Lanes (El Camino Real to Winchester Boulevard)	Road Efficiency	Santa Clara	\$81	\$81	\$12	\$12	7	7	0%	12	12
Alt27	94506	Fremont/Union City East-West Connector	Arterial Expansion	Alameda	\$65	\$65	\$10	\$10	7	7	0%	13	13
Alt91	98207T	Alameda-Oakland BRT + Transit Access Improvements	Transit Efficiency	Alameda	\$14	\$14	\$2	\$2	6	7	0%	14	14
Alt14	240060, 240523	US-101 Express Lanes - Whipple to County Line	Road Efficiency	Multi-County	\$123	\$123	\$19	\$19	6	6	0%	15	15
Alt21	230161	Van Ness Avenue BRT	Transit Efficiency	San Francisco	\$44	\$44	\$7	\$7	6	6	0%	16	16
Alt36	HOTD	Silicon Valley Express Lanes Network	Express Lanes Network	Multi-County	\$408	\$403	\$70	\$70	6	6	-1%	17	17
Alt80	240155	Better Market Street	Transit Efficiency	San Francisco	\$56	\$57	\$10	\$10	6	6	0%	18	18
Alt8	22455	AC Transit East Bay BRT	Transit Efficiency	Alameda	\$62	\$62	\$12	\$12	5	5	0%	19	19
Alt49	HOTE	Express Lanes Network E	Express Lanes Network	Multi-County	\$602	\$599	\$118	\$118	5	5	0%	20	21
Alt32	230468	I-80 Auxiliary Lanes (Airbase Parkway to I-680)	Road Efficiency	Solano	\$18	\$18	\$4	\$4	5	5	0%	21	20
Alt96	n/a	Local Streets and Roads Capital Maintenance Needs	Maintenance	Regional	\$1,369	\$1,369	\$280	\$280	5	5	0%	22	22
Alt13	240375	BART to San Jose/Santa Clara (Phase 2: Berryessa to Santa Clara)	Transit Expansion	Santa Clara	\$324	\$325	\$70	\$70	5	5	0%	23	23
Alt47	240134	Caltrain Service Frequency Improvements (6-Train Service during Peak Hours) + Electrification (San Francisco to Tamien)	Transit Efficiency	Multi-County	\$153	\$153	\$34	\$34	5	5	0%	24	24
Alt56	240557	Oakdale Caltrain Station	Transit Efficiency	San Francisco	\$3	\$3	\$1	\$1	4	4	1%	25	25
Alt23	240062	SR-84/I-680 Interchange Improvements + SR-84 Widening (Pigeon Pass to I-680)	Highway Expansion	Alameda	\$87	\$87	\$21	\$21	4	4	0%	26	26
Alt38	230294	New SR-152 Alignment	Highway Expansion	Santa Clara	\$148	\$148	\$41	\$41	4	4	0%	27	27
Alt15	230290	Transbay Transit Center - Phase 2B (Caltrain Downtown)	Transit Expansion	Multi-County	\$108	\$108	\$31	\$31	4	4	0%	28	28
Alt97	240410	Transportation for Livable Communities	TLC	Regional	\$875	\$875	\$255	\$255	3	3	0%	29	29
Alt6	21205, 22350	I-680/SR-4 Interchange Improvements + SR-4 Widening	Highway Expansion	Contra Costa	\$65	\$65	\$21	\$21	3	3	0%	30	30
Alt51	21341	Fairfield/Vacaville Capitol Corridor Station (Phases 1, 2, and 3)	Transit Efficiency	Solano	\$2	\$2	\$1	\$1	3	3	-1%	31	31
Alt58	240617	SR-29 HOV Lanes & BRT (Napa Junction to Vallejo)	Road Efficiency	Napa	\$11	\$11	\$4	\$4	3	3	0%	32	32
Alt66	22227, 240328, 240334	Geneva Avenue Corridor Improvements (Roadway Extension, BRT, and Southern Intermodal Terminal)	Transit Efficiency	Multi-County	\$36	\$36	\$15	\$15	2	2	0%	33	33
Alt87	240147	Southeast Waterfront Transportation Improvements	Transit Efficiency	San Francisco	\$88	\$88	\$36	\$36	2	2	0%	34	34
Alt17	240026	SamTrans El Camino BRT	Transit Efficiency	San Mateo	\$59	\$59	\$25	\$25	2	2	0%	35	35
Alt24	240119	VTA El Camino BRT	Transit Efficiency	Santa Clara	\$28	\$28	\$12	\$12	2	2	0%	36	36
Alt77	00BART	BART Service Frequency Improvements	Transit Efficiency	Multi-County	\$126	\$126	\$56	\$56	2	2	0%	37	37
Alt84	230604	Bay Bridge Contraflow Lane	Road Efficiency	Multi-County	\$67	\$67	\$31	\$31	2	2	0%	38	38
Alt88	580 BUS	I-580 Express Bus (Dublin to Livermore)	Transit Efficiency	Alameda	\$32	\$32	\$16	\$16	2	2	1%	39	39
Alt33	240018	Dumbarton Transit Corridor (Phase 1: Express Bus)	Transit Efficiency	Alameda	\$23	\$23	\$12	\$12	2	2	0%	40	40
Alt9	22511, 22512, 22122, 230613, 21210, 230581	WETA Service Expansion (Treasure Island, Berkeley/Albany, Richmond, Hercules, and Redwood City)	Transit Expansion	Multi-County	\$41	\$42	\$22	\$22	2	2	1%	41	41
Alt73	22605	SR-4 Bypass Completion (SR-160 to Walnut Avenue)	Highway Expansion	Contra Costa	\$15	\$16	\$9	\$9	2	2	0%	42	42
Alt86	00MUNI	Muni Service Frequency Improvements	Transit Efficiency	San Francisco	\$25	\$25	\$14	\$14	2	2	0%	43	43
Alt2	230164	Geary Boulevard BRT	Transit Efficiency	San Francisco	\$15	\$15	\$9	\$9	2	2	0%	44	44
Alt75	240526	SFCTA Transit Performance Initiative	Transit Efficiency	San Francisco	\$28	\$28	\$16	\$16	2	2	0%	45	45
Alt98	22247	Regional Bikeway Network	Bike/Ped	Regional	\$124	\$124	\$73	\$73	2	2	0%	46	46
Alt106	240699	AC Transit Service Frequency Improvements (Restoration of 2009 Funding Levels)	Transit Efficiency	Alameda	\$108	\$109	\$65	\$65	2	2	0%	47	47
Alt99	n/a	New Freedom Program	Maintenance	Regional	\$3	\$3	\$2	\$2	2	2	0%	48	48
Alt43	22268	San Mateo Countywide Shuttle Service Frequency Improvements	Transit Efficiency	San Mateo	\$10	\$10	\$6	\$6	2	2	1%	49	49
Alt100	230550	Climate Initiatives (5-year program)	Climate	Regional	\$158	\$158	\$112	\$112	1	1	0%	50	50
Alt101	n/a	Transit Capital Maintenance Needs	Maintenance	Regional	\$1,787	\$1,787	\$1,286	\$1,286	1	1	0%	51	51
Alt55	240545	Parkmerced Light Rail Corridor	Transit Efficiency	San Francisco	\$6	\$6	\$5	\$5	1	1	0%	52	52
Alt63	230055	Golden Gate Ferry Service Frequency Improvements	Transit Efficiency	Multi-County	\$6	\$6	\$4	\$4	1	1	1%	53	53
Alt107	LBART	BART to Livermore (Phase 1: 1-Station DMU Extension with Bus Enhancements)	Transit Expansion	Alameda	\$37	\$37	\$29	\$29	1	1	1%	54	54
Alt34	240521, 21627	Caltrain Vision (10-Train Service during Peak Hours) + Electrification (San Francisco to Tamien)	Transit Efficiency	Multi-County	\$272	\$273	\$220	\$220	1	1	0%	55	55
Alt83	00ACT1	AC Transit Frequent Transit Network	Transit Efficiency	Multi-County	\$606	\$607	\$510	\$510	1	1	0%	56	56
Alt67	22343	I-680 Express Bus Service Frequency Improvements (Phase 2)	Transit Efficiency	Contra Costa	\$12	\$12	\$11	\$11	1	1	0%	57	57
Alt1	98147, 240691	Marin-Sonoma Narrows (Phase 2: HOV Lanes)	Road Efficiency	Multi-County	\$20	\$20	\$18	\$18	1	1	-1%	58	58
Alt54	240196	BART to Livermore (Phase 1: 1-Station Rail Extension with Bus Enhancements)	Transit Expansion	Alameda	\$50	\$50	\$52	\$52	1	1	1%	60	59
Alt102	220577	Heavy-Duty Truck Replacement [BAAQMD program]	Climate	Regional	\$42	\$42	\$44	\$44	1	1	0%	59	60
Alt62	22415	Historic Streetcar Expansion Program	Transit Efficiency	San Francisco	\$9	\$9	\$9	\$9	0.9	0.9	0%	61	61
Alt74	240216	Dumbarton Transit Corridor (Phase 2: Commuter Rail)	Transit Expansion	Alameda	\$31	\$31	\$36	\$36	0.8	0.8	1%	62	62
Alt41	240650	Sonoma Countywide Bus Service Frequency Improvements	Transit Efficiency	Sonoma	\$32	\$32	\$41	\$41	0.8	0.8	0%	63	63
Alt103	240589	EV Solar Installation [BAAQMD program]	Climate	Regional	\$1	\$1	\$2	\$2	0.8	0.8	0%	64	64
Alt16	240676, 240675, 240677	SMART (Phase 2: Extensions to Cloverdale & Larkspur + IOS Cost Deferrals)	Transit Expansion	Multi-County	\$10	\$10	\$13	\$13	0.7	0.7	1%	65	65
Alt22	230252	Marin Countywide Bus Service Frequency Improvements	Transit Efficiency	Marin	\$9	\$9	\$12	\$12	0.7	0.7	1%	66	66
Alt40	230219, 230314	Golden Gate Bus Service Frequency Improvements	Transit Efficiency	Multi-County	\$16	\$16	\$29	\$29	0.5	0.5	0%	67	67
Alt10	22956	Capitol Expressway Light Rail Extension (Phase 2: to Eastridge Transit Center)	Transit Expansion	Santa Clara	\$4	\$4	\$8	\$8	0.5	0.5	1%	68	68
Alt50	230547	Monterey Highway BRT	Transit Efficiency	Santa Clara	\$15	\$15	\$37	\$37	0.4	0.4	0%	69	69
Alt39	22667	BART to Livermore (Phases 1 & 2: Rail Extension)	Transit Expansion	Alameda	\$57	\$57	\$153	\$153	0.4	0.4	0%	70	70
Alt30	22019	Downtown East Valley (Phase 2: LRT)	Transit Expansion	Santa Clara	\$5	\$5	\$16	\$16	0.3	0.3	1%	71	71
Alt79	98139	ACE Expansion	Transit Efficiency	Alameda	\$19	\$19	\$67	\$67	0.3	0.3	1%	72	72
Alt52	230554	Sunnyvale-Cupertino BRT	Transit Efficiency	Santa Clara	\$5	\$5	\$26	\$26	0.2	0.2	0%	73	73
Alt19	22978	Capitol Expressway Light Rail Extension (Phases 2 & 3: to Nieman)	Transit Expansion	Santa Clara	\$3	\$3	\$19	\$19	0.2	0.2	2%	74	74
Alt61	22009	Capitol Corridor Service Frequency Improvements (Oakland to Vasona Light Rail Extension (Phase 2))	Transit Efficiency	Multi-County	\$1	\$1	\$18	\$18	0.1	0.1	-1%	75	75
Alt48	98119	Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements	Transit Expansion	Santa Clara	\$0.1	\$0.2	\$6	\$6	0.0	0.0	19%	76	76
Alt45	230101	Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements	Transit Efficiency	Alameda	-\$0.1	-\$0.1	\$2	\$2	(0.0)	(0.0)	10%	77	77

TABLE F12: TRAVEL TIME SENSITIVITY TEST RESULTS (-30% VALUATION)

Alt	RTPID#	Alternative	Mode	County	Original Total Annualized Benefits (in millions of 2013 dollars)	Adjusted Total Annualized Benefits (in millions of 2013 dollars)	Original Total Annualized Costs (in millions of 2013 dollars)	Adjusted Total Annualized Costs (in millions of 2013 dollars)	Original B/C	Adjusted B/C	Percent Change B/C	Original Rank	Adjusted Rank
Alt90	240182	BART Metro Program	Transit Efficiency	Multi-County	\$161	\$122	-\$4	-\$4	>60	>60	-	1	1
Alt93	240694	Treasure Island Congestion Pricing	Pricing	Regional	\$69	\$57	\$1	\$1	59	49	-17%	2	2
Alt85	240522	Congestion Pricing Pilot	Pricing	San Francisco	\$227	\$206	\$5	\$5	45	40	-10%	3	3
Alt71	22780	AC Transit Grand-MacArthur BRT	Transit Efficiency	Alameda	\$32	\$23	\$2	\$2	18	13	-26%	4	4
Alt104	22274	ITS Improvements in San Mateo County	Road Efficiency	San Mateo	\$56	\$41	\$4	\$4	16	11	-27%	5	5
Alt105	240494	ITS Improvements in Santa Clara County	Road Efficiency	Santa Clara	\$752	\$549	\$48	\$48	16	11	-27%	5	6
Alt5	230419	Freeway Performance Initiative	FPI	Regional	\$3,175	\$2,317	\$202	\$202	16	11	-27%	5	7
Alt53	22062	Irvington BART Station	Transit Efficiency	Alameda	\$19	\$15	\$2	\$2	12	10	-19%	8	8
Alt57	240171	SFMTA Transit Effectiveness Project	Transit Efficiency	San Francisco	\$90	\$64	\$8	\$8	11	8	-28%	9	10
Alt95	240582	Truck & Motorcycle Retirement [BAAQMD program]	Transit Efficiency	Regional	\$55	\$55	\$6	\$6	9	9	0%	10	9
Alt44	22400	SR-239 Expressway Construction (Brentwood to Tracy)	Highway Expansion	Santa Clara	\$144	\$100	\$21	\$21	7	5	-30%	11	13
Alt25	240431	SR-85 Auxiliary Lanes (El Camino Real to Winchester Boulevard)	Road Efficiency	Santa Clara	\$81	\$75	\$12	\$12	7	6	-7%	12	11
Alt27	94506	Fremont/Union City East-West Connector	Arterial Expansion	Alameda	\$65	\$46	\$10	\$10	7	5	-30%	13	16
Alt91	98207T	Alameda-Oakland BRT + Transit Access Improvements	Transit Efficiency	Alameda	\$14	\$9	\$2	\$2	6	5	-30%	14	17
Alt14	240060, 240523	US-101 Express Lanes - Whipple to County Line	Road Efficiency	Multi-County	\$123	\$90	\$19	\$19	6	5	-27%	15	15
Alt21	230161	Van Ness Avenue BRT	Transit Efficiency	San Francisco	\$44	\$34	\$7	\$7	6	5	-24%	16	14
Alt36	HOTD	Silicon Valley Express Lanes Network	Express Lanes Network	Multi-County	\$408	\$204	\$70	\$70	6	3	-50%	17	26
Alt80	240155	Better Market Street	Transit Efficiency	San Francisco	\$56	\$40	\$10	\$10	6	4	-29%	18	18
Alt8	22455	AC Transit East Bay BRT	Transit Efficiency	Alameda	\$62	\$42	\$12	\$12	5	4	-32%	19	21
Alt49	HOTE	Express Lanes Network E	Express Lanes Network	Multi-County	\$602	\$382	\$118	\$118	5	3	-37%	20	25
Alt32	230468	I-80 Auxiliary Lanes (Airbase Parkway to I-680)	Road Efficiency	Solano	\$18	\$13	\$4	\$4	5	4	-30%	21	23
Alt96	n/a	Local Streets and Roads Capital Maintenance Needs	Maintenance	Regional	\$1,369	\$1,369	\$280	\$280	5	5	0%	22	12
Alt13	240375	BART to San Jose/Santa Clara (Phase 2: Berryessa to Santa Clara)	Transit Expansion	Santa Clara	\$324	\$261	\$70	\$70	5	4	-19%	23	20
Alt47	240134	Caltrain Service Frequency Improvements (6-Train Service during Peak Hours) + Electrification (San Francisco to Tamien)	Transit Efficiency	Multi-County	\$153	\$124	\$34	\$34	5	4	-19%	24	22
Alt56	240557	Oakdale Caltrain Station	Transit Efficiency	San Francisco	\$3	\$2	\$1	\$1	4	4	-14%	25	19
Alt23	240062	SR-84/I-680 Interchange Improvements + SR-84 Widening (Pigeon Pass to I-680)	Highway Expansion	Alameda	\$87	\$59	\$21	\$21	4	3	-32%	26	27
Alt38	230294	New SR-152 Alignment	Highway Expansion	Santa Clara	\$148	\$107	\$41	\$41	4	3	-28%	27	28
Alt15	230290	Transbay Transit Center - Phase 2B (Caltrain Downtown)	Transit Expansion	Multi-County	\$108	\$80	\$31	\$31	4	3	-26%	28	29
Alt97	240410	Transportation for Livable Communities	TLC	Regional	\$875	\$875	\$255	\$255	3	3	0%	29	24
Alt6	21205, 22350	I-680/SR-4 Interchange Improvements + SR-4 Widening	Highway Expansion	Contra Costa	\$65	\$44	\$21	\$21	3	2	-33%	30	31
Alt51	21341	Fairfield/Vacaville Capitol Corridor Station (Phases 1, 2, and 3)	Transit Efficiency	Solano	\$2	\$1	\$1	\$1	3	2	-30%	31	32
Alt58	240617	SR-29 HOV Lanes & BRT (Napa Junction to Vallejo)	Road Efficiency	Napa	\$11	\$9	\$4	\$4	3	2	-22%	32	33
Alt66	240334	Geneva Avenue Corridor Improvements (Roadway Extension, BRT, and Southern Intermodal Terminal)	Transit Efficiency	Multi-County	\$36	\$27	\$15	\$15	2	2	-26%	33	35
Alt87	240147	Southeast Waterfront Transportation Improvements	Transit Efficiency	San Francisco	\$88	\$65	\$36	\$36	2	2	-26%	34	37
Alt17	240026	SamTrans El Camino BRT	Transit Efficiency	San Mateo	\$59	\$46	\$25	\$25	2	2	-23%	35	36
Alt24	240119	VTA El Camino BRT	Transit Efficiency	Santa Clara	\$28	\$23	\$12	\$12	2	2	-19%	36	34
Alt77	00BART	BART Service Frequency Improvements	Transit Efficiency	Multi-County	\$126	\$98	\$56	\$56	2	2	-22%	37	38
Alt84	230604	Bay Bridge Contraflow Lane	Road Efficiency	Multi-County	\$67	\$67	\$31	\$31	2	2	0%	38	30
Alt88	580 BUS	I-580 Express Bus (Dublin to Livermore)	Transit Efficiency	Alameda	\$32	\$26	\$16	\$16	2	2	-19%	39	42
Alt33	240018	Dumbarton Transit Corridor (Phase 1: Express Bus)	Transit Efficiency	Alameda	\$23	\$17	\$12	\$12	2	1	-24%	40	44
Alt9	22511, 22512, 22122, 230613, 21210, 230581	WETA Service Expansion (Treasure Island, Berkeley/Albany, Richmond, Hercules, and Redwood City)	Transit Expansion	Multi-County	\$41	\$35	\$22	\$22	2	2	-14%	41	41
Alt73	22605	SR-4 Bypass Completion (SR-160 to Walnut Avenue)	Highway Expansion	Contra Costa	\$15	\$13	\$9	\$9	2	2	-19%	42	45
Alt86	00MUNI	Muni Service Frequency Improvements	Transit Efficiency	San Francisco	\$25	\$17	\$14	\$14	2	1	-30%	43	52
Alt2	230164	Geary Boulevard BRT	Transit Efficiency	San Francisco	\$15	\$12	\$9	\$9	2	1	-23%	44	48
Alt75	240526	SFCTA Transit Performance Initiative	Transit Efficiency	San Francisco	\$28	\$22	\$16	\$16	2	1	-22%	45	49
Alt98	22247	Regional Bikeway Network	Bike/Ped	Regional	\$124	\$124	\$73	\$73	2	2	0%	46	39
Alt106	240699	AC Transit Service Frequency Improvements (Restoration of 2009 Funding Levels)	Transit Efficiency	Alameda	\$108	\$82	\$65	\$65	2	1	-25%	47	51
Alt99	n/a	New Freedom Program	Maintenance	Regional	\$3	\$3	\$2	\$2	2	2	0%	48	40
Alt43	22268	San Mateo Countywide Shuttle Service Frequency Improvements	Transit Efficiency	San Mateo	\$10	\$9	\$6	\$6	2	1	-9%	49	43
Alt100	230550	Climate Initiatives (5-year program)	Climate	Regional	\$158	\$153	\$112	\$112	1	1	-3%	50	47
Alt101	n/a	Transit Capital Maintenance Needs	Maintenance	Regional	\$1,787	\$1,787	\$1,286	\$1,286	1	1	0%	51	46
Alt55	240545	Parkmerced Light Rail Corridor	Transit Efficiency	San Francisco	\$6	\$5	\$5	\$5	1	1	-20%	52	53
Alt63	230055	Golden Gate Ferry Service Frequency Improvements	Transit Efficiency	Multi-County	\$6	\$6	\$4	\$4	1	1	2%	53	50
Alt107	LBART	BART to Livermore (Phase 1: 1-Station DMU Extension with Bus Enhancements)	Transit Expansion	Alameda	\$37	\$30	\$29	\$29	1	1	-20%	54	54
Alt34	240521, 21627	Caltrain Vision (10-Train Service during Peak Hours) + Electrification (San Francisco to Tamien)	Transit Efficiency	Multi-County	\$272	\$221	\$220	\$220	1	1	-19%	55	55
Alt83	00ACT1	AC Transit Frequent Transit Network	Transit Efficiency	Multi-County	\$606	\$472	\$510	\$510	1	0.9	-22%	56	57
Alt67	22343	I-680 Express Bus Service Frequency Improvements (Phase 2)	Transit Efficiency	Contra Costa	\$12	\$10	\$11	\$11	1	0.9	-22%	57	58
Alt1	98147, 240691	Marin-Sonoma Narrows (Phase 2: HOV Lanes)	Road Efficiency	Multi-County	\$20	\$12	\$18	\$18	1	0.7	-42%	58	64
Alt54	240196	BART to Livermore (Phase 1: 1-Station Rail Extension with Bus Enhancements)	Transit Expansion	Alameda	\$50	\$40	\$52	\$52	1	0.8	-20%	60	60
Alt102	220577	Heavy-Duty Truck Replacement [BAAQMD program]	Climate	Regional	\$42	\$42	\$44	\$44	1	1	0%	59	56
Alt62	22415	Historic Streetcar Expansion Program	Transit Efficiency	San Francisco	\$9	\$7	\$9	\$9	0.9	0.8	-16%	61	59
Alt74	240216	Dumbarton Transit Corridor (Phase 2: Commuter Rail)	Transit Expansion	Alameda	\$31	\$25	\$36	\$36	0.8	0.7	-18%	62	63
Alt41	240650	Sonoma Countywide Bus Service Frequency Improvements	Transit Efficiency	Sonoma	\$32	\$26	\$41	\$41	0.8	0.6	-18%	63	65
Alt103	240589	EV Solar Installation [BAAQMD program]	Climate	Regional	\$1	\$1	\$2	\$2	0.8	0.8	0%	64	61
Alt16	240676, 240675, 240677	SMART (Phase 2: Extensions to Cloverdale & Larkspur + IOS Cost Deferrals)	Transit Expansion	Multi-County	\$10	\$8	\$13	\$13	0.7	0.6	-19%	65	66
Alt22	230252	Marin Countywide Bus Service Frequency Improvements	Transit Efficiency	Marin	\$9	\$9	\$12	\$12	0.7	0.7	-3%	66	62
Alt40	230219, 230314	Golden Gate Bus Service Frequency Improvements	Transit Efficiency	Multi-County	\$16	\$12	\$29	\$29	0.5	0.4	-23%	67	68
Alt10	22956	Capitol Expressway Light Rail Extension (Phase 2: to Eastridge Transit Center)	Transit Expansion	Santa Clara	\$4	\$4	\$8	\$8	0.5	0.5	9%	68	67
Alt50	230547	Monterey Highway BRT	Transit Efficiency	Santa Clara	\$15	\$11	\$37	\$37	0.4	0.3	-24%	69	69
Alt39	22667	BART to Livermore (Phases 1 & 2: Rail Extension)	Transit Expansion	Alameda	\$57	\$45	\$153	\$153	0.4	0.3	-21%	70	71
Alt30	22019	Downtown East Valley (Phase 2: LRT)	Transit Expansion	Santa Clara	\$5	\$5	\$16	\$16	0.3	0.3	-2%	71	70
Alt79	98139	ACE Expansion	Transit Efficiency	Alameda	\$19	\$16	\$67	\$67	0.3	0.2	-14%	72	72
Alt52	230554	Sunnyvale-Cupertino BRT	Transit Efficiency	Santa Clara	\$5	\$4	\$26	\$26	0.2	0.2	-15%	73	75
Alt19	22978	Capitol Expressway Light Rail Extension (Phases 2 & 3: to Nieman)	Transit Expansion	Santa Clara	\$3	\$4	\$19	\$19	0.2	0.2	41%	74	73
Alt61	22009	Capitol Corridor Service Frequency Improvements (Oakland to Vasona Light Rail Extension (Phase 2))	Transit Efficiency	Multi-County	\$1	\$1	\$18	\$18	0.1	0.0	-36%	75	76
Alt48	98119	Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements	Transit Expansion	Santa Clara	\$0.1	\$1	\$6	\$6	0.0	0.2	681%	76	74
Alt45	230101	Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements	Transit Efficiency	Alameda	-\$0.1	\$0.1	\$2	\$2	(0.0)	0.0	190%	77	77

TABLE F13: TRAVEL TIME SENSITIVITY TEST RESULTS (-50% VALUATION)

Alt	RTPID#	Alternative	Mode	County	Original Total Annualized Benefits (in millions of 2013 dollars)	Adjusted Total Annualized Benefits (in millions of 2013 dollars)	Original Total Annualized Costs (in millions of 2013 dollars)	Adjusted Total Annualized Costs (in millions of 2013 dollars)	Original B/C	Adjusted B/C	Percent Change B/C	Original Rank	Adjusted Rank
Alt90	240182	BART Metro Program	Transit Efficiency	Multi-County	\$161	\$95	-\$4	-\$4	>60	>60	-	1	1
Alt93	240694	Treasure Island Congestion Pricing	Pricing	Regional	\$69	\$49	\$1	\$1	59	42	-29%	2	2
Alt85	240522	Congestion Pricing Pilot	Pricing	San Francisco	\$227	\$191	\$5	\$5	45	38	-16%	3	3
Alt71	22780	AC Transit Grand-MacArthur BRT	Transit Efficiency	Alameda	\$32	\$18	\$2	\$2	16	10	-44%	4	4
Alt104	22274	ITS Improvements in San Mateo County	Road Efficiency	San Mateo	\$56	\$31	\$4	\$4	16	9	-45%	5	6
Alt105	240494	ITS Improvements in Santa Clara County	Road Efficiency	Santa Clara	\$752	\$413	\$48	\$48	16	9	-45%	5	6
Alt5	230419	Freeway Performance Initiative	FPI	Regional	\$3,175	\$1,745	\$202	\$202	16	9	-45%	5	6
Alt53	22062	Irvington BART Station	Transit Efficiency	Alameda	\$19	\$13	\$2	\$2	12	8	-31%	8	9
Alt57	240171	SFMTA Transit Effectiveness Project	Transit Efficiency	San Francisco	\$90	\$47	\$8	\$8	11	6	-47%	9	11
Alt95	240582	Truck & Motorcycle Retirement [BAAQMD program]	Transit Efficiency	Regional	\$55	\$55	\$6	\$6	9	9	0%	10	5
Alt44	22400	SR-239 Expressway Construction (Brentwood to Tracy)	Highway Expansion	Santa Clara	\$144	\$71	\$21	\$21	7	3	-50%	11	15
Alt25	240431	SR-85 Auxiliary Lanes (El Camino Real to Winchester Boulevard)	Road Efficiency	Santa Clara	\$81	\$71	\$12	\$12	7	6	-12%	12	10
Alt27	94506	Fremont/Union City East-West Connector	Arterial Expansion	Alameda	\$65	\$33	\$10	\$10	7	3	-49%	13	18
Alt91	98207T	Alameda-Oakland BRT + Transit Access Improvements	Transit Efficiency	Alameda	\$14	\$7	\$2	\$2	6	3	-50%	14	19
Alt14	240060, 240523	US-101 Express Lanes - Whipple to County Line	Road Efficiency	Multi-County	\$123	\$68	\$19	\$19	6	4	-45%	15	14
Alt21	230161	Van Ness Avenue BRT	Transit Efficiency	San Francisco	\$44	\$27	\$7	\$7	6	4	-39%	16	13
Alt36	HOTD	Silicon Valley Express Lanes Network	Express Lanes Network	Multi-County	\$408	\$68	\$70	\$70	6	1	-83%	17	51
Alt80	240155	Better Market Street	Transit Efficiency	San Francisco	\$56	\$29	\$10	\$10	6	3	-49%	18	22
Alt8	22455	AC Transit East Bay BRT	Transit Efficiency	Alameda	\$62	\$29	\$12	\$12	5	3	-53%	19	23
Alt49	HOTE	Express Lanes Network E	Express Lanes Network	Multi-County	\$602	\$235	\$118	\$118	5	2	-61%	20	27
Alt32	230468	I-80 Auxiliary Lanes (Airbase Parkway to I-680)	Road Efficiency	Solano	\$18	\$9	\$4	\$4	5	3	-51%	21	24
Alt96	n/a	Local Streets and Roads Capital Maintenance Needs	Maintenance	Regional	\$1,369	\$1,369	\$280	\$280	5	5	0%	22	12
Alt13	240375	BART to San Jose/Santa Clara (Phase 2: Berryessa to Santa Clara)	Transit Expansion	Santa Clara	\$324	\$220	\$70	\$70	5	3	-32%	23	20
Alt47	240134	Caltrain Service Frequency Improvements (6-Train Service during Peak Hours) + Electrification (San Francisco to Tamien)	Transit Efficiency	Multi-County	\$153	\$105	\$34	\$34	5	3	-31%	24	21
Alt56	240557	Oakdale Caltrain Station	Transit Efficiency	San Francisco	\$3	\$2	\$1	\$1	4	3	-23%	25	17
Alt23	240062	SR-84/I-680 Interchange Improvements + SR-84 Widening (Pigeon Pass to I-680)	Highway Expansion	Alameda	\$87	\$40	\$21	\$21	4	2	-54%	26	29
Alt38	230294	New SR-152 Alignment	Highway Expansion	Santa Clara	\$148	\$80	\$41	\$41	4	2	-46%	27	28
Alt15	230290	Transbay Transit Center - Phase 2B (Caltrain Downtown)	Transit Expansion	Multi-County	\$108	\$61	\$31	\$31	4	2	-43%	28	26
Alt97	240410	Transportation for Livable Communities	TLC	Regional	\$875	\$875	\$255	\$255	3	3	0%	29	16
Alt6	21205, 22350	I-680/SR-4 Interchange Improvements + SR-4 Widening	Highway Expansion	Contra Costa	\$65	\$29	\$21	\$21	3	1	-55%	30	40
Alt51	21341	Fairfield/Vacaville Capitol Corridor Station (Phases 1, 2, and 3)	Transit Efficiency	Solano	\$1	\$1	\$1	\$1	3	1	-51%	31	35
Alt58	240617	SR-29 HOV Lanes & BRT (Napa Junction to Vallejo)	Road Efficiency	Napa	\$11	\$7	\$4	\$4	3	2	-36%	32	32
Alt66	240334	Geneva Avenue Corridor Improvements (Roadway Extension, BRT, and Southern Intermodal Terminal)	Transit Efficiency	Multi-County	\$36	\$21	\$15	\$15	2	1	-43%	33	38
Alt87	240147	Southeast Waterfront Transportation Improvements	Transit Efficiency	San Francisco	\$88	\$50	\$36	\$36	2	1	-44%	34	42
Alt17	240026	SamTrans El Camino BRT	Transit Efficiency	San Mateo	\$59	\$37	\$25	\$25	2	1	-38%	35	34
Alt24	240119	VTA El Camino BRT	Transit Efficiency	Santa Clara	\$28	\$19	\$12	\$12	2	2	-31%	36	33
Alt77	00BART	BART Service Frequency Improvements	Transit Efficiency	Multi-County	\$126	\$80	\$56	\$56	2	1	-37%	37	36
Alt84	230604	Bay Bridge Contraflow Lane	Road Efficiency	Multi-County	\$67	\$67	\$31	\$31	2	2	0%	38	25
Alt88	580 BUS	I-580 Express Bus (Dublin to Livermore)	Transit Efficiency	Alameda	\$32	\$22	\$16	\$16	2	1	-31%	39	45
Alt33	240018	Dumbarton Transit Corridor (Phase 1: Express Bus)	Transit Efficiency	Alameda	\$23	\$14	\$12	\$12	2	1	-40%	40	47
Alt9	22511, 22512, 22122, 230613, 21210, 230581	WETA Service Expansion (Treasure Island, Berkeley/Albany, Richmond, Hercules, and Redwood City)	Transit Expansion	Multi-County	\$41	\$32	\$22	\$22	2	1	-24%	41	37
Alt73	22605	SR-4 Bypass Completion (SR-160 to Walnut Avenue)	Highway Expansion	Contra Costa	\$15	\$11	\$9	\$9	2	1	-31%	42	46
Alt86	00MUNI	Muni Service Frequency Improvements	Transit Efficiency	San Francisco	\$25	\$12	\$14	\$14	2	0.9	-50%	43	54
Alt2	230164	Geary Boulevard BRT	Transit Efficiency	San Francisco	\$15	\$9	\$9	\$9	2	1	-38%	44	49
Alt75	240526	SFCTA Transit Performance Initiative	Transit Efficiency	San Francisco	\$28	\$18	\$16	\$16	2	1	-37%	45	48
Alt98	22247	Regional Bikeway Network	Bike/Ped	Regional	\$124	\$124	\$73	\$73	2	2	0%	46	30
Alt106	240699	AC Transit Service Frequency Improvements (Restoration of 2009 Funding Levels)	Transit Efficiency	Alameda	\$108	\$64	\$65	\$65	2	1	-41%	47	50
Alt99	n/a	New Freedom Program	Maintenance	Regional	\$3	\$3	\$2	\$2	2	2	0%	48	31
Alt43	22268	San Mateo Countywide Shuttle Service Frequency Improvements	Transit Efficiency	San Mateo	\$10	\$9	\$6	\$6	2	1	-15%	49	39
Alt100	230550	Climate Initiatives (5-year program)	Climate	Regional	\$158	\$150	\$112	\$112	1	1	-5%	50	44
Alt101	n/a	Transit Capital Maintenance Needs	Maintenance	Regional	\$1,787	\$1,787	\$1,286	\$1,286	1	1	0%	51	41
Alt55	240545	Parkmerced Light Rail Corridor	Transit Efficiency	San Francisco	\$6	\$4	\$5	\$5	1	0.9	-34%	52	53
Alt63	230055	Golden Gate Ferry Service Frequency Improvements	Transit Efficiency	Multi-County	\$6	\$6	\$4	\$4	1	1	3%	53	43
Alt107	LBART	BART to Livermore (Phase 1: 1-Station DMU Extension with Bus Enhancements)	Transit Expansion	Alameda	\$37	\$25	\$29	\$29	1	0.9	-33%	54	55
Alt34	240521, 21627	Caltrain Vision (10-Train Service during Peak Hours) + Electrification (San Francisco to Tamien)	Transit Efficiency	Multi-County	\$272	\$188	\$220	\$220	1	0.9	-31%	55	56
Alt83	00ACT1	AC Transit Frequent Transit Network	Transit Efficiency	Multi-County	\$606	\$382	\$510	\$510	1	0.7	-37%	56	58
Alt67	22343	I-680 Express Bus Service Frequency Improvements (Phase 2)	Transit Efficiency	Contra Costa	\$12	\$8	\$11	\$11	1	0.7	-36%	57	59
Alt1	98147, 240691	Marin-Sonoma Narrows (Phase 2: HOV Lanes)	Road Efficiency	Multi-County	\$20	\$6	\$18	\$18	1	0.3	-70%	58	67
Alt54	240196	BART to Livermore (Phase 1: 1-Station Rail Extension with Bus Enhancements)	Transit Expansion	Alameda	\$50	\$33	\$52	\$52	1	0.6	-33%	60	62
Alt102	220577	Heavy-Duty Truck Replacement [BAAQMD program]	Climate	Regional	\$42	\$42	\$44	\$44	1	1	0%	59	52
Alt62	22415	Historic Streetcar Expansion Program	Transit Efficiency	San Francisco	\$9	\$6	\$9	\$9	0.9	0.7	-26%	61	61
Alt74	240216	Dumbarton Transit Corridor (Phase 2: Commuter Rail)	Transit Expansion	Alameda	\$31	\$21	\$36	\$36	0.8	0.6	-30%	62	63
Alt41	240650	Sonoma Countywide Bus Service Frequency Improvements	Transit Efficiency	Sonoma	\$32	\$23	\$41	\$41	0.8	0.6	-29%	63	64
Alt103	240589	EV Solar Installation [BAAQMD program]	Climate	Regional	\$1	\$1	\$2	\$2	0.8	0.8	0%	64	57
Alt16	240676, 240675, 240677	SMART (Phase 2: Extensions to Cloverdale & Larkspur + IOS Cost Deferrals)	Transit Expansion	Multi-County	\$10	\$7	\$13	\$13	0.7	0.5	-32%	65	66
Alt22	230252	Marin Countywide Bus Service Frequency Improvements	Transit Efficiency	Marin	\$9	\$8	\$12	\$12	0.7	0.7	-6%	66	60
Alt40	230219, 230314	Golden Gate Bus Service Frequency Improvements	Transit Efficiency	Multi-County	\$16	\$10	\$29	\$29	0.5	0.3	-38%	67	68
Alt10	22956	Capitol Expressway Light Rail Extension (Phase 2: to Eastridge Transit Center)	Transit Expansion	Santa Clara	\$4	\$4	\$8	\$8	0.5	0.5	15%	68	65
Alt50	230547	Monterey Highway BRT	Transit Efficiency	Santa Clara	\$15	\$9	\$37	\$37	0.4	0.2	-40%	69	72
Alt39	22667	BART to Livermore (Phases 1 & 2: Rail Extension)	Transit Expansion	Alameda	\$57	\$37	\$153	\$153	0.4	0.2	-35%	70	73
Alt30	22019	Downtown East Valley (Phase 2: LRT)	Transit Expansion	Santa Clara	\$5	\$5	\$16	\$16	0.3	0.3	-4%	71	69
Alt79	98139	ACE Expansion	Transit Efficiency	Alameda	\$19	\$15	\$67	\$67	0.3	0.2	-24%	72	74
Alt52	230554	Sunnyvale-Cupertino BRT	Transit Efficiency	Santa Clara	\$5	\$4	\$26	\$26	0.2	0.1	-26%	73	75
Alt19	22978	Capitol Expressway Light Rail Extension (Phases 2 & 3: to Nieman)	Transit Expansion	Santa Clara	\$3	\$5	\$19	\$19	0.2	0.3	68%	74	71
Alt61	22009	Capitol Corridor Service Frequency Improvements (Oakland to Vasona Light Rail Extension (Phase 2))	Transit Efficiency	Multi-County	\$1	\$0.4	\$18	\$18	0.1	0.0	-59%	75	77
Alt48	98119	Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements	Transit Expansion	Santa Clara	\$0.1	\$2	\$6	\$6	0.0	0.3	1134%	76	70
Alt45	230101	Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements	Transit Efficiency	Alameda	-\$0.1	\$0.2	\$2	\$2	(0.0)	0.1	316%	77	76

APPENDIX G: Project Performance Assessment Equity Considerations Documentation

By relying on the targets assessment, this analysis highlights equity considerations contained in the overall performance assessment, while at the same time looking at projects from a geographical perspective. Projects were identified as serving a community of concern if they were located in a community of concern and if they provided an access point for residents (e.g. train station, freeway on-ramp, etc.).

Three of the ten Plan Bay Area performance targets were used to calculate a project's Equity Targets Score:

- Adequate Housing
- Particulate Matter in CARE Communities
- Low-Income Household Transportation Cost

A project's Equity Targets Score indicates that project's level of support for equity concerns; it can range from +3.0 (Strong Support) to -3.0 (Strong Adverse Impacts). The same ratings and scale from the targets assessment were used to examine the scores for equity considerations:

- strong support (1)
- moderate support (0.5)
- minimal impact (0)
- moderate adverse impact (-0.5)
- strong adverse impact (-1)

Adequate Housing

Target scores are consistent with the overall targets assessment methodology as documented in Appendix D.

PM in CARE Communities

The results for target 3c are reported separately in the Project Assessment Equity Considerations Table. Projects were mapped against the six Community Air Risk Evaluation (CARE) Impacted Communities. These are areas that are highly impacted from outdoor Toxic Air Contaminants (TAC) due to their proximity to ports or freeways and a high density of sensitive populations (seniors, children, and low income residents). Projects likely to increase transit, biking or walking and are located in a CARE community are considered to support the target. Conversely, projects that

increase VMT and are located in a CARE community are considered to adversely affect this target. The degree of support or adverse impact is a function of the project scale and likely increase or decrease in VMT. Projects receive a minimal rating if they do not affect VMT substantially, even if they are located in a CARE community. Projects that are not located in a CARE community also receive a minimal rating.

Examples

El Camino Real Complete Streets Improvements – This project is located in a CARE community and supports bicycle, pedestrian, and transit improvements along a major corridor. Therefore, the project receives a **moderate support** rating for the PM in CARE target.

I-80 Ashby Interchange Improvements – Despite improvements to Interstate 80 that largely favor cars, this project does not increase VMT substantially and therefore does not increase particulate matter emissions. The project receives a **minimal impact** rating for PM in CARE, despite the project being located adjacent to a CARE community.

Fremont/Union City East-West Connector – This project is an expansion of an arterial roadway and is expected to increase VMT. As expected, the project receives a moderate adverse impact rating for VMT and PM, but since the project is not located in a CARE community, it scores **minimal impact** for PM in CARE.

Silicon Valley Express Lanes Network – The addition of express lanes would make driving more attractive and increase vehicle use throughout the county. This project receives a **moderate adverse impact** rating for PM in CARE because some express lane corridors intersect with South Bay CARE communities.

Low-Income H+T Affordability

Target scores are consistent with the overall targets assessment methodology as documented in Appendix D.

Row #	Project ID	Project Name	County	Project Type	Project Capital Costs (in millions of 2013 dollars)	Total Annualized 2035 Benefits (in millions of 2013 dollars)	Total Annualized 2035 Costs (in millions of 2013 dollars)	Plan Bay Area B/C Ratio	T-2035 B/C Ratio	Overall Targets Score	Targets Supported	Targets Adversely Affected		
High B/C	1	240182	BART Metro Program (including Bay Fair Connection & Civic Center Turnback)		Multi-County	Transit Efficiency	650	161	-10	>60	n/a	8.5	8.5	0
	2	240694	Treasure Island Congestion Pricing		San Francisco	Pricing	59	69	1	59	n/a	4.0	4.0	0
	3	240522	Congestion Pricing Pilot		San Francisco	Pricing	102	227	5	45	n/a	6.0	6.0	0
	4	22780	AC Transit Grand-MacArthur BRT		Alameda/3434	Transit Efficiency	36	32	2	18	n/a	5.5	5.5	0
	5	230419	Freeway Performance Initiative		Regional	FPI	2,991	3,175	202	16	28	4.0	4.0	0
	6	22274	ITS Improvements in San Mateo County		San Mateo	Road Efficiency	66	56	4	16	n/a	4.0	4.0	0
	7	240494	ITS Improvements in Santa Clara County		Santa Clara	Road Efficiency	320	752	48	16	n/a	4.0	4.0	0
	8	22062	Irvington BART Station		Alameda	Transit Efficiency	123	19	2	12	n/a	5.5	5.5	0
	9	240171	SFMTA Transit Effectiveness Project		San Francisco	Transit Efficiency	157	90	8	11	n/a	7.5	7.5	0
Medium-High B/C	10	240582	Truck & Motorcycle Retirement [BAAQMD program]		Regional	Climate	29	55	6	9	n/a	0.5	1.5	1.0
	11	22400	SR-239 Expressway Construction (Brentwood to Tracy)		Contra Costa	Highway Expansion	373	144	21	7	1	-3.5	1.0	4.5
	12	240431	SR-85 Auxiliary Lanes (El Camino Real to Winchester Boulevard)		Santa Clara	Road Efficiency	198	81	12	7	n/a	0.5	0.5	0
	13	94506	Fremont/Union City East-West Connector		Alameda	Arterial Expansion	190	65	10	7	1	0.5	2.0	1.5
	14	98207T	Alameda-Oakland BRT + Transit Access Improvements		Alameda	Transit Efficiency	16	14	2	6	n/a	5.0	5.0	0
	15	240523, 240060	US-101 HOV Lanes (Whipple Avenue to Cesar Chavez Street)		Multi-County	Road Efficiency	331	123	19	6	n/a	2.5	2.5	0
	16	230161	Van Ness Avenue BRT		San Francisco/3434	Transit Efficiency	140	44	7	6	n/a	6.5	6.5	0
	17	HOTd	Silicon Valley Express Lanes Network		Santa Clara	Express Lanes Network	1,398	408	70	6	n/a	-0.5	2.0	2.5
	18	240155	Better Market Street		San Francisco	Transit Efficiency	200	56	10	6	n/a	6.0	6.0	0
	19	22455	AC Transit East Bay BRT		Alameda/3434	Transit Efficiency	211	62	12	5	n/a	5.5	5.5	0
	20	HOTe	CTC Application + Alameda County Authorized Lanes Express Lanes Network		Multi-County	Express Lanes Network	2,364	602	118	5	n/a	-0.5	2.0	2.5
	21	230468	I-80 Auxiliary Lanes (Airbase Parkway to I-680)		Solano	Road Efficiency	50	18	4	5	2†	1.0	1.0	0
	22	n/a	Local Streets and Roads Capital Maintenance Needs		Regional	Maintenance	n/a	1,369	280	5	5	5.0	5.0	0
	23	240375	BART to San Jose/Santa Clara (Phase 2: Berryessa to Santa Clara)		Santa Clara/3434	Transit Expansion	4,094	324	70	5	n/a	7.0	7.0	0
	24	240134, 21627	Caltrain Service Frequency Improvements (6-Train Service during Peak Hours) + Electrification (SF to Tamien)		Multi-County	Transit Efficiency	848	153	34	5	n/a	7.5	7.5	0
	25	240557	Oakdale Caltrain Station		San Francisco	Transit Efficiency	51	3	1	4	n/a	4.5	4.5	0
26	240062, 22776	SR-84/I-680 Interchange Improvements + SR-84 Widening (Jack London to I-680)		Alameda	Highway Expansion	381	87	21	4	n/a	-2.5	0.5	3.0	
27	230294	New SR-152 Alignment		Santa Clara	Highway Expansion	776	148	41	4	n/a	-2.0	2.0	4.0	
28	230290	Transbay Transit Center - Phase 2B (Caltrain Downtown Extension)		San Francisco/3434	Transit Expansion	2,348	108	31	4	n/a	7.5	7.5	0	
29	240410	Transportation for Livable Communities		Regional	TLC	7,131	875	255	3	2	7.0	7.0	0	
30	21205, 22350	I-680/SR-4 Interchange Improvements + SR-4 Widening (Morello Avenue to SR-242)		Contra Costa	Highway Expansion	396	65	21	3	1	0.5	1.0	0.5	
31	21341	Fairfield/Vacaville Capitol Corridor Station (Phases 1, 2, and 3)		Solano	Transit Efficiency	54	2	1	3	n/a	3.5	3.5	0	

† = project definition has changed somewhat since T-2035

Row #	Project ID	Project Name	County	Project Type	Project Capital Costs (in millions of 2013 dollars)	Total Annualized 2035 Benefits (in millions of 2013 dollars)	Total Annualized 2035 Costs (in millions of 2013 dollars)	Plan Bay Area B/C Ratio	T-2035 B/C Ratio	Overall Targets Score	Targets Supported	Targets Adversely Affected
32	240617	SR-29 HOV Lanes and BRT (Napa Junction to Vallejo)	Napa	Road Efficiency	60	11	4	3	n/a	1.5	1.5	0
33	22227, 240328, 240334	Geneva Avenue Corridor Improvements (Roadway Extension, BRT, and Southern Intermodal Terminal)	Multi-County	Transit Efficiency	216	36	15	2	n/a	4.5	4.5	0
34	240147	Southeast Waterfront Transportation Improvements	San Francisco	Transit Efficiency	397	88	36	2	n/a	3.5	3.5	0
35	240026	SamTrans El Camino BRT	San Mateo	Transit Efficiency	120	59	25	2	n/a	5.5	5.5	0
36	240119	VTA El Camino BRT	Santa Clara	Transit Efficiency	239	28	12	2	n/a	7.0	7.0	0
37	00BART	BART Service Frequency Improvements	Multi-County	Transit Efficiency	1,275	126	56	2	n/a	8.5	8.5	0
38	230604	Bay Bridge Contraflow Lane	Multi-County	Pricing	611	67	31	2	n/a	4.5	4.5	0
39	580_BUS	I-580 Express Bus (Dublin to Livermore)	Alameda	Transit Efficiency	150	32	16	2	n/a	4.5	4.5	0
40	240018	Dumbarton Corridor Express Bus	Multi-County	Transit Efficiency	101	23	12	2	n/a	6.5	6.5	0
41	22511, 22512, 22122, 230613, 22120, 230581	WETA Service Expansion (Treasure Island, Berkeley/Albany, Richmond, Hercules, and Redwood City)	Multi-County/ 3434	Transit Expansion	320	41	22	2	n/a	4.5	4.5	0
42	22605	SR-4 Bypass Completion (SR-160 to Walnut Avenue)	Contra Costa	Highway Expansion	150	15	9	2	1†	-2.5	2.0	4.5
43	00MUNI	Muni Service Frequency Improvements	San Francisco	Transit Efficiency	0	25	14	2	n/a	5.5	5.5	0
44	230164	Geary Boulevard BRT	San Francisco	Transit Efficiency	172	15	9	2	7	6.5	6.5	0
45	240526	SFCTA Transit Performance Initiative	San Francisco	Transit Efficiency	490	28	16	2	n/a	7.5	7.5	0
46	22247	Regional Bikeway Network	Regional	Bike/Ped	1,464	124	73	2	0.5	7.0	7.0	0
47	240699	AC Transit Service Frequency Improvements (Restoration of 2009 Funding Levels)	Multi-County	Transit Efficiency	0	108	65	2	n/a	5.5	5.5	0
48	n/a	New Freedom Program	Regional	Lifeline/New Freedom	n/a	3	2	2	n/a	5.5	5.5	0
49	22268	San Mateo Countywide Shuttle Service Frequency Improvements	San Mateo	Transit Efficiency	0	10	6	2	n/a	2.5	2.5	0
50	230550	Climate Initiatives (5-year program)	Regional	Climate	560	158	112	1	0.4	3.5	3.5	0
51	n/a	Transit Capital Maintenance Needs	Regional	Maintenance	n/a	1,787	1,286	1	1	5.0	5.0	0
52	240545	Parkmerced Light Rail Corridor	San Francisco	Transit Efficiency	76	6	5	1	n/a	5.0	5.0	0
53	230055	Golden Gate Ferry Service Frequency Improvements	Multi-County	Transit Efficiency	34	6	4	1	n/a	4.5	4.5	0
54	LBART	BART to Livermore (Phase 1: 1-Station DMU Extension with Bus Enhancements)	Alameda	Transit Expansion	555	37	29	1	n/a	5.0	5.0	0
55	240521, 240134, 21627	Caltrain Vision (10-Train Service during Peak Hours) + Electrification (SF to Tamien)	Multi-County/ 3434	Transit Efficiency	5,599	272	220	1	n/a	7.5	7.5	0
56	00ACT1	AC Transit Frequent Transit Network	Multi-County	Transit Efficiency	654	606	510	1	n/a	5.5	5.5	0
57	22343	I-680 Express Bus Service Frequency Improvements (Phase 2)	Contra Costa	Transit Efficiency	60	12	11	1	1	4.5	4.5	0
58	98147, 240691	Marin-Sonoma Narrows (Phase 2: HOV Lanes)	Multi-County	Road Efficiency	300	20	18	1	8†	0.5	2.5	2.0
59	240577	Heavy-Duty Truck Replacement [BAAQMD program]	Regional	Climate	211	42	44	1	n/a	0.5	1.5	1.0

Medium-Low B/C

† = project definition has changed somewhat since T-2035

Row #	Project ID	Project Name	County	Project Type	Project Capital Costs (in millions of 2013 dollars)	Total Annualized 2035 Benefits (in millions of 2013 dollars)	Total Annualized 2035 Costs (in millions of 2013 dollars)	Plan Bay Area B/C Ratio	T-2035 B/C Ratio	Overall Targets Score	Targets Supported	Targets Adversely Affected	
60	240196	BART to Livermore (Phase 1: 1-Station Rail Extension with Bus Enhancements)	Alameda	Transit Expansion	1,135	50	52	1	4†	5.0	5.0	0	
Low B/C	61	22415	Historic Streetcar Expansion Program	San Francisco	Transit Efficiency	66	9	9	0.9	2	5.0	5.0	0
	62	240216	Dumbarton Rail	Multi-County/3434	Transit Expansion	755	31	36	0.8	n/a	6.0	6.0	0
	63	240589	EV Solar Installation [BAAQMD program]	Regional	Climate	25	1	2	0.8	n/a	1.0	1.5	0.5
	64	240650	Sonoma Countywide Bus Service Frequency Improvements	Sonoma	Transit Efficiency	428	32	41	0.8	n/a	5.0	5.0	0
	65	240676, 240675, 240677	SMART (Phase 2: Extensions to Cloverdale & Larkspur + IOS Cost Deferrals)	Multi-County/3434	Transit Expansion	283	10	13	0.7	n/a	5.0	5.0	0
	66	230252	Marin Countywide Bus Service Frequency Improvements	Marin	Transit Efficiency	0	9	12	0.7	1	4.5	4.5	0
	67	230219, 230314	Golden Gate Bus Service Frequency Improvements	Multi-County	Transit Efficiency	143	16	29	0.5	n/a	4.5	4.5	0
	68	22956	Capitol Expressway Light Rail Extension (Phase 2: to Eastridge Transit Center)	Santa Clara	Transit Expansion	276	4	8	0.5	n/a	6.0	6.0	0
	69	230547	Monterey Highway BRT	Santa Clara	Transit Efficiency	140	15	37	0.4	n/a	5.5	5.5	0
	70	22667	BART to Livermore (Phases 1 & 2: Rail Extension)	Alameda	Transit Expansion	4,177	57	153	0.4	n/a	5.0	5.0	0
	71	22019	Downtown East Valley (Phase 2: LRT)	Santa Clara/3434	Transit Expansion	307	5	16	0.3	n/a	6.0	6.0	0
	72	98139	ACE Service Expansion	Multi-County/3434	Transit Efficiency	600	19	67	0.3	n/a	4.0	4.0	0
	73	230554	Sunnyvale-Cupertino BRT	Santa Clara	Transit Efficiency	100	5	26	0.2	n/a	5.0	5.0	0
	74	22978	Capitol Expressway Light Rail Extension (Phases 2 & 3: to Nieman)	Santa Clara	Transit Expansion	435	3	19	0.2	n/a	6.0	6.0	0
	75	240690	Lifeline Transportation Program	Regional	Lifeline/New Freedom	n/a	10	119	0.1	0	5.5	5.5	0
	76	22009	Capitol Corridor Service Frequency Improvements (Oakland to San Jose)	Multi-County/3434	Transit Efficiency	509	1	18	0.1	n/a	6.0	6.0	0
	77	98119	Vasona Light Rail Extension (Phase 2)	Santa Clara	Transit Expansion	176	0	6	0.0	n/a	5.5	5.5	0
	78	230101	Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements	Alameda/3434	Transit Efficiency	180	0	2	0.0	n/a	5.0	5.0	0

B/C RATIO - COLOR KEY	
High B/C (B/C ratio greater than 10)	Green
Medium-High B/C (B/C ratio between 5 and 9)	Light Green
Medium-Low B/C (B/C ratio between 1 and 4)	Yellow
Low B/C (B/C ratio less than 1)	Red

TARGETS SCORE - COLOR KEY	
Green	Strong Support (score of 6.0 or higher)
Light Green	Moderate Support (score between 1.5 and 5.5)
Yellow	Minimal Impact (score between -1.0 and 1.0)
Red	Moderate Adverse Impact (score between -1.5 and -5.5)
Dark Red	Strong Adverse Impact (score of -6.0 or lower)

Row #	Project ID	Project Name	County	Project Type	Project Capital Costs [in millions]	Net Annual O&M Costs [in millions]	Total Annualized 2035 Benefits [in millions]	Total Annualized 2035 Costs [in millions]	B/C Ratio	TRAVEL TIME BENEFITS					TOTAL	TRAVEL COST BENEFITS			AIR POLLUTANT BENEFITS		COLLISIONS & ACTIVE TRANSPORT BENEFITS			
										Auto/Truck [in millions of hours]	Auto/Truck (Non-Recurr. Delay) [in millions of hours]	Transit In-Vehicle [in millions of hours]	Transit Out-of-Vehicle [in millions of hours]	Walk/Bike [in millions of hours]		VMT [in millions]	Vehicles Owned	PM2.5 [in tons]	CO2 [in thousands of metric tons]	Fatalities due to Collisions	Injuries due to Collisions	Property Damage Only (PDO) Collisions	Active Individuals	
1	22780	AC Transit Grand-MacArthur BRT	ALA/3434	Transit Efficiency	\$ 36.0	\$ -	\$ 31.5	\$ 1.8	18	(1.4)	(0.1)	0.1	(0.1)	0.0	(1.5)	(6)	(53)	(0.9)	(8)	(0.1)	(4)	(7)	98	
2	22062	Irvington BART Station	ALA	Transit Efficiency	\$ 123.0	\$ -	\$ 18.7	\$ 1.5	12	(0.6)	(0.1)	0.2	(0.1)	(0.0)	(0.6)	(6)	(357)	(0.5)	(4)	(0.1)	(4)	(6)	763	
3	94506	Fremont/Union City East-West Connector	ALA	Arterial Expansion	\$ 190.0	\$ 0.5	\$ 65.5	\$ 10.0	7	(3.7)	(0.2)	0.0	0.0	0.0	(3.9)	2	164	(1.6)	(20)	(0.1)	(10)	3	(449)	
4	98207T	Alameda-Oakland BRT + Transit Access Improvements	ALA	Transit Efficiency	\$ 15.8	\$ 1.3	\$ 13.6	\$ 2.1	6	(0.1)	0.0	(0.0)	(0.3)	0.0	(0.4)	(1)	12	0.0	0	(0.0)	(1)	(1)	(200)	
5	22455	AC Transit East Bay BRT	ALA/3434	Transit Efficiency	\$ 211.0	\$ 1.0	\$ 62.0	\$ 11.6	5	(0.8)	(0.0)	(1.2)	(0.9)	(0.1)	(3.0)	6	187	(0.3)	(4)	0.0	3	8	(100)	
6	240062, 22776	SR-84/I-680 Interchange Improvements + SR-84 Widening (Jack London to I-680)	ALA	Highway Expansion	\$ 380.5	\$ 1.7	\$ 87.1	\$ 20.7	4	(5.0)	(0.6)	(0.1)	0.1	(0.0)	(5.6)	16	446	(1.4)	(19)	(0.0)	(2)	23	(624)	
7	580_BUS	I-580 Express Bus (Dublin to Livermore)	ALA	Transit Efficiency	\$ 150.0	\$ 8.1	\$ 31.8	\$ 16.4	2	(1.2)	(0.1)	0.5	(0.2)	(0.0)	(1.0)	(17)	(156)	(0.8)	(6)	(0.2)	(12)	(18)	329	
8	LBART	BART to Livermore (Phase 1: 1-Station DMU Extension with Bus Enhancements)	ALA	Transit Expansion	\$ 555.3	\$ 10.1	\$ 36.7	\$ 28.6	1	(1.6)	(0.2)	1.3	(0.4)	(0.1)	(1.0)	(19)	(482)	(1.4)	(12)	(0.2)	(12)	(20)	486	
9	240196	BART to Livermore (Phase 1: 1-Station Rail Extension with Bus Enhancements)	ALA	Transit Expansion	\$ 1,134.5	\$ 14.6	\$ 49.6	\$ 52.4	1	(2.2)	(0.3)	1.8	(0.5)	(0.1)	(1.3)	(26)	(651)	(1.9)	(16)	(0.2)	(16)	(27)	657	
10	22667	BART to Livermore (Phases 1 & 2: Rail Extension)	ALA	Transit Expansion	\$ 4,177.0	\$ 14.2	\$ 56.7	\$ 153.4	0.4	(2.2)	(0.3)	1.4	(0.5)	(0.1)	(1.7)	(26)	(651)	(1.9)	(16)	(0.2)	(16)	(27)	657	
11	230101	Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements	ALA/3434	Transit Efficiency	\$ 180.0	\$ -	\$ (0.1)	\$ 2.3	0.0	(0.1)	0.1	0.0	0.0	(0.0)	0.0	(1)	(8)	0.0	0	(0.0)	(1)	(1)	29	
12	22400	SR-239 Expressway Construction (Brentwood to Tracy)	CC	Highway Expansion	\$ 372.7	\$ 1.9	\$ 143.8	\$ 20.6	7	(8.5)	(0.2)	0.0	0.0	(0.0)	(8.6)	18	363	(2.7)	(38)	(0.4)	(32)	28	(553)	
13	21205, 22350	I-680/SR-4 Interchange Improvements + SR-4 Widening (Morello Avenue to SR-242)	CC	Highway Expansion	\$ 396.3	\$ 1.4	\$ 65.4	\$ 21.2	3	(2.8)	(0.5)	(0.4)	(0.3)	0.0	(4.0)	6	2,774	0.2	6	(0.1)	(6)	19	(244)	
14	22605	SR-4 Bypass Completion (SR-160 to Walnut Avenue)	CC	Highway Expansion	\$ 149.9	\$ 1.1	\$ 15.5	\$ 8.6	2	(0.6)	(0.0)	0.0	(0.0)	(0.0)	(0.6)	(5)	(32)	0.2	8	(0.5)	(38)	(5)	(16)	
15	22343	I-680 Express Bus Service Frequency Improvements (Phase 2)	CC	Transit Efficiency	\$ 59.7	\$ 6.4	\$ 12.2	\$ 10.7	1	(0.5)	0.0	0.2	(0.1)	(0.0)	(0.4)	(4)	(181)	(0.4)	(3)	(0.0)	(3)	(4)	333	
16	230252	Marin Countywide Bus Service Frequency Improvements	MRN	Transit Efficiency	\$ -	\$ 12.3	\$ 8.9	\$ 12.3	0.7	(0.3)	(0.0)	0.5	(0.1)	(0.1)	0.0	(8)	(475)	(0.4)	(3)	(0.1)	(6)	(8)	1,439	
17	240182	BART Metro Program (including Bay Fair Connection and Civic Center Turnback)	Multi-Cty.	Transit Efficiency	\$ 650.0	\$ (18.5)	\$ 161.3	\$ (10.4)	>60	(3.0)	(0.2)	0.9	(2.6)	(0.1)	(5.0)	(31)	(1,373)	(1.9)	(17)	(0.3)	(21)	(32)	2,735	
18	240523, 240060	US-101 HOV Lanes (Whipple Avenue to Cesar Chavez Street)	Multi-Cty.	Road Efficiency	\$ 330.7	\$ 2.8	\$ 122.7	\$ 19.3	6	(5.0)	(1.2)	(0.4)	(0.0)	0.1	(6.5)	(29)	(451)	(0.8)	(1)	(0.2)	(14)	(5)	(281)	
19	HOTe	CTC Application + Alameda County Authorized Lanes Express Lanes Network	Multi-Cty.	Express Lanes Network	\$ 2,364.0	\$ -	\$ 601.6	\$ 118.2	5	(15.7)	(24.3)	(2.7)	(0.6)	(0.3)	(43.5)	235	5,456	9.8	39	1.3	78	298	(5,050)	
20	240134, 21627	Caltrain Service Frequency Improvements (6-Train Service during Peak Hours) + Electrification (SF to Tamien)	Multi-Cty.	Transit Efficiency	\$ 847.7	\$ 5.6	\$ 152.5	\$ 33.9	5	(3.3)	(0.3)	1.0	(1.5)	(0.0)	(4.1)	(69)	(2,438)	(3.0)	(23)	(0.6)	(42)	(70)	5,760	
21	22227, 240328, 240334	Geneva Avenue Corridor Improvements (Roadway Extension, BRT, and Southern Intermodal Terminal)	Multi-Cty.	Transit Efficiency	\$ 215.7	\$ 3.7	\$ 36.1	\$ 14.5	2	(1.5)	(0.0)	(0.1)	(0.1)	(0.0)	(1.7)	(6)	(174)	(1.0)	(9)	(0.1)	(7)	(5)	(105)	
22	00BART	BART Service Frequency Improvements	Multi-Cty.	Transit Efficiency	\$ 1,274.7	\$ 13.1	\$ 126.0	\$ 55.6	2	(3.2)	(0.4)	1.2	(1.5)	(0.0)	(3.8)	(42)	(1,390)	(2.6)	(23)	(0.4)	(28)	(43)	2,753	
23	230604	Bay Bridge Contraflow Lane	Multi-Cty.	Road Efficiency	\$ 610.5	\$ -	\$ 66.8	\$ 30.5	2	(2.7)	0.1	(2.6)	0.3	0.1	(4.9)	(7)	317	(1.2)	(11)	0.4	32	4	(2,591)	
24	240018	Dumbarton Corridor Express Bus	Multi-Cty.	Transit Efficiency	\$ 101.0	\$ 4.5	\$ 22.6	\$ 11.7	2	(0.5)	(0.1)	0.4	(0.4)	(0.0)	(0.6)	(6)	(200)	(0.4)	(4)	(0.1)	(4)	(6)	552	
25	22511, 22512, 22122, 230613, 22120, 230581	WETA Service Expansion (Treasure Island, Berkeley/Albany, Richmond, Hercules, and Redwood City)	Multi-Cty./3434	Transit Expansion	\$ 320.2	\$ 15.7	\$ 41.3	\$ 22.1	2	(2.8)	(0.3)	0.7	0.6	0.0	(1.8)	(27)	(790)	(1.9)	(16)	(0.3)	(18)	(28)	1,714	
26	240699	AC Transit Service Frequency Improvements (Restoration of 2009 Funding Levels)	Multi-Cty.	Transit Efficiency	\$ -	\$ 64.9	\$ 108.5	\$ 64.9	2	(1.8)	(0.2)	1.8	(2.4)	(0.2)	(2.6)	(29)	(1,847)	(1.4)	(11)	(0.3)	(20)	(28)	(4,761)	
27	230055	Golden Gate Ferry Service Frequency Improvements	Multi-Cty.	Transit Efficiency	\$ 34.4	\$ 3.3	\$ 5.8	\$ 4.4	1	(0.4)	(0.0)	0.5	0.0	(0.0)	0.0	(4)	(286)	(0.4)	(3)	(0.1)	(4)	(4)	661	
28	240521, 240134, 21627	Caltrain Vision (10-Train Service during Peak Hours) + Electrification (SF to Tamien)	Multi-Cty.	Transit Efficiency	\$ 5,598.7	\$ 33.7	\$ 272.0	\$ 220.3	1	(5.6)	(0.5)	2.3	(2.8)	(0.1)	(6.9)	(124)	(4,553)	(5.7)	(44)	(1.1)	(75)	(126)	10,025	
29	00ACT1	AC Transit Frequent Transit Network	Multi-Cty.	Transit Efficiency	\$ 654.3	\$ 463.6	\$ 605.7	\$ 510.3	1	(12.7)	(1.3)	13.0	(11.6)	(0.6)	(13.2)	(173)	(9,548)	(8.7)	(72)	(1.7)	(118)	(171)	9,442	

Row #	Project ID	Project Name	County	Project Type	Project Capital Costs [in millions]	Net Annual O&M Costs [in millions]	Total Annualized 2035 Benefits [in millions]	Total Annualized 2035 Costs [in millions]	B/C Ratio	TRAVEL TIME BENEFITS					TOTAL	TRAVEL COST BENEFITS		AIR POLLUTANT BENEFITS		COLLISIONS & ACTIVE TRANSPORT BENEFITS			
										Auto/Truck [in millions of hours]	Auto/Truck (Non-Recurr. Delay) [in millions of hours]	Transit In-Vehicle [in millions of hours]	Transit Out-of-Vehicle [in millions of hours]	Walk/Bike [in millions of hours]		VMT [in millions]	Vehicles Owned	PM2.5 [in tons]	CO2 [in thousands of metric tons]	Fatalities due to Collisions	Injuries due to Collisions	Property Damage Only (PDO) Collisions	Active Individuals
30	98147, 240691	Marin-Sonoma Narrows (Phase 2: HOV Lanes)	Multi-Cty.	Road Efficiency	\$ 300.0	\$ 2.7	\$ 20.0	\$ 17.7	1	(0.5)	(0.4)	(0.4)	(0.1)	0.0	(1.4)	14	235	0.5	9	0.1	8	17	(601)
31	240216	Dumbarton Rail	Multi-Cty./ 3434	Transit Expansion	\$ 755.0	\$ 11.1	\$ 30.7	\$ 36.3	0.8	(1.1)	(0.2)	0.4	(0.1)	(0.0)	(1.0)	(16)	(502)	(0.9)	(8)	(0.2)	(11)	(16)	942
32	240676, 240675, 240677	SMART (Phase 2: Extensions to Cloverdale & Larkspur + IOS Cost Deferrals)	Multi-Cty./ 3434	Transit Expansion	\$ 282.9	\$ 3.8	\$ 9.7	\$ 13.2	0.7	(0.3)	(0.1)	0.1	(0.1)	(0.0)	(0.3)	(5)	(161)	(0.2)	(1)	(0.0)	(3)	(5)	252
33	230219, 230314	Golden Gate Bus Service Frequency Improvements	Multi-Cty.	Transit Efficiency	\$ 143.2	\$ 18.9	\$ 15.7	\$ 29.1	0.5	(0.3)	(0.0)	0.3	(0.3)	(0.0)	(0.4)	(5)	(144)	(0.3)	(2)	(0.0)	(4)	(5)	248
34	98139	ACE Service Expansion	Multi-Cty./ 3434	Transit Efficiency	\$ 600.0	\$ 46.5	\$ 19.1	\$ 66.5	0.3	(0.8)	(0.2)	(0.2)	0.3	(0.0)	(0.9)	(17)	(267)	(1.0)	(8)	(0.2)	(11)	(19)	537
35	22009	Capitol Corridor Service Frequency Improvements (Oakland to San Jose)	Multi-Cty./ 3434	Transit Efficiency	\$ 508.5	\$ 1.2	\$ 1.0	\$ 18.2	0.1	(0.1)	(0.0)	0.0	0.0	(0.0)	(0.1)	1	(12)	(0.0)	(0)	0.0	0	1	29
36	240617	SR-29 HOV Lanes and BRT (Napa Junction to Vallejo)	NAP	Road Efficiency	\$ 60.0	\$ 1.2	\$ 10.9	\$ 4.2	3	(0.4)	(0.2)	(0.0)	0.0	0.0	(0.5)	(1)	(45)	0.0	3	(0.1)	(11)	(0)	976
37	230419	Freeway Performance Initiative	Reg.	FPI	\$ 2,991.0	\$ 54.2	\$ 3,174.9	\$ 202.5	16	(155.9)	(9.8)	(2.9)	(0.9)	(0.5)	(170.0)	(65)	(5,163)	(100.1)	(2,100)	(29.0)	201	4	(3,021)
38	240582	Truck & Motorcycle Retirement [BAAQMD program]	Reg.	Climate	\$ 5.7	\$ 0.3	\$ 54.5	\$ 6.0	9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	(63.0)	0	n/a	n/a	n/a	n/a
39	n/a	Local Streets and Roads Capital Maintenance Needs	Reg.	Maintenance	\$ -	\$ 280.0	\$ 1,369.3	\$ 280.0	5	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
40	240410	Transportation for Livable Communities	Reg.	TLC	\$ 7,131.3	\$ 0.0	\$ 874.8	\$ 254.7	3	(15.3)	(0.6)	(1.5)	(1.7)	2.6	(16.5)	(392)	(27,961)	(7.7)	(174)	(4.2)	(298)	(461)	167,639
41	22247	Regional Bikeway Network	Reg.	Bike/Ped	\$ 1,464.0	\$ -	\$ 124.5	\$ 73.2	2	(1.2)	(0.1)	(0.1)	(0.1)	0.2	(1.4)	(34)	(2,417)	(0.7)	(15)	(0.4)	(26)	(40)	54,406
42	n/a	New Freedom Program	Reg.	Lifeline/New Freedom	\$ -	\$ 2.0	\$ 3.3	\$ 2.0	2	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
43	230550	Climate Initiatives (5-year program)	Reg.	Climate	\$ 560.0	\$ -	\$ 158.0	\$ 112.0	1	(0.8)	(0.0)	(0.1)	(0.1)	0.1	(0.9)	(21)	(1,497)	(0.4)	(2,216)	(0.2)	(16)	(25)	n/a
44	n/a	Transit Capital Maintenance Needs	Reg.	Maintenance	\$ -	\$ 1,285.7	\$ 1,787.1	\$ 1,285.7	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
45	240577	Heavy-Duty Truck Replacement [BAAQMD program]	Reg.	Climate	\$ 42.2	\$ 1.8	\$ 41.8	\$ 44.0	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	(48.0)	0	n/a	n/a	n/a	n/a
46	240589	EV Solar Installation [BAAQMD program]	Reg.	Climate	\$ 1.3	\$ 0.3	\$ 1.1	\$ 1.5	0.8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.0	(13)	n/a	n/a	n/a	n/a
47	240690	Lifeline Transportation Program	Reg.	Lifeline/New Freedom	\$ -	\$ 119.0	\$ 10.0	\$ 119.0	0.1	(0.2)	(0.0)	(0.0)	(0.0)	0.0	(0.2)	(6)	418	(0.1)	(3)	(0.1)	(4)	(7)	n/a
48	240694	Treasure Island Congestion Pricing	SF	Pricing	\$ 58.9	\$ -	\$ 69.1	\$ 1.2	59	(2.3)	(0.1)	1.3	(0.5)	0.0	(1.7)	(25)	(1,540)	(1.4)	(11)	(0.2)	(18)	(25)	2,483
49	240522	Congestion Pricing Pilot	SF	Pricing	\$ 101.8	\$ -	\$ 227.4	\$ 5.1	45	(6.3)	(0.2)	4.3	(1.5)	1.2	(2.4)	(85)	(9,583)	(4.6)	(40)	(1.0)	(75)	(91)	11,899
50	240171	SFMTA Transit Effectiveness Project	SF	Transit Efficiency	\$ 156.9	\$ -	\$ 89.5	\$ 7.8	11	(2.1)	(0.2)	1.0	(1.7)	(0.1)	(3.1)	(11)	(311)	(1.5)	(14)	(0.1)	(8)	(10)	(3,811)
51	230161	Van Ness Avenue BRT	SF/3434	Transit Efficiency	\$ 139.5	\$ -	\$ 44.1	\$ 7.0	6	(1.2)	(0.1)	(0.4)	(0.1)	(0.1)	(2.0)	(11)	(340)	(0.9)	(8)	(0.1)	(9)	(12)	895
52	240155	Better Market Street	SF	Transit Efficiency	\$ 200.0	\$ -	\$ 56.5	\$ 10.0	6	(2.0)	(0.4)	(0.9)	(0.2)	0.3	(3.1)	(12)	436	(0.4)	(1)	(0.2)	(14)	(2)	(423)
53	240557	Oakdale Caltrain Station	SF	Transit Efficiency	\$ 51.2	\$ -	\$ 2.8	\$ 0.6	4	(0.1)	0.0	0.1	(0.0)	(0.0)	(0.0)	(1)	(68)	(0.1)	(1)	(0.0)	(1)	(2)	76
54	230290	Transbay Transit Center - Phase 2B (Caltrain Downtown Extension)	SF/3434	Transit Expansion	\$ 2,348.0	\$ 1.4	\$ 107.9	\$ 30.8	4	(5.4)	(0.2)	1.8	(0.9)	(0.0)	(4.7)	(22)	(545)	(1.0)	(8)	(0.2)	(14)	(22)	942
55	240147	Southeast Waterfront Transportation Improvements	SF	Transit Efficiency	\$ 397.0	\$ 16.1	\$ 88.1	\$ 36.0	2	(1.7)	(0.1)	0.2	(1.4)	(0.1)	(3.0)	(12)	(558)	(1.0)	(9)	(0.2)	(13)	(11)	(756)
56	00MUNI	Muni Service Frequency Improvements	SF	Transit Efficiency	\$ -	\$ 14.0	\$ 24.7	\$ 14.0	2	(0.2)	0.0	0.2	(0.7)	0.0	(0.7)	(1)	(58)	(0.0)	(0)	(0.0)	(2)	(1)	(1,058)
57	230164	Geary Boulevard BRT	SF	Transit Efficiency	\$ 172.3	\$ -	\$ 15.1	\$ 8.6	2	(0.1)	0.0	0.1	(0.3)	(0.0)	(0.3)	(2)	(191)	(0.1)	(2)	(0.0)	(1)	(2)	463
58	240526	SFCTA Transit Performance Initiative	SF	Transit Efficiency	\$ 489.8	\$ -	\$ 28.4	\$ 16.3	2	(0.4)	(0.1)	(0.6)	(0.1)	(0.1)	(1.2)	(5)	(404)	(0.4)	(3)	(0.1)	(4)	(5)	338
59	240545	Parkmerced Light Rail Corridor	SF	Transit Efficiency	\$ 76.0	\$ 2.0	\$ 6.3	\$ 4.5	1	(0.2)	0.1	0.4	(0.2)	(0.1)	(0.0)	(0)	(168)	(0.1)	(1)	(0.0)	(1)	(0)	(135)
60	22415	Historic Streetcar Expansion Program	SF	Transit Efficiency	\$ 66.4	\$ 7.2	\$ 8.6	\$ 9.4	0.9	(0.3)	0.0	0.1	0.0	(0.2)	(0.3)	(1)	(306)	(0.2)	(1)	(0.0)	(1)	(0)	76
61	22274	ITS Improvements in San Mateo County	SM	Road Efficiency	\$ 65.7	\$ 0.3	\$ 56.0	\$ 3.6	16	(2.7)	(0.2)	(0.1)	(0.0)	(0.0)	(3.0)	(1)	(82)	(1.8)	(37)	(0.5)	4	0	(48)

All benefits and costs are shown in 2013 dollars. For all benefit types except active transportation, a negative value shown above reflects a benefit.

Row #	Project ID	Project Name	County	Project Type	Project Capital Costs [in millions]	Net Annual O&M Costs [in millions]	Total Annualized 2035 Benefits [in millions]	Total Annualized 2035 Costs [in millions]	B/C Ratio	TRAVEL TIME BENEFITS					TOTAL	TRAVEL COST BENEFITS		AIR POLLUTANT BENEFITS		COLLISIONS & ACTIVE TRANSPORT BENEFITS			
										Auto/Truck [in millions of hours]	Auto/Truck (Non-Recurr. Delay) [in millions of hours]	Transit In-Vehicle [in millions of hours]	Transit Out-of-Vehicle [in millions of hours]	Walk/Bike [in millions of hours]		VTM [in millions]	Vehicles Owned	PM2.5 [in tons]	CO2 [in thousands of metric tons]	Fatalities due to Collisions	Injuries due to Collisions	Property Damage Only (PDO) Collisions	Active Individuals
62	240026	SamTrans El Camino BRT	SM	Transit Efficiency	\$ 120.0	\$ 19.0	\$ 59.1	\$ 25.0	2	(2.9)	(0.2)	0.8	(0.2)	(0.0)	(2.4)	(14)	(593)	(1.7)	(17)	(0.1)	(10)	(13)	3,253
63	22268	San Mateo Countywide Shuttle Service Frequency Improvements	SM	Transit Efficiency	\$ -	\$ 6.3	\$ 10.3	\$ 6.3	2	(0.5)	0.0	0.4	(0.0)	(0.0)	(0.1)	(7)	(404)	(0.4)	(3)	(0.1)	(5)	(6)	1,321
64	240494	ITS Improvements in Santa Clara County	SCL	Road Efficiency	\$ 319.5	\$ 32.0	\$ 752.2	\$ 48.0	16	(36.9)	(2.3)	(0.7)	(0.2)	(0.1)	(40.3)	(15)	(1,230)	(23.7)	(498)	(6.9)	48	1	(715)
65	240431	SR-85 Auxiliary Lanes (El Camino Real to Winchester Boulevard)	SCL	Road Efficiency	\$ 197.8	\$ 1.7	\$ 81.0	\$ 11.6	7	(3.7)	(1.1)	(0.1)	0.0	0.0	(4.9)	0	(179)	(0.3)	2	(0.1)	(9)	16	(125)
66	HOTd	Silicon Valley Express Lanes Network	SCL	Express Lanes Network	\$ 1,398.0	\$ -	\$ 407.8	\$ 69.9	6	(13.4)	(23.8)	(2.6)	(0.5)	(0.3)	(40.6)	471	13,292	17.6	78	3.2	208	544	(5,430)
67	240375	BART to San Jose/Santa Clara (Phase 2: Berryessa to Santa Clara)	SCL/3434	Transit Expansion	\$ 4,094.3	\$ 18.7	\$ 323.5	\$ 69.9	5	(8.5)	(1.0)	3.4	(2.9)	(0.1)	(9.1)	(161)	(6,667)	(7.7)	(63)	(1.5)	(106)	(164)	12,117
68	230294	New SR-152 Alignment	SCL	Highway Expansion	\$ 775.8	\$ 1.9	\$ 147.8	\$ 40.7	4	(8.0)	(0.1)	(0.1)	0.0	(0.0)	(8.1)	21	257	(1.3)	(6)	(1.9)	(152)	20	(194)
69	240119	VTA El Camino BRT	SCL	Transit Efficiency	\$ 239.0	\$ -	\$ 28.1	\$ 12.0	2	(0.9)	(0.1)	(0.0)	(0.0)	(0.1)	(1.0)	(12)	(638)	(0.8)	(6)	(0.1)	(8)	(12)	1,501
70	22956	Capitol Expressway Light Rail Extension (Phase 2: to Eastridge Transit Center)	SCL	Transit Expansion	\$ 276.0	\$ 0.9	\$ 3.8	\$ 8.3	0.5	(0.3)	0.0	0.2	0.1	(0.0)	(0.0)	(5)	(297)	(0.2)	(1)	(0.1)	(4)	(5)	1,012
71	230547	Monterey Highway BRT	SCL	Transit Efficiency	\$ 140.0	\$ 29.6	\$ 15.0	\$ 36.6	0.4	(0.2)	0.0	0.3	(0.4)	0.0	(0.3)	(3)	(203)	(0.2)	(2)	(0.0)	(2)	(3)	297
72	22019	Downtown East Valley (Phase 2: LRT)	SCL/3434	Transit Expansion	\$ 307.2	\$ 5.4	\$ 4.8	\$ 15.6	0.3	(0.2)	0.0	0.3	(0.0)	(0.1)	0.0	(3)	(331)	(0.2)	(1)	(0.0)	(4)	(3)	755
73	230554	Sunnyvale-Cupertino BRT	SCL	Transit Efficiency	\$ 100.0	\$ 21.1	\$ 4.8	\$ 26.1	0.2	(0.1)	0.0	0.1	(0.1)	0.0	(0.0)	(0)	(147)	(0.1)	(1)	(0.0)	(0)	0	959
74	22978	Capitol Expressway Light Rail Extension (Phases 2 & 3: to Nieman)	SCL	Transit Expansion	\$ 434.8	\$ 4.2	\$ 2.8	\$ 18.7	0.2	(0.3)	(0.0)	0.3	0.1	(0.0)	0.1	(6)	(414)	(0.3)	(2)	(0.1)	(4)	(6)	1,407
75	98119	Vasona Light Rail Extension (Phase 2)	SCL	Transit Expansion	\$ 176.0	\$ 0.6	\$ 0.1	\$ 6.5	0.0	(0.2)	0.1	0.2	0.0	(0.0)	0.1	(3)	(211)	(0.1)	(2)	(0.0)	(2)	(3)	622
76	230468	I-80 Auxiliary Lanes (Airbase Parkway to I-680)	SOL	Road Efficiency	\$ 50.0	\$ 1.0	\$ 18.0	\$ 3.5	5	(1.1)	(0.1)	0.1	0.0	0.0	(1.1)	3	(13)	0.1	2	(0.1)	(9)	4	(399)
77	21341	Fairfield/Vacaville Capitol Corridor Station (Phases 1, 2, and 3)	SOL	Transit Efficiency	\$ 54.0	\$ -	\$ 2.0	\$ 0.7	3	(0.2)	0.0	0.0	(0.0)	(0.0)	(0.1)	1	(26)	(0.1)	(1)	0.0	0	1	26
78	240650	Sonoma Countywide Bus Service Frequency Improvements	SON	Transit Efficiency	\$ 427.8	\$ 10.4	\$ 32.0	\$ 41.0	0.8	(0.6)	(0.0)	0.6	(0.5)	(0.1)	(0.6)	(9)	(914)	(0.5)	(3)	(0.1)	(6)	(8)	2,594

Row #	Project ID	Project Name	County	Project Type	Project Capital Costs [in millions]	Net Annual O&M Costs [in millions]	Total Annualized 2035 Benefits [in millions]	Total Annualized 2035 Costs [in millions]	B/C Ratio	TRAVEL TIME BENEFITS					TRAVEL COST BENEFITS				AIR POLLUTANT REDUCTION BENEFITS				COLLISIONS, ACTIVE TRANSPORT, & NOISE REDUCTION BENEFITS						
										Auto/Truck	Auto/Truck (Non-Recurr. Delay)	Transit In-Vehicle	Transit Out-of-Vehicle	Walk/Bike	TOTAL	Vehicle Operating	Vehicle Ownership	Parking	TOTAL	PM2.5	CO2	Other	TOTAL	Fatalities due to Collisions	Injuries due to Collisions	Property Damage Only (PDO) Collisions	Active Transport	Noise	TOTAL
1	22780	AC Transit Grand-MacArthur BRT	ALA/3434	Transit Efficiency	\$ 36.0	\$ -	\$ 31.5	\$ 1.8	18	\$ 22.6	\$ 2.2	\$ (0.8)	\$ 3.9	\$ (0.1)	\$ 27.7	\$ 1.8	\$ 0.3	\$ 0.1	\$ 2.3	\$ 0.4	\$ 0.5	\$ 0.0	\$ 0.9	\$ 0.3	\$ 0.3	\$ 0.0	\$ 0.1	\$ 0.0	\$ 0.7
2	22062	Irvington BART Station	ALA	Transit Efficiency	\$ 123.0	\$ -	\$ 18.7	\$ 1.5	12	\$ 10.7	\$ 1.3	\$ (3.5)	\$ 3.1	\$ 0.2	\$ 11.8	\$ 1.8	\$ 2.2	\$ 1.0	\$ 5.1	\$ 0.2	\$ 0.2	\$ 0.0	\$ 0.4	\$ 0.3	\$ 0.2	\$ 0.0	\$ 0.9	\$ 0.0	\$ 1.5
3	94506	Fremont/Union City East-West Connector	ALA	Arterial Expansion	\$ 190.0	\$ 0.5	\$ 65.5	\$ 10.0	7	\$ 62.1	\$ 3.7	\$ (0.2)	\$ (0.8)	\$ (0.2)	\$ 64.6	\$ (0.7)	\$ (1.0)	\$ (0.1)	\$ (1.8)	\$ 0.8	\$ 1.1	\$ 0.0	\$ 1.9	\$ 0.6	\$ 0.7	\$ (0.0)	\$ (0.5)	\$ (0.0)	\$ 0.7
4	982077	Alameda-Oakland BRT + Transit Access Improvements	ALA	Transit Efficiency	\$ 15.8	\$ 1.3	\$ 13.6	\$ 2.1	6	\$ 1.9	\$ (0.4)	\$ 0.6	\$ 11.5	\$ (0.1)	\$ 13.6	\$ 0.2	\$ (0.1)	\$ (0.0)	\$ 0.1	\$ (0.0)	\$ (0.0)	\$ (0.0)	\$ (0.0)	\$ 0.1	\$ 0.1	\$ 0.0	\$ (0.2)	\$ 0.0	\$ (0.1)
5	22455	AC Transit East Bay BRT	ALA/3434	Transit Efficiency	\$ 211.0	\$ 1.0	\$ 62.0	\$ 11.6	5	\$ 13.3	\$ 0.6	\$ 19.6	\$ 30.2	\$ 1.6	\$ 65.3	\$ (1.8)	\$ (1.2)	\$ (0.1)	\$ (3.1)	\$ 0.1	\$ 0.2	\$ 0.0	\$ 0.3	\$ (0.2)	\$ (0.2)	\$ (0.0)	\$ (0.1)	\$ (0.0)	\$ (0.5)
6	240062, 22776	SR-84/I-680 Interchange Improvements + SR-84 Widening (Jack London to I-680)	ALA	Highway Expansion	\$ 380.5	\$ 1.7	\$ 87.1	\$ 20.7	4	\$ 83.4	\$ 10.8	\$ 1.5	\$ (2.3)	\$ 0.1	\$ 93.5	\$ (4.4)	\$ (2.8)	\$ (0.2)	\$ (7.4)	\$ 0.7	\$ 1.0	\$ (0.0)	\$ 1.7	\$ 0.0	\$ 0.1	\$ (0.1)	\$ (0.7)	\$ (0.0)	\$ (0.7)
7	580_BUS	I-580 Express Bus (Dublin to Livermore)	ALA	Transit Efficiency	\$ 150.0	\$ 8.1	\$ 31.8	\$ 16.4	2	\$ 20.9	\$ 1.6	\$ (8.1)	\$ 5.5	\$ 0.1	\$ 20.0	\$ 4.8	\$ 2.9	\$ 0.5	\$ 8.3	\$ 0.4	\$ 0.4	\$ (0.0)	\$ 0.7	\$ 0.8	\$ 0.8	\$ 0.0	\$ 1.2	\$ 0.0	\$ 2.8
8	LBART	BART to Livermore (Phase 1: 1-Station DMU Extension with Bus Enhancements)	ALA	Transit Expansion	\$ 555.3	\$ 10.1	\$ 36.7	\$ 28.6	1	\$ 26.9	\$ 4.1	\$ (21.5)	\$ 13.0	\$ 1.4	\$ 23.9	\$ 5.4	\$ 3.0	\$ 0.7	\$ 9.2	\$ 0.7	\$ 0.7	\$ 0.0	\$ 1.4	\$ 0.8	\$ 0.8	\$ 0.0	\$ 0.6	\$ 0.0	\$ 2.2
9	240196	BART to Livermore (Phase 1: 1-Station Rail Extension with Bus Enhancements)	ALA	Transit Expansion	\$ 1,134.5	\$ 14.6	\$ 49.6	\$ 52.4	1	\$ 36.4	\$ 5.6	\$ (29.0)	\$ 17.5	\$ 1.9	\$ 32.4	\$ 7.3	\$ 4.1	\$ 1.0	\$ 12.4	\$ 0.9	\$ 0.9	\$ 0.0	\$ 1.8	\$ 1.0	\$ 1.0	\$ 0.1	\$ 0.8	\$ 0.1	\$ 3.0
10	22667	BART to Livermore (Phases 1 & 2: Rail Extension)	ALA	Transit Expansion	\$ 4,177.0	\$ 14.2	\$ 56.7	\$ 153.4	0.4	\$ 36.4	\$ 5.6	\$ (21.9)	\$ 17.5	\$ 1.9	\$ 39.5	\$ 7.3	\$ 4.1	\$ 1.0	\$ 12.4	\$ 0.9	\$ 0.9	\$ 0.0	\$ 1.8	\$ 1.0	\$ 1.0	\$ 0.1	\$ 0.8	\$ 0.1	\$ 3.0
11	230101	Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements	ALA/3434	Transit Efficiency	\$ 180.0	\$ -	\$ (0.1)	\$ 2.3	0.0	\$ 1.0	\$ (1.2)	\$ (0.1)	\$ (0.2)	\$ 0.0	\$ (0.5)	\$ 0.2	\$ 0.1	\$ 0.0	\$ 0.3	\$ (0.0)	\$ (0.0)	\$ 0.0	\$ (0.0)	\$ 0.1	\$ 0.1	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.2
12	22400	SR-239 Expressway Construction (Brentwood to Tracy)	CC	Highway Expansion	\$ 372.7	\$ 1.9	\$ 143.8	\$ 20.6	7	\$ 142.2	\$ 3.6	\$ (0.1)	\$ (1.2)	\$ 0.3	\$ 144.8	\$ (5.2)	\$ (2.3)	\$ -	\$ (7.5)	\$ 1.3	\$ 2.1	\$ (0.0)	\$ 3.4	\$ 1.8	\$ 2.1	\$ (0.1)	\$ (0.7)	\$ (0.0)	\$ 3.1
13	21205, 22350	I-680/SR-4 Interchange Improvements + SR-4 Widening (Morello Avenue to SR-242)	CC	Highway Expansion	\$ 396.3	\$ 1.4	\$ 65.4	\$ 21.2	3	\$ 47.5	\$ 7.8	\$ 5.9	\$ 10.9	\$ (0.1)	\$ 71.9	\$ (1.5)	\$ (3.4)	\$ -	\$ (4.9)	\$ (0.1)	\$ (0.3)	\$ (0.1)	\$ (0.5)	\$ 0.2	\$ 0.4	\$ (0.0)	\$ (1.5)	\$ (0.0)	\$ (1.0)
14	22605	SR-4 Bypass Completion (SR-160 to Walnut Avenue)	CC	Highway Expansion	\$ 149.9	\$ 1.1	\$ 15.5	\$ 8.6	2	\$ 9.4	\$ 0.2	\$ (0.1)	\$ 0.1	\$ 0.1	\$ 9.7	\$ 1.5	\$ 0.2	\$ 0.0	\$ 1.7	\$ (0.1)	\$ (0.4)	\$ (0.0)	\$ (0.6)	\$ 2.2	\$ 2.4	\$ 0.0	\$ (0.0)	\$ 0.0	\$ 4.6
15	22343	I-680 Express Bus Service Frequency Improvements (Phase 2)	CC	Transit Efficiency	\$ 59.7	\$ 6.4	\$ 12.2	\$ 10.7	1	\$ 8.1	\$ (0.1)	\$ (2.5)	\$ 3.1	\$ 0.1	\$ 8.7	\$ 1.1	\$ 1.1	\$ 0.0	\$ 2.3	\$ 0.2	\$ 0.2	\$ 0.0	\$ 0.4	\$ 0.2	\$ 0.2	\$ 0.0	\$ 0.4	\$ 0.0	\$ 0.8
16	230252	Marin Countywide Bus Service Frequency Improvements	MRN	Transit Efficiency	\$ -	\$ 12.3	\$ 8.9	\$ 12.3	0.7	\$ 5.5	\$ 0.1	\$ (8.7)	\$ 3.1	\$ 1.0	\$ 1.0	\$ 2.4	\$ 3.0	\$ -	\$ 5.3	\$ 0.2	\$ 0.2	\$ 0.0	\$ 0.3	\$ 0.0	\$ 0.4	\$ 0.0	\$ 1.8	\$ 0.0	\$ 2.2
17	240182	BART Metro Program (including Bay Fair Connection and Civic Center Turnback)	Multi-Cty.	Transit Efficiency	\$ 650.0	\$ (18.5)	\$ 161.3	\$ (10.4)	>60	\$ 50.1	\$ 3.8	\$ (14.1)	\$ 91.1	\$ 1.3	\$ 132.2	\$ 8.8	\$ 8.6	\$ 3.6	\$ 21.0	\$ 0.9	\$ 0.9	\$ 0.0	\$ 1.9	\$ 1.3	\$ 1.3	\$ 0.1	\$ 3.3	\$ 0.1	\$ 6.2
18	240523, 240060	US-101 HOV Lanes (Whipple Avenue to Cesar Chavez Street)	Multi-Cty.	Road Efficiency	\$ 330.7	\$ 2.8	\$ 122.7	\$ 19.3	6	\$ 84.2	\$ 19.6	\$ 5.7	\$ 1.2	\$ (1.5)	\$ 109.3	\$ 8.0	\$ 2.8	\$ 0.9	\$ 11.7	\$ 0.4	\$ 0.0	\$ (0.2)	\$ 0.2	\$ 0.8	\$ 0.9	\$ 0.0	\$ (0.3)	\$ 0.1	\$ 1.4
19	HOtE	CTC Application + Alameda County Authorized Lanes Express Lanes Network	Multi-Cty.	Express Lanes Network	\$ 2,364.0	\$ -	\$ 601.6	\$ 118.2	5	\$ 252.7	\$ 412.3	\$ 43.2	\$ 20.6	\$ 4.3	\$ 733.0	\$ (66.0)	\$ (34.3)	\$ (5.3)	\$ (105.5)	\$ (4.8)	\$ (2.2)	\$ (0.7)	\$ (7.6)	\$ (5.9)	\$ (5.0)	\$ (0.7)	\$ (6.2)	\$ (0.6)	\$ (18.3)
20	240134, 21627	Caltrain Service Frequency Improvements (6-Train Service during Peak Hours) + Electrification (SF to Tamien)	Multi-Cty.	Transit Efficiency	\$ 847.7	\$ 5.6	\$ 152.5	\$ 33.9	5	\$ 54.3	\$ 5.2	\$ (16.7)	\$ 52.8	\$ 0.2	\$ 96.0	\$ 19.4	\$ 15.3	\$ 6.3	\$ 41.1	\$ 1.4	\$ 1.3	\$ 0.0	\$ 2.7	\$ 2.7	\$ 2.7	\$ 0.2	\$ 7.0	\$ 0.2	\$ 12.8
21	22227, 240328, 240334	Geneva Avenue Corridor Improvements (Roadway Extension, BRT, and Southern Intermodal Terminal)	Multi-Cty.	Transit Efficiency	\$ 215.7	\$ 3.7	\$ 36.1	\$ 14.5	2	\$ 25.2	\$ 0.7	\$ 1.1	\$ 3.7	\$ 0.0	\$ 30.8	\$ 1.8	\$ 1.1	\$ 0.7	\$ 3.6	\$ 0.5	\$ 0.5	\$ 0.0	\$ 1.0	\$ 0.4	\$ 0.4	\$ 0.0	\$ (0.1)	\$ 0.0	\$ 0.7
22	00BART	BART Service Frequency Improvements	Multi-Cty.	Transit Efficiency	\$ 1,274.7	\$ 13.1	\$ 126.0	\$ 55.6	2	\$ 53.6	\$ 6.1	\$ (20.0)	\$ 51.5	\$ 0.8	\$ 92.0	\$ 11.7	\$ 8.7	\$ 3.7	\$ 24.1	\$ 1.3	\$ 1.3	\$ 0.1	\$ 2.6	\$ 1.8	\$ 1.8	\$ 0.1	\$ 3.4	\$ 0.1	\$ 7.2
23	230604	Bay Bridge Contraflow Lane	Multi-Cty.	Road Efficiency	\$ 610.5	\$ -	\$ 66.8	\$ 30.5	2	\$ 47.0	\$ (1.2)	\$ 41.3	\$ (11.5)	\$ (0.9)	\$ 74.7	\$ 2.1	\$ (2.0)	\$ (2.1)	\$ (2.0)	\$ 0.6	\$ 0.6	\$ 0.0	\$ 1.2	\$ (1.9)	\$ (2.1)	\$ (0.0)	\$ (3.2)	\$ 0.0	\$ (7.1)
24	240018	Dumbarton Corridor Express Bus	Multi-Cty.	Transit Efficiency	\$ 101.0	\$ 4.5	\$ 22.6	\$ 11.7	2	\$ 8.0	\$ 1.4	\$ (6.8)	\$ 14.7	\$ 0.7	\$ 18.1	\$ 1.6	\$ 1.3	\$ 0.3	\$ 3.2	\$ 0.2	\$ 0.2	\$ 0.0	\$ 0.4	\$ 0.0	\$ 0.3	\$ 0.0	\$ 0.7	\$ 0.0	\$ 1.0
25	22511, 22512, 22122, 230613, 22120, 230581	WETA Service Expansion (Treasure Island, Berkeley/Albany, Richmond, Hercules, and Redwood City)	Multi-Cty./3434	Transit Expansion	\$ 320.2	\$ 15.7	\$ 41.3	\$ 22.1	2	\$ 46.5	\$ 4.6	\$ (10.7)	\$ (20.9)	\$ (0.1)	\$ 19.5	\$ 7.7	\$ 5.0	\$ 4.0	\$ 16.7	\$ 0.9	\$ 0.9	\$ 0.0	\$ 1.8	\$ 0.0	\$ 1.1	\$ 0.1	\$ 2.1	\$ 0.1	\$ 3.4
26	240699	AC Transit Service Frequency Improvements (Restoration of 2009 Funding Levels)	Multi-Cty.	Transit Efficiency	\$ -	\$ 64.9	\$ 108.5	\$ 64.9	2	\$ 29.4	\$ 2.7	\$ (29.5)	\$ 84.9	\$ 2.4	\$ 89.8	\$ 8.1	\$ 11.6	\$ 0.7	\$ 20.4	\$ 0.7	\$ 0.6	\$ 0.0	\$ 1.3	\$ 1.3	\$ 1.3	\$ 0.1	\$ (5.8)	\$ 0.1	\$ (3.1)
27	230055	Golden Gate Ferry Service Frequency Improvements	Multi-Cty.	Transit Efficiency	\$ 34.4	\$ 3.3	\$ 5.8	\$ 4.4	1	\$ 6.7	\$ 0.4	\$ (7.5)	\$ (0.1)	\$ 0.1	\$ (0.4)	\$ 1.2	\$ 1.8	\$ 1.4	\$ 4.5	\$ 0.2	\$ 0.2	\$ 0.0	\$ 0.4	\$ 0.2	\$ 0.2	\$ 0.0	\$ 0.8	\$ 0.0	\$ 1.3
28	240521, 240134, 21627	Caltrain Vision (10-Train Service during Peak Hours) + Electrification (SF to Tamien)	Multi-Cty.	Transit Efficiency	\$ 5,598.7	\$ 33.7	\$ 272.0	\$ 220.3	1	\$ 93.9	\$ 9.3	\$ (36.4)	\$ 100.2	\$ 1.9	\$ 168.9	\$ 34.8	\$ 28.6	\$ 11.8	\$ 75.2	\$ 2.8	\$ 2.5	\$ 0.1	\$ 5.3	\$ 5.0	\$ 4.8	\$ 0.3	\$ 12.2	\$ 0.3	\$ 22.6
29	00ACT1	AC Transit Frequent Transit Network	Multi-Cty.	Transit Efficiency	\$ 654.3	\$ 463.6	\$ 605.7	\$ 510.3	1	\$ 212.2	\$ 21.7	\$ (208.1)	\$ 410.4	\$ 10.2	\$ 446.4	\$ 48.6	\$ 60.1	\$ 14.7	\$ 123.4	\$ 4.3	\$ 4.0	\$ 0.1	\$ 8.4	\$ 7.6	\$ 7.5	\$ 0.4	\$ 11.5	\$ 0.4	\$ 27.5
30	98147, 240691	Marin-Sonoma Narrows (Phase 2: HOV Lanes)	Multi-Cty.	Road Efficiency	\$ 300.0	\$ 2.7	\$ 20.0	\$ 17.7	1	\$ 11.2	\$ 6.0	\$ 6.3	\$ 4.8	\$ (0.1)	\$ 28.2	\$ (3.9)	\$ (1.5)	\$ (0.1)	\$ (5.5)	\$ (0.3)	\$ (0.5)	\$ (0.0)	\$ (0.8)	\$ (0.5)	\$ (0.5)	\$ (0.0)	\$ (0.7)	\$ (0.0)	\$ (1.8)
31	240216	Dumbarton Rail	Multi-Cty./3434	Transit Expansion	\$ 755.0	\$ 11.1	\$ 30.7	\$ 36.3	0.8	\$ 18.4	\$ 2.6	\$ (7.1)	\$ 4.5	\$ 0.0	\$ 18.5	\$ 4.4	\$ 3.2	\$ 1.1	\$ 8.6	\$ 0.4	\$ 0.4	\$ 0.0	\$ 0.9	\$ 0.7	\$ 0.7	\$ 0.0	\$ 1.1	\$ 0.0	\$ 2.6
32	240676, 240675, 240677	SMART (Phase 2: Extensions to Cloverdale & Larkspur + IOS Cost Deferrals)	Multi-Cty./3434	Transit Expansion	\$ 282.9	\$ 3.8	\$ 9.7	\$ 13.2	0.7	\$ 4.1	\$ 1.1	\$ (2.2)	\$ 3.2	\$ 0.1	\$ 6.2	\$ 1.5	\$ 1.0	\$ 0.1	\$ 2.6	\$ 0.1	\$ 0.1	\$ 0.0	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.0	\$ 0.3	\$ 0.0	\$ 0.7
33	230219, 230314	Golden Gate Bus Service Frequency Improvements	Multi-Cty.	Transit Efficiency	\$ 143.2	\$ 18.9	\$ 15.7	\$ 29.1	0.5	\$ 5.7	\$ 0.2	\$ (5.3)	\$ 10.7	\$ 0.7	\$ 12.0	\$ 1.4	\$ 0.9	\$ 0.6	\$ 2.9	\$ 0.1	\$ 0.1	\$ 0.0	\$ 0.3	\$ 0.0	\$ 0.2	\$ 0.0	\$ 0.3	\$ 0.0	\$ 0.6
34	98139	ACE Service Expansion	Multi-Cty./3434	Transit Efficiency	\$ 600.0	\$ 46.5	\$ 19.1	\$ 66.5	0.3	\$ 13.5	\$ 3.8	\$ 2.7	\$ (11.0)	\$ 0.1	\$ 9.1	\$ 4.9	\$ 1.9	\$ 0.1	\$ 6.8	\$ 0.5	\$ 0.4	\$ 0.0	\$ 1.0	\$ 0.8	\$ 0.7	\$ 0.0	\$ 0.7	\$ 0.0	\$ 2.3
35	22009	Capitol Corridor Service Frequency Improvements (Oakland to San Jose)	Multi-Cty./3434	Transit Efficiency	\$ 508.5	\$ 1.2	\$ 1.0	\$ 18.2	0.1	\$ 1.8	\$ 0.4	\$ (0.4)	\$ (0.7)	\$ 0.0	\$ 1.2	\$ (0.3)	\$ 0.1	\$ 0.0	\$ (0.2)	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ (0.0)	\$ (0.0)	\$ (0.0)	\$ 0.0	\$ (0.0)	\$ (0.0)
36	240617	SR-29 HOV Lanes and BRT (Napa Junction to Vallejo)	NAP	Road Efficiency	\$ 60.0	\$ 1.2	\$ 10.9	\$ 4.2	3	\$ 6.1	\$ 2.6	\$ 0.2	\$ (1.0)	\$ (0.1)	\$ 7.8	\$ 0.4	\$ 0.3	\$ -	\$ 0.7	\$ (0.0)	\$ (0.2)	\$ (0.0)	\$ (0.2)	\$ 0.7	\$ 0.7	\$ 0.0	\$ 1.2	\$ 0.0	\$ 2.6
37	230419	Freeway Performance Initiative	Reg.	FPI	\$ 2,991.0	\$ 54.2	\$ 3,174.9	\$ 202.5	16	\$ 2,608.5	\$ 166.9	\$ 46.9	\$ 30.0	\$ 7.7	\$ 2,860.0	\$ 17.3	\$ 19.0	\$ (1.6)	\$ 34.7	\$ 48.8									

Row #	Project ID	Project Name	County	Project Type	Project Capital Costs [in millions]	Net Annual O&M Costs [in millions]	Total Annualized 2035 Benefits [in millions]	Total Annualized 2035 Costs [in millions]	B/C Ratio	TRAVEL TIME BENEFITS					TRAVEL COST BENEFITS				AIR POLLUTANT REDUCTION BENEFITS				COLLISIONS, ACTIVE TRANSPORT, & NOISE REDUCTION BENEFITS							
										Auto/Truck	Auto/Truck (Non-Recurr. Delay)	Transit In-Vehicle	Transit Out-of-Vehicle	Walk/Bike	TOTAL	Vehicle Operating	Vehicle Ownership	Parking	TOTAL	PM2.5	CO2	Other	TOTAL	Fatalities due to Collisions	Injuries due to Collisions	Property Damage Only (PDO) Collisions	Active Transport	Noise	TOTAL	
38	240582	Truck & Motorcycle Retirement [BAAQMD program]	Reg.	Climate	\$ 5.7	\$ 0.3	\$ 54.5	\$ 6.0	9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	\$ 30.9	\$ -	\$ 23.6	\$ 54.5	n/a	n/a	n/a	n/a	n/a	n/a	n/a
39	n/a	Local Streets and Roads Capital Maintenance Needs	Reg.	Maintenance	\$ -	\$ 280.0	\$ 1,369.3	\$ 280.0	5	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
40	240410	Transportation for Livable Communities	Reg.	TLC	\$ 7,131.3	\$ 0.0	\$ 874.8	\$ 254.7	3	\$ 256.1	\$ 10.3	\$ 23.8	\$ 59.8	\$ (41.2)	\$ 308.8	\$ 105.4	\$ 175.9	\$ 26.1	\$ 307.4	\$ 3.7	\$ 9.7	\$ 0.6	\$ 14.0	\$ 19.4	\$ 19.1	\$ 1.1	\$ 204.5	\$ 0.5	\$ 244.6	
41	22247	Regional Bikeway Network	Reg.	Bike/Ped	\$ 1,464.0	\$ -	\$ 124.5	\$ 73.2	2	\$ 22.2	\$ 0.9	\$ 2.1	\$ 5.2	\$ (3.6)	\$ 26.8	\$ 9.1	\$ 15.2	\$ 2.3	\$ 26.6	\$ 0.3	\$ 0.8	\$ 0.1	\$ 1.2	\$ 1.7	\$ 1.7	\$ 0.1	\$ 66.4	\$ 0.0	\$ 69.9	
42	n/a	New Freedom Program	Reg.	Lifeline/New Freedom	\$ -	\$ 2.0	\$ 3.3	\$ 2.0	2	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		
43	230550	Climate Initiatives (5-year program)	Reg.	Climate	\$ 560.0	\$ -	\$ 158.0	\$ 112.0	1	\$ 13.7	\$ 0.6	\$ 1.3	\$ 3.2	\$ (2.2)	\$ 16.5	\$ 5.6	\$ 9.4	\$ 1.4	\$ 16.5	\$ 0.2	\$ 122.6	\$ 0.0	\$ 122.9	\$ 1.0	\$ 1.0	\$ 0.1	n/a	\$ 0.0	\$ 2.1	
44	n/a	Transit Capital Maintenance Needs	Reg.	Maintenance	\$ -	\$ 1,285.7	\$ 1,787.1	\$ 1,285.7	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
45	240577	Heavy-Duty Truck Replacement [BAAQMD program]	Reg.	Climate	\$ 42.2	\$ 1.8	\$ 41.8	\$ 44.0	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	\$ 23.5	\$ -	\$ 18.3	\$ 41.8	n/a	n/a	n/a	n/a	n/a	n/a	
46	240589	EV Solar Installation [BAAQMD program]	Reg.	Climate	\$ 1.3	\$ 0.3	\$ 1.1	\$ 1.5	0.8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	\$ -	\$ 0.7	\$ 0.4	\$ 1.1	n/a	n/a	n/a	n/a	n/a	
47	240690	Lifeline Transportation Program	Reg.	Lifeline/New Freedom	\$ -	\$ 119.0	\$ 10.0	\$ 119.0	0.1	\$ 3.8	\$ 0.2	\$ 0.4	\$ 0.9	\$ (0.6)	\$ 4.6	\$ 1.6	\$ 2.6	\$ 0.4	\$ 4.6	\$ 0.1	\$ 0.1	\$ 0.0	\$ 0.2	\$ 0.3	\$ 0.3	\$ 0.0	n/a	\$ 0.0	\$ 0.6	
48	240694	Treasure Island Congestion Pricing	SF	Pricing	\$ 58.9	\$ -	\$ 69.1	\$ 1.2	59	\$ 39.4	\$ 2.2	\$ (20.1)	\$ 18.3	\$ (0.1)	\$ 39.7	\$ 7.1	\$ 9.7	\$ 6.0	\$ 22.7	\$ 0.7	\$ 0.6	\$ 0.0	\$ 1.3	\$ 1.1	\$ 1.1	\$ 0.1	\$ 3.0	\$ 0.1	\$ 5.4	
49	240522	Congestion Pricing Pilot	SF	Pricing	\$ 101.8	\$ -	\$ 227.4	\$ 5.1	45	\$ 105.7	\$ 2.8	\$ (68.2)	\$ 52.3	\$ (19.8)	\$ 72.7	\$ 23.7	\$ 60.3	\$ 41.6	\$ 125.6	\$ 2.2	\$ 2.2	\$ 0.1	\$ 4.5	\$ 4.8	\$ 4.8	\$ 0.2	\$ 14.5	\$ 0.2	\$ 24.5	
50	240171	SFMTA Transit Effectiveness Project	SF	Transit Efficiency	\$ 156.9	\$ -	\$ 89.5	\$ 7.8	11	\$ 34.8	\$ 3.1	\$ (16.5)	\$ 61.3	\$ 2.3	\$ 85.0	\$ 3.0	\$ 2.0	\$ 1.6	\$ 6.6	\$ 0.7	\$ 0.8	\$ 0.0	\$ 1.5	\$ 0.5	\$ 0.5	\$ 0.0	\$ (4.6)	\$ 0.0	\$ (3.6)	
51	230161	Van Ness Avenue BRT	SF/3434	Transit Efficiency	\$ 139.5	\$ -	\$ 44.1	\$ 7.0	6	\$ 20.8	\$ 2.5	\$ 6.8	\$ 3.4	\$ 1.4	\$ 34.8	\$ 3.1	\$ 2.1	\$ 1.4	\$ 6.7	\$ 0.5	\$ 0.4	\$ 0.0	\$ 0.9	\$ 0.0	\$ 0.6	\$ 0.0	\$ 1.1	\$ 0.0	\$ 1.7	
52	240155	Better Market Street	SF	Transit Efficiency	\$ 200.0	\$ -	\$ 56.5	\$ 10.0	6	\$ 33.6	\$ 6.5	\$ 14.9	\$ 5.6	\$ (5.3)	\$ 55.2	\$ 3.4	\$ (0.5)	\$ (0.9)	\$ 2.0	\$ 0.2	\$ 0.0	\$ (0.0)	\$ 0.2	\$ 0.8	\$ 0.9	\$ 0.0	\$ (2.7)	\$ 0.0	\$ (0.9)	
53	240557	Oakdale Caltrain Station	SF	Transit Efficiency	\$ 51.2	\$ -	\$ 2.8	\$ 0.6	4	\$ 2.4	\$ (0.6)	\$ (2.0)	\$ 1.4	\$ 0.1	\$ 1.3	\$ 0.4	\$ 0.4	\$ 0.2	\$ 1.1	\$ 0.1	\$ 0.1	\$ 0.0	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.0	\$ 0.1	\$ 0.0	\$ 0.3	
54	230290	Transbay Transit Center - Phase 2B (Caltrain Downtown Extension)	SF/3434	Transit Expansion	\$ 2,348.0	\$ 1.4	\$ 107.9	\$ 30.8	4	\$ 87.9	\$ 2.6	\$ (29.2)	\$ 31.4	\$ 0.7	\$ 93.3	\$ 6.0	\$ 3.4	\$ 2.1	\$ 11.5	\$ 0.5	\$ 0.4	\$ 0.0	\$ 0.9	\$ 0.0	\$ 0.9	\$ 0.1	\$ 1.1	\$ 0.1	\$ 2.1	
55	240147	Southeast Waterfront Transportation Improvements	SF	Transit Efficiency	\$ 397.0	\$ 16.1	\$ 88.1	\$ 36.0	2	\$ 28.1	\$ 1.7	\$ (3.9)	\$ 50.2	\$ 0.9	\$ 77.0	\$ 3.3	\$ 3.5	\$ 2.5	\$ 9.3	\$ 0.5	\$ 0.5	\$ 0.0	\$ 1.0	\$ 0.8	\$ 0.8	\$ 0.0	\$ (0.9)	\$ 0.0	\$ 0.7	
56	00MUNI	Muni Service Frequency Improvements	SF	Transit Efficiency	\$ -	\$ 14.0	\$ 24.7	\$ 14.0	2	\$ 3.3	\$ (0.3)	\$ (2.6)	\$ 25.1	\$ (0.4)	\$ 25.0	\$ 0.2	\$ 0.4	\$ 0.3	\$ 0.8	\$ 0.0	\$ 0.0	\$ (0.0)	\$ 0.0	\$ 0.1	\$ 0.1	\$ 0.0	\$ (1.3)	\$ 0.0	\$ (1.1)	
57	230164	Geary Boulevard BRT	SF	Transit Efficiency	\$ 172.3	\$ -	\$ 15.1	\$ 8.6	2	\$ 2.2	\$ (0.7)	\$ (1.9)	\$ 11.2	\$ 0.8	\$ 11.5	\$ 0.6	\$ 1.2	\$ 0.9	\$ 2.7	\$ 0.1	\$ 0.1	\$ 0.0	\$ 0.2	\$ 0.1	\$ 0.1	\$ 0.0	\$ 0.6	\$ 0.0	\$ 0.8	
58	240526	SFCTA Transit Performance Initiative	SF	Transit Efficiency	\$ 489.8	\$ -	\$ 28.4	\$ 16.3	2	\$ 7.1	\$ 0.9	\$ 9.4	\$ 2.6	\$ 1.1	\$ 21.1	\$ 1.3	\$ 2.5	\$ 2.0	\$ 5.9	\$ 0.2	\$ 0.2	\$ 0.0	\$ 0.4	\$ 0.3	\$ 0.3	\$ 0.0	\$ 0.4	\$ 0.0	\$ 1.0	
59	240545	Parkmerced Light Rail Corridor	SF	Transit Efficiency	\$ 76.0	\$ 2.0	\$ 6.3	\$ 4.5	1	\$ 3.7	\$ (1.2)	\$ (5.9)	\$ 6.1	\$ 1.5	\$ 4.2	\$ 0.1	\$ 1.1	\$ 0.8	\$ 2.0	\$ 0.1	\$ 0.1	\$ 0.0	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.0	\$ (0.2)	\$ 0.0	\$ (0.1)	
60	22415	Historic Streetcar Expansion Program	SF	Transit Efficiency	\$ 66.4	\$ 7.2	\$ 8.6	\$ 9.4	0.9	\$ 4.9	\$ (0.1)	\$ (1.4)	\$ (1.6)	\$ 2.6	\$ 4.4	\$ 0.2	\$ 1.9	\$ 1.6	\$ 3.7	\$ 0.1	\$ 0.1	\$ 0.0	\$ 0.2	\$ 0.1	\$ 0.1	\$ 0.0	\$ 0.1	\$ 0.0	\$ 0.3	
61	22274	ITS Improvements in San Mateo County	SM	Road Efficiency	\$ 65.7	\$ 0.3	\$ 56.0	\$ 3.6	16	\$ 46.0	\$ 2.9	\$ 0.8	\$ 0.5	\$ 0.1	\$ 50.4	\$ 0.3	\$ 0.3	\$ (0.0)	\$ 0.6	\$ 0.9	\$ 2.0	\$ 0.0	\$ 2.9	\$ 2.3	\$ (0.2)	\$ (0.0)	\$ (0.1)	\$ 0.0	\$ 2.0	
62	240026	SamTrans El Camino BRT	SM	Transit Efficiency	\$ 120.0	\$ 19.0	\$ 59.1	\$ 25.0	2	\$ 47.9	\$ 3.1	\$ (13.4)	\$ 6.6	\$ 0.4	\$ 44.7	\$ 3.9	\$ 3.7	\$ 0.3	\$ 7.9	\$ 0.8	\$ 1.0	\$ 0.0	\$ 1.8	\$ 0.0	\$ 0.6	\$ 0.0	\$ 4.0	\$ 0.0	\$ 4.6	
63	22268	San Mateo Countywide Shuttle Service Frequency Improvements	SM	Transit Efficiency	\$ -	\$ 6.3	\$ 10.3	\$ 6.3	2	\$ 8.6	\$ (0.3)	\$ (6.9)	\$ 1.2	\$ 0.3	\$ 3.0	\$ 1.9	\$ 2.5	\$ 0.2	\$ 4.7	\$ 0.2	\$ 0.1	\$ 0.0	\$ 0.3	\$ 0.3	\$ 0.3	\$ 0.0	\$ 1.6	\$ 0.0	\$ 2.2	
64	240494	ITS Improvements in Santa Clara County	SCL	Road Efficiency	\$ 319.5	\$ 32.0	\$ 752.2	\$ 48.0	16	\$ 618.0	\$ 39.5	\$ 11.1	\$ 7.1	\$ 1.8	\$ 677.6	\$ 4.1	\$ 4.5	\$ (0.4)	\$ 8.2	\$ 11.6	\$ 27.5	\$ 0.3	\$ 39.4	\$ 31.5	\$ (3.0)	\$ (0.0)	\$ (1.5)	\$ 0.0	\$ 27.0	
65	240431	SR-85 Auxiliary Lanes (El Camino Real to Winchester Boulevard)	SCL	Road Efficiency	\$ 197.8	\$ 1.7	\$ 81.0	\$ 11.6	7	\$ 61.9	\$ 19.3	\$ 1.3	\$ (0.8)	\$ (0.1)	\$ 81.6	\$ (0.1)	\$ (1.1)	\$ (0.0)	\$ (1.2)	\$ 0.1	\$ (0.1)	\$ (0.1)	\$ (0.1)	\$ 0.4	\$ 0.6	\$ (0.0)	\$ (0.2)	\$ (0.0)	\$ 0.8	
66	HOTd	Silicon Valley Express Lanes Network	SCL	Express Lanes Network	\$ 1,398.0	\$ -	\$ 407.8	\$ 69.9	6	\$ 210.7	\$ 404.0	\$ 41.0	\$ 18.5	\$ 5.5	\$ 679.6	\$ (132.0)	\$ (83.6)	\$ (5.5)	\$ (221.1)	\$ (8.6)	\$ (4.3)	\$ (0.9)	\$ (13.8)	\$ (14.5)	\$ (13.3)	\$ (1.3)	\$ (6.6)	\$ (1.2)	\$ (37.0)	
67	240375	BART to San Jose/Santa Clara (Phase 2: Berryessa to Santa Clara)	SCL/3434	Transit Expansion	\$ 4,094.3	\$ 18.7	\$ 323.5	\$ 69.9	5	\$ 142.3	\$ 16.5	\$ (55.1)	\$ 101.8	\$ 1.7	\$ 207.3	\$ 45.3	\$ 33.7	\$ 3.9	\$ 82.9	\$ 3.7	\$ 3.5	\$ 0.1	\$ 7.3	\$ 6.9	\$ 6.8	\$ 0.4	\$ 11.6	\$ 0.4	\$ 26.0	
68	230294	New SR-152 Alignment	SCL	Highway Expansion	\$ 775.8	\$ 1.9	\$ 147.8	\$ 40.7	4	\$ 134.1	\$ 1.0	\$ 1.0	\$ (0.1)	\$ 0.4	\$ 136.4	\$ (6.0)	\$ (1.6)	\$ (0.0)	\$ (7.6)	\$ 0.6	\$ 0.3	\$ (0.0)	\$ 0.9	\$ 8.8	\$ 9.7	\$ (0.1)	\$ (0.2)	\$ (0.1)	\$ 18.2	
69	240119	VTA El Camino BRT	SCL	Transit Efficiency	\$ 239.0	\$ -	\$ 28.1	\$ 12.0	2	\$ 14.9	\$ 1.4	\$ 0.1	\$ 0.3	\$ 0.9	\$ 17.5	\$ 3.4	\$ 4.0	\$ 0.1	\$ 7.5	\$ 0.4	\$ 0.3	\$ 0.0	\$ 0.7	\$ 0.0	\$ 0.5	\$ 0.0	\$ 1.8	\$ 0.0	\$ 2.4	
70	22956	Capitol Expressway Light Rail Extension (Phase 2: to Eastridge Transit Center)	SCL	Transit Expansion	\$ 276.0	\$ 0.9	\$ 3.8	\$ 8.3	0.5	\$ 5.1	\$ (0.2)	\$ (3.3)	\$ (2.7)	\$ 0.0	\$ (1.1)	\$ 1.3	\$ 1.9	\$ 0.1	\$ 3.3	\$ 0.1	\$ 0.0	\$ 0.0	\$ 0.1	\$ 0.0	\$ 0.3	\$ 0.0	\$ 1.2	\$ 0.0	\$ 1.5	
71	230547	Monterey Highway BRT	SCL	Transit Efficiency	\$ 140.0	\$ 29.6	\$ 15.0	\$ 36.6	0.4	\$ 3.8	\$ (0.4)	\$ (4.8)	\$ 14.0	\$ (0.5)	\$ 12.1	\$ 0.7	\$ 1.3	\$ 0.0	\$ 2.1	\$ 0.1	\$ 0.1	\$ 0.0	\$ 0.2	\$ 0.1	\$ 0.1	\$ 0.0	\$ 0.4	\$ 0.0	\$ 0.6	
72	22019	Downtown East Valley (Phase 2: LRT)	SCL/3434	Transit Expansion	\$ 307.2	\$ 5.4	\$ 4.8	\$ 15.6	0.3	\$ 2.9	\$ (0.5)	\$ (4.2)	\$ 1.3	\$ 0.8	\$ 0.4	\$ 0.9	\$ 2.1	\$ 0.1	\$ 3.0	\$ 0.1	\$ 0.1	\$ 0.0	\$ 0.2	\$ 0.0	\$ 0.2	\$ 0.0	\$ 0.9	\$ 0.0	\$ 1.2	
73	230554	Sunnyvale-Cupertino BRT	SCL	Transit Efficiency	\$ 100.0	\$ 21.1	\$ 4.8	\$ 26.1	0.2	\$ 2.5	\$ (0.8)	\$ (2.4)	\$ 3.3	\$ (0.1)	\$ 2.5	\$ 0.1	\$ 0.9	\$ 0.0	\$ 1.0	\$ 0.1	\$ 0.1	\$ 0.0	\$ 0.1	\$ 0.0	\$ 0.0	\$ (0.0)	\$ 1.2	\$ 0.0	\$ 1.2	
74	22978	Capitol Expressway Light Rail Extension (Phases 2 & 3: to Nieman)	SCL	Transit Expansion	\$ 434.8	\$ 4.2	\$ 2.8	\$ 18.7	0.2	\$ 4.8	\$ 0.6	\$ (5.3)	\$ (4.2)	\$ 0.1	\$ (3.8)	\$ 1.7	\$ 2.6	\$ 0.1	\$ 4.4	\$ 0.1	\$ 0.1	\$ 0.0	\$ 0.2	\$ 0.0	\$ 0.3	\$ 0.0	\$ 1.7	\$ 0.0	\$ 2.0	
75	98119	Vasona Light Rail Extension (Phase 2)	SCL	Transit Expansion	\$ 176.0	\$ 0.6	\$ 0.1	\$ 6.5	0.0	\$ 3.0	\$ (1.8)	\$ (2.9)	\$ (1.6)	\$ 0.1	\$ (3.2)	\$ 0.7	\$ 1.3	\$ 0.0	\$ 2.1	\$ 0.1	\$ 0.1	\$ 0.0	\$ 0.2	\$ 0.1	\$ 0.1	\$ 0.0	\$ 0.8	\$ 0.0	\$ 1.1	
76	230468	I-80 Auxiliary Lanes (Airbase Parkway to I-680)	SOL	Road Efficiency	\$ 50.0	\$ 1.0	\$ 18.0	\$ 3.5	5	\$ 18.9	\$ 2.1	\$ (1.6)	\$ (0.9)	\$ (0.1)	\$ 18.3	\$ (0.8)	\$ 0.1	\$ (0.0)	\$ (0.7)	\$ (0.0)	\$ (0.1)	\$ (0.0)	\$ (0.2)	\$ 0.5	\$ 0.6	\$ (0.0)	\$ (0.5)	\$ (0.0)	\$ 0.6	
77	21341	Fairfield/Vacaville Capitol Corridor Station (Phases 1, 2, and 3)	SOL	Transit Efficiency	\$ 54																									

Row #	Project ID	Project Name	County	Project Type	TARGETS SUMMARY				ADOPTED TARGETS									
					Targets Supported	Targets Adversely Impacted	Targets Net Score	In PDA?	CO2	Housing	PM	Collisions	Active Transportation	Open Space / AG	Low Income HH Transportation Cost	Economic Vitality	Non-Auto Mode Share/VMT	Maintenance
1	240391	Alameda County TOD/PDA Multimodal Investments	Alameda	TLC	7.0	0.0	7.0	Yes	STRONG	MODERATE	STRONG	STRONG	STRONG	MODERATE	MODERATE	MODERATE	STRONG	MINIMAL
2	240180	BART Bay Fair Connection	Alameda	Transit Efficiency	6.0	0.0	6.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	STRONG	MODERATE	STRONG	MINIMAL
3	22062	Irvington BART Station	Alameda	Transit Efficiency	5.5	0.0	5.5	Yes	MODERATE	MINIMAL	MODERATE	MODERATE	STRONG	MODERATE	STRONG	MODERATE	STRONG	MINIMAL
4	22455	AC Transit East Bay BRT	Alameda/3434	Transit Efficiency	5.5	0.0	5.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL
5	22780	AC Transit Grand-MacArthur BRT	Alameda/3434	Transit Efficiency	5.5	0.0	5.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL
6	22667	BART to Livermore (Phases 1 & 2: Rail Extension)	Alameda	Transit Expansion	5.0	0.0	5.0	Yes	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	STRONG	STRONG	STRONG	MINIMAL
7	98207T, 98207R	Alameda-Oakland BRT & I-880 Broadway/Jackson Interchange Improvements	Alameda	Transit Efficiency	5.0	0.0	5.0	Yes	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	STRONG	MODERATE	MINIMAL
8	230101	Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements	Alameda/3434	Transit Efficiency	5.0	0.0	5.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL
9	240113	BART Hayward Maintenance Complex	Alameda	Transit Efficiency	5.0	0.0	5.0	No	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	STRONG	MODERATE	MODERATE	STRONG
10	240196	BART to Livermore (Phase 1: 1-Station Rail Extension with Bus Enhancements)	Alameda	Transit Expansion	5.0	0.0	5.0	Yes	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	STRONG	STRONG	STRONG	MINIMAL
11	240382, 240383	Alameda County Transit Enhancements, Expansion, Safety, Operations, and Maintenance	Alameda	Transit Efficiency	5.0	0.0	5.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	STRONG	MODERATE	MODERATE	MODERATE
12	LBART	BART to Livermore (Phase 1: 1-Station Rail Extension with DMU)	Alameda	Transit Expansion	5.0	0.0	5.0	Yes	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	STRONG	STRONG	STRONG	MINIMAL
13	580_BUS	I-580 Express Bus (Dublin to Livermore)	Alameda	Transit Efficiency	4.5	0.0	4.5	Yes	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL
14	240347	Iron Horse Trail, Bay Trail, and East Bay Greenway Expansions	Alameda	Bike/Ped	4.5	0.0	4.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL	MODERATE	MINIMAL
15	240226	Berkeley Ferry Terminal Access Improvements	Alameda	Transit Efficiency	4.0	0.0	4.0	No	MODERATE	STRONG	MODERATE	MODERATE	MODERATE	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL
16	240227	Oakland Bay Trail Extensions	Alameda	Bike/Ped	4.0	0.0	4.0	Yes	MODERATE	MINIMAL	MODERATE	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL	MODERATE	MINIMAL
17	240393	Alameda County Transportation & Parking Demand Management Program	Alameda	Other	4.0	0.0	4.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL
18	22089	Martinez Subdivision & Rail Improvements	Alameda	Transit Efficiency	3.0	0.0	3.0	Yes	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL	MINIMAL	STRONG	STRONG	MINIMAL	MINIMAL
19	22765	I-580/I-680 Interchange HOV Direct Connectors	Alameda	Road Efficiency	2.0	0.0	2.0	No	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MODERATE	MINIMAL
20	240318	I-80 Ashby Interchange Improvements	Alameda	Road Efficiency	2.0	0.0	2.0	Yes	MINIMAL	STRONG	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
21	240324	Miller Sweeney Bridge Retrofit	Alameda	Maintenance	2.0	0.0	2.0	Yes	MINIMAL	MODERATE	MINIMAL	MODERATE	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE
22	22769	I-880 23rd/29th Interchange Improvements	Alameda	Road Efficiency	1.5	0.0	1.5	Yes	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
23	22779	I-880/SR-262 Interchange Improvements (Phase 2: Warren Avenue Grade Separation)	Alameda	Road Efficiency	1.5	0.0	1.5	No	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
24	240052	I-880 Whipple Road Interchange Improvements	Alameda	Road Efficiency	1.5	0.0	1.5	No	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
25	240100	Park Street Bridge Replacement	Alameda	Maintenance	1.5	0.0	1.5	Yes	MINIMAL	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE
26	240317	Port of Oakland Wharf Replacement & Berth Deepening (Berths 60-63)	Alameda	Other	1.5	0.0	1.5	No	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MODERATE
27	240394	Alameda County Goods Movement Program	Alameda	Other	1.5	0.0	1.5	Yes	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
28	240657	I-580 Corridor Spot Intersection Improvements	Alameda	Road Efficiency	1.5	0.0	1.5	No	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
29	21100	I-580 Vasco Road Interchange Improvements & Auxiliary Lanes	Alameda	Road Efficiency	1.5	0.5	1.0	No	MINIMAL	MINIMAL	MODERATE AD	MODERATE	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
30	22082	Port of Oakland 7th Street Grade Separation & Roadway Improvements	Alameda	Road Efficiency	1.0	0.0	1.0	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
31	22760	Port of Oakland Outer Harbor Intermodal Terminals	Alameda	Other	1.0	0.0	1.0	No	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
32	230103	Decoto Neighborhood Grade Separation	Alameda	Road Efficiency	1.0	0.0	1.0	Yes	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL
33	240024	Oakland Army Base Infrastructure Improvements	Alameda	Other	1.0	0.0	1.0	No	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
34	240279	Mandela Parkway & 3rd Street Corridor Street Reconstruction	Alameda	Road Efficiency	1.0	0.0	1.0	Yes	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
35	240562	SR-92 Clawiter/Whitesell Interchange Improvements	Alameda	Road Efficiency	1.0	0.0	1.0	No	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL

LEGEND IMPACT TO TARGETS

STRONG MODERATE MINIMAL MODERATE ADVERSE STRONG

Row #	Project ID	Project Name	County	Project Type	TARGETS SUMMARY				ADOPTED TARGETS										
					Targets Supported	Targets Adversely Impacted	Targets Net Score	In PDA?	CO2	Housing	PM	Collisions	Active Transportation	Open Space / AG	Low Income HH Transportation Cost	Economic Vitality	Non-Auto Mode Share/VMT	Maintenance	
36	21477	I-580/Greenville Road Interchange Improvements	Alameda	Road Efficiency	0.5	0.0	0.5	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	
37	94506	Fremont/Union City East-West Connector	Alameda	Arterial Expansion	2.0	1.5	0.5	Yes	MODERATE AD	MODERATE	MODERATE AD	MODERATE AD	MODERATE	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL	
38	240047	I-880/A Street Interchange Improvements & Auxiliary Lanes	Alameda	Road Efficiency	0.5	0.0	0.5	No	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	
39	240101	Fruitvale Bridge Replacement & Widening	Alameda	Arterial Expansion	1.5	1.0	0.5	Yes	MODERATE AD	MINIMAL	MODERATE AD	MODERATE	MODERATE	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	
40	240397	Alameda County Transportation Technology and Revenue Enhancement Program	Alameda	Other	0.5	0.0	0.5	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	
41	230099	I-580/I-680 Interchange Improvements (Phase 1)	Alameda	Road Efficiency	1.0	1.0	0.0	No	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE AD	MINIMAL	MODERATE	MODERATE AD	MINIMAL	
42	240726	Alameda County Transportation Project Development	Alameda	Planning	0.0	0.0	0.0	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	
43	240062, 22776	SR-84/I-680 Interchange Improvements + SR-84 Widening (Jack London to I-680)	Alameda	Highway Expansion	0.5	3.0	-2.5	No	MODERATE AD	MINIMAL	MODERATE AD	MODERATE AD	MODERATE AD	MODERATE AD	MINIMAL	MODERATE	MODERATE AD	MINIMAL	
44	240053	Whipple Road Widening (Mission Boulevard to I-880)	Alameda	Highway Expansion	1.0	6.0	-5.0	No	STRONG AD	MINIMAL	STRONG AD	STRONG AD	STRONG AD	STRONG AD	MINIMAL	STRONG	STRONG AD	MINIMAL	
45	22343	I-680 Express Bus Service Frequency Improvements (Phase 2)	Contra Costa	Transit Efficiency	4.5	0.0	4.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	
46	230321	Hercules Intermodal Station (Phases 2, 3, and 4)	Contra Costa	Transit Efficiency	4.5	0.0	4.5	Yes	MODERATE	STRONG	MODERATE	MODERATE	STRONG	MODERATE	MINIMAL	MINIMAL	MODERATE	MINIMAL	
47	240364	Contra Costa County Paratransit Program	Contra Costa	Lifeline	4.5	0.0	4.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	STRONG	MODERATE	MODERATE	MINIMAL	
48	240365	Contra Costa County Transportation for Liveable Communities Program	Contra Costa	TLC	4.5	0.0	4.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	
49	22360	I-80 San Pablo Dam Road Interchange Improvements	Contra Costa	Road Efficiency	2.5	0.0	2.5	No	MINIMAL	STRONG	MINIMAL	MODERATE	MODERATE	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	
50	22353, 21223	I-680 HOV Gap Closure in Walnut Creek (N. Main to Livorna)	Contra Costa	Road Efficiency	1.5	0.0	1.5	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MODERATE	MINIMAL	
51	230232	New SR-4 Phillips Lane Interchange + Phillips Lane Extension	Contra Costa	Arterial Expansion	1.5	0.0	1.5	Yes	MINIMAL	STRONG	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	
52	22604	Vasco Road Safety & Operational Improvements (Brentwood to San Joaquin County line)	Contra Costa	Highway Expansion	1.0	0.0	1.0	No	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	
53	22352	New I-680 Norris Canyon HOV-only Interchange	Contra Costa	Highway Expansion	1.0	0.0	1.0	Yes	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	
54	21205, 22350	I-680/SR-4 Interchange Improvements + SR-4 Widening (Morello Avenue to SR-242)	Contra Costa	Highway Expansion	1.0	0.5	0.5	No	MINIMAL	MINIMAL	MINIMAL	MODERATE	MODERATE AD	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	
55	22605	SR-4 Bypass Completion (SR-160 to Walnut Avenue)	Contra Costa	Highway Expansion	2.0	4.5	-2.5	No	STRONG AD	STRONG	STRONG AD	MODERATE AD	STRONG AD	MINIMAL	MINIMAL	STRONG	STRONG AD	MINIMAL	
56	22981	SR-4 Widening (Marsh Creek Road to San Joaquin County line)	Contra Costa	Highway Expansion	1.0	3.5	-2.5	No	STRONG AD	MINIMAL	STRONG AD	MODERATE AD	MINIMAL	MINIMAL	MINIMAL	STRONG	STRONG AD	MINIMAL	
57	98133	Pacheco Boulevard Widening (Blum Road to Arthur Road)	Contra Costa	Highway Expansion	1.0	4.0	-3.0	No	STRONG AD	MINIMAL	STRONG AD	STRONG AD	MODERATE	MINIMAL	MINIMAL	MODERATE	STRONG AD	MINIMAL	
58	22400	SR-239 Expressway Construction (Brentwood to Tracy)	Contra Costa	Highway Expansion	1.0	4.5	-3.5	No	STRONG AD	MINIMAL	STRONG AD	MODERATE	STRONG AD	MODERATE AD	MINIMAL	MODERATE	STRONG AD	MINIMAL	
59	94050	SR-4 Upgrade to Full Freeway (Phase 2: Cummings Skyway to I-80)	Contra Costa	Highway Expansion	1.0	5.5	-4.5	Yes	STRONG AD	MINIMAL	MODERATE AD	STRONG AD	STRONG AD	STRONG AD	MINIMAL	STRONG	STRONG AD	MINIMAL	
60	230233	James Donlon Boulevard/Expressway (Kirker Pass Road to Somersville Road) + Kirker Pass Road Operational Improvements	Contra Costa	Highway Expansion	1.5	6.0	-4.5	No	STRONG AD	STRONG	STRONG AD	STRONG AD	STRONG AD	STRONG AD	MINIMAL	MODERATE	STRONG AD	MINIMAL	
61	230252	Marin Countywide Bus Service Frequency Improvements	Marin	Transit Efficiency	4.5	0.0	4.5	Yes	MODERATE	MINIMAL	MODERATE	MODERATE	STRONG	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	
62	21325	US-101 Twin Cities Corridor Improvements	Marin	Road Efficiency	3.0	0.0	3.0	No	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL	
63	240644	Marin Countywide Senior Mobility Program	Marin	Safety	1.5	0.0	1.5	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL	
64	240660	Marin County Arterial & Local Street Operational Improvements	Marin	Road Efficiency	0.5	0.0	0.5	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	
65		Transit Operations & Maintenance (Large Operators) <small>[RTPIDs: 94636, 240541, 94525, 94610, 94526, 22481, 94666, 94572]</small>	Multi-County	Transit Operations	8.5	0.0	8.5	Yes	STRONG	MODERATE	STRONG	STRONG	STRONG	STRONG	MINIMAL	STRONG	STRONG	STRONG	STRONG
66	240182	BART Metro Program	Multi-County	Transit Efficiency	8.5	0.0	8.5	Yes	STRONG	MODERATE	STRONG	STRONG	STRONG	STRONG	STRONG	STRONG	STRONG	MINIMAL	
67	00BART	BART Service Frequency Improvements	Multi-County	Transit Efficiency	8.5	0.0	8.5	Yes	STRONG	MODERATE	STRONG	STRONG	STRONG	STRONG	STRONG	STRONG	STRONG	MINIMAL	
68	230603	California High-Speed Train - Bay Area to Central Valley	Multi-County	Transit Expansion	7.5	0.0	7.5	Yes	STRONG	MODERATE	STRONG	STRONG	STRONG	MODERATE	MODERATE	STRONG	STRONG	MINIMAL	
69	240134, 21627	Caltrain Service Frequency Improvements (6-Train Service during Peak Hours) + Electrification (SF to Tamien)	Multi-County	Transit Efficiency	7.5	0.0	7.5	Yes	STRONG	MODERATE	STRONG	STRONG	STRONG	MODERATE	MODERATE	STRONG	STRONG	MINIMAL	
70	240521, 21627, 240134	Caltrain Vision (10-Train Service during Peak Hours) + Electrification (SF to Tamien)	Multi-County/ 3434	Transit Efficiency	7.5	0.0	7.5	Yes	STRONG	MODERATE	STRONG	STRONG	STRONG	MODERATE	MODERATE	STRONG	STRONG	MINIMAL	

LEGEND **IMPACT TO TARGETS**

STRONG MODERATE MINIMAL MODERATE ADVERSE STRONG

Row #	Project ID	Project Name	County	Project Type	TARGETS SUMMARY				ADOPTED TARGETS									
					Targets Supported	Targets Adversely Impacted	Targets Net Score	In PDA?	CO2	Housing	PM	Collisions	Active Transportation	Open Space / AG	Low Income HH Transportation Cost	Economic Vitality	Non-Auto Mode Share/VMT	Maintenance
71		Bicycle & Pedestrian Programs <small>[RTPIDs: 240381, 21225, 240678, 240612, 230527, 240488, 240486, 240533, 230430, 240509, 240651, 98212, 240556]</small>	Multi-County	Bike/Ped	7.0	0.0	7.0	Yes	STRONG	MODERATE	STRONG	STRONG	STRONG	MODERATE	MODERATE	MODERATE	STRONG	MINIMAL
72	240018	Dumbarton Corridor Express Bus	Multi-County	Transit Efficiency	6.5	0.0	6.5	Yes	STRONG	MODERATE	STRONG	MODERATE	STRONG	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL
73	22009	Capitol Corridor Service Frequency Improvements (Oakland to San Jose)	Multi-County/ 3434	Transit Efficiency	6.0	0.0	6.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	MODERATE	STRONG	STRONG	MINIMAL
74	240216	Dumbarton Rail	Multi-County/ 3434	Transit Expansion	6.0	0.0	6.0	Yes	STRONG	MODERATE	STRONG	MODERATE	STRONG	MODERATE	MINIMAL	STRONG	MODERATE	MINIMAL
75		Transit Operations & Maintenance (Small Operators) <small>[RTPIDs: 21017, 94558, 94527, 94683, 240723, 240578]</small>	Multi-County	Transit Operations	5.5	0.0	5.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	STRONG	MODERATE	MODERATE	STRONG
76	240699	AC Transit Service Frequency Improvements (Restoration of 2009 Funding Levels)	Multi-County	Transit Efficiency	5.5	0.0	5.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	STRONG	MODERATE	MINIMAL
77	00ACT1	AC Transit Frequent Transit Network	Multi-County	Transit Efficiency	5.5	0.0	5.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	STRONG	MODERATE	MINIMAL
78		Local Streets & Roads Maintenance <small>[RTPIDs: 240387, 240386, 230693, 230694, 240714, 230695, 240490, 240535, 230697, 240740, 230700, 240600, 240680]</small>	Multi-County	Maintenance	5.0	0.0	5.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	STRONG
79	240676, 240675, 240677	SMART (Phase 2: Extensions to Cloverdale & Larkspur + IOS Cost Deferrals)	Multi-County/ 3434	Transit Expansion	5.0	0.0	5.0	Yes	STRONG	MINIMAL	MODERATE	MODERATE	STRONG	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL
80	n/a	BART Station Capacity Improvements	Multi-County	Transit Efficiency	5.0	0.0	5.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL
81	n/a	BART Station Access Improvements	Multi-County	Transit Efficiency	5.0	0.0	5.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL
82	21013	State Toll Bridge Rehabilitation & Retrofit	Multi-County	Maintenance	4.5	0.0	4.5	No	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	STRONG
83	22511, 22512, 22122, 230613, 22120, 230581	WETA Service Expansion (Treasure Island, Berkeley/Albany, Richmond, Hercules, and Redwood City)	Multi-County/ 3434	Transit Expansion	4.5	0.0	4.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	MINIMAL	MODERATE	MODERATE	MINIMAL
84	230055	Golden Gate Ferry Service Frequency Improvements	Multi-County	Transit Efficiency	4.5	0.0	4.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL
85	230604	Bay Bridge Contraflow Lane	Multi-County	Pricing	4.5	0.0	4.5	Yes	STRONG	MODERATE	STRONG	MINIMAL	MINIMAL	MINIMAL	MODERATE	STRONG	MODERATE	MINIMAL
86	22227, 240328, 240334	Geneva Avenue Corridor Improvements (Roadway Extension, BRT, and Southern Intermodal Terminal)	Multi-County	Transit Efficiency	4.5	0.0	4.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	STRONG	MODERATE	MODERATE	MINIMAL
87	230219, 230314	Golden Gate Bus Service Frequency Improvements	Multi-County	Transit Efficiency	4.5	0.0	4.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL
88	98139	ACE Expansion	Multi-County/ 3434	Transit Efficiency	4.0	0.0	4.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE	MODERATE	MINIMAL
89	240019	Caltrain Station Improvements (Phase 1)	Multi-County	Transit Efficiency	3.5	0.0	3.5	Yes	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL
90	240036	Caltrain Communications-Based Overlay Signal System (CBOSS) and Positive Train Control System (PTC)	Multi-County	Transit Efficiency	2.5	0.0	2.5	Yes	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MODERATE
91	240060, 240523	US-101 HOV Lanes (Whipple to Cesar Chavez)	Multi-County	Road Efficiency	2.5	0.0	2.5	Yes	MODERATE	MODERATE	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL
92	22003	Capitol Corridor Reliability Improvements (Phase 2)	Multi-County	Road Efficiency	1.5	0.0	1.5	Yes	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
93	22657	I-580 Westbound Truck Climbing Lane (Altamont Pass)	Multi-County	Road Efficiency	1.5	0.0	1.5	No	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
94	240140	Caltrain At-Grade Crossing Improvements	Multi-County	Transit Efficiency	1.5	0.0	1.5	Yes	MINIMAL	MODERATE	MINIMAL	STRONG	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL
95	21012	Golden Gate Bridge Seismic Retrofit (Phase 3)	Multi-County	Maintenance	1.0	0.0	1.0	No	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG
96	22636	Transbay Tube Seismic Retrofit (Phase 1)	Multi-County	Maintenance	1.0	0.0	1.0	No	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG
97	240571	I-80/I-880 Congestion Pricing and Clean Vehicle Incentive Program	Multi-County	Pricing	2.0	1.0	1.0	Yes	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE AD	MINIMAL	MINIMAL	MODERATE	MODERATE AD	MINIMAL
98	98147, 240691	Marin-Sonoma Narrows (Phase 2)	Multi-County	Highway Expansion	2.5	2.0	0.5	Yes	MODERATE AD	MINIMAL	MODERATE AD	STRONG	MODERATE AD	MODERATE	MINIMAL	STRONG	MODERATE AD	MINIMAL
99	HOTe	CTC Application + Alameda County Authorized Lanes Express Lanes Network	Multi-County	Express Lanes Network	2.0	2.5	-0.5	Yes	MODERATE AD	MODERATE	MODERATE AD	MODERATE AD	MODERATE AD	MODERATE	MINIMAL	STRONG	MODERATE AD	MINIMAL
100	240122	SR-29 Complete Streets Improvements	Napa	Road Efficiency	1.5	0.0	1.5	Yes	MINIMAL	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL
101	240617	SR-29 HOV Lanes & BRT (Napa Junction to Vallejo)	Napa	Road Efficiency	1.5	0.0	1.5	Yes	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL
102	94075	SR-12 Jameson Canyon Project (Phase 3: New SR-12/SR-29 Interchange)	Napa	Road Efficiency	1.5	1.0	0.5	No	MODERATE AD	MINIMAL	MODERATE AD	MODERATE	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL	MINIMAL
103	22247	Regional Bikeway Network	Regional	Bike/Ped	7.0	0.0	7.0	Yes	STRONG	MODERATE	STRONG	STRONG	STRONG	MODERATE	MODERATE	MODERATE	STRONG	MINIMAL
104	240410	Transportation for Livable Communities	Regional	TLC	7.0	0.0	7.0	Yes	STRONG	MODERATE	STRONG	STRONG	STRONG	MODERATE	MODERATE	MODERATE	STRONG	MINIMAL
105	240735	Transit Performance Initiative	Regional	Transit Efficiency	6.5	0.0	6.5	Yes	STRONG	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL	STRONG	STRONG	STRONG	MINIMAL

LEGEND IMPACT TO TARGETS

STRONG MODERATE MINIMAL MODERATE ADVERSE STRONG

Row #	Project ID	Project Name	County	Project Type	TARGETS SUMMARY				ADOPTED TARGETS									
					Targets Supported	Targets Adversely Impacted	Targets Net Score	In PDA?	CO2	Housing	PM	Collisions	Active Transportation	Open Space / AG	Low Income HH Transportation Cost	Economic Vitality	Non-Auto Mode Share/VMT	Maintenance
106	240690	Lifeline Program	Regional	Lifeline/New Freedom	5.5	0.0	5.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MINIMAL	STRONG	MODERATE	STRONG	MINIMAL
107	230716	New Freedom	Regional	Lifeline/New Freedom	5.5	0.0	5.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MINIMAL	STRONG	MODERATE	STRONG	MINIMAL
108	240744	One Bay Area Grant Program	Regional	OBAG	5.5	0.0	5.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE
109	n/a	Safe Routes to School Program	Regional	Bike/Ped	5.0	0.0	5.0	Yes	MODERATE	MODERATE	MODERATE	STRONG	STRONG	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL
110	n/a	State Highway Maintenance	Regional	Maintenance	5.0	0.0	5.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	STRONG
111	LS&R	Local Streets and Roads Capital Maintenance Needs	Regional	Maintenance	5.0	0.0	5.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	STRONG
112	Transitshort	Transit Capital Maintenance Needs	Regional	Maintenance	5.0	0.0	5.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	STRONG
113	230419	Freeway Performance Initiative	Regional	FPI	4.0	0.0	4.0	Yes	MODERATE	MODERATE	MINIMAL	MODERATE	MINIMAL	MODERATE	MODERATE	STRONG	MODERATE	MINIMAL
114	n/a	Local Bridge Maintenance	Regional	Safety	3.5	0.0	3.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL
115	230550	Climate Initiatives	Regional	Climate	3.5	0.0	3.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL
116	n/a	Clipper Program	Regional	Other	3.0	0.0	3.0	Yes	MODERATE	MODERATE	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL
117	n/a	Highway Safety Improvement Program	Regional	Safety	2.0	0.0	2.0	Yes	MINIMAL	MODERATE	MINIMAL	STRONG	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
118	240749	Section 130 State Rail Program	Regional	Safety	2.0	0.0	2.0	Yes	MINIMAL	MODERATE	MINIMAL	STRONG	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE
119	n/a	Highway-Rail Grade Crossing Improvement Program	Regional	Safety	1.5	0.0	1.5	Yes	MINIMAL	MODERATE	MINIMAL	STRONG	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL
120	240589	EV Solar Installation [BAAQMD program]	Regional	Climate	1.5	0.5	1.0	Yes	STRONG	MODERATE	MINIMAL	MINIMAL	MODERATE AD	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL
121	240731	Priority Conservation Area Program	Regional	Other	1.0	0.0	1.0	No	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL	MINIMAL	MINIMAL
122	240577	Heavy-Duty Truck Replacement [BAAQMD program]	Regional	Climate	1.5	1.0	0.5	Yes	MINIMAL	MODERATE	STRONG	MINIMAL	MODERATE AD	MINIMAL	MINIMAL	MINIMAL	MODERATE AD	MINIMAL
123	240582	Truck & Motorcycle Retirement [BAAQMD program]	Regional	Climate	1.5	1.0	0.5	Yes	MINIMAL	MODERATE	STRONG	MINIMAL	MODERATE AD	MINIMAL	MINIMAL	MINIMAL	MODERATE AD	MINIMAL
124	22425	Regional & Countywide Planning Funds	Regional	Planning	0.0	0.0	0.0	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL
125	240674	Transbay Transit Center - Phase 3 (Pedestrian Connector Tunnel to BART/Muni)	San Francisco	Transit Expansion	8.0	0.0	8.0	Yes	STRONG	MODERATE	STRONG	STRONG	STRONG	MODERATE	STRONG	STRONG	STRONG	MINIMAL
126	230290	Transbay Transit Center - Phase 2B (Caltrain Downtown Extension)	San Francisco/ 3434	Transit Expansion	7.5	0.0	7.5	Yes	STRONG	MODERATE	STRONG	STRONG	STRONG	MODERATE	MODERATE	STRONG	STRONG	MINIMAL
127	240171	SFMTA Transit Effectiveness Project	San Francisco	Transit Efficiency	7.5	0.0	7.5	Yes	STRONG	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	STRONG	MODERATE	STRONG	STRONG
128	240526	SFCTA Transit Performance Initiative	San Francisco	Transit Efficiency	7.5	0.0	7.5	Yes	STRONG	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	STRONG	MODERATE	STRONG	STRONG
129	240309	Muni Fleet Expansion	San Francisco	Transit Efficiency	7.0	0.0	7.0	Yes	STRONG	MODERATE	STRONG	STRONG	MODERATE	MINIMAL	STRONG	STRONG	STRONG	MINIMAL
130	230161	Van Ness Avenue BRT	San Francisco/ 3434	Transit Efficiency	6.5	0.0	6.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	STRONG	STRONG	STRONG	MINIMAL
131	230164	Geary Boulevard BRT	San Francisco	Transit Efficiency	6.5	0.0	6.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	STRONG	STRONG	STRONG	MINIMAL
132	240155	Better Market Street	San Francisco	Transit Efficiency	6.0	0.0	6.0	Yes	MINIMAL	MODERATE	MODERATE	STRONG	STRONG	MINIMAL	STRONG	MODERATE	STRONG	MODERATE
133	240522	Congestion Pricing Pilot	San Francisco	Pricing	6.0	0.0	6.0	Yes	STRONG	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL	MINIMAL	STRONG	STRONG	MODERATE
134	00MUNI	Muni Service Frequency Improvements	San Francisco	Transit Efficiency	5.5	0.0	5.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	STRONG	MODERATE	MINIMAL
135	22415	Historic Streetcar Expansion Program	San Francisco	Transit Efficiency	5.0	0.0	5.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MINIMAL	STRONG	MODERATE	MODERATE	MINIMAL
136	240545	Parkmerced Light Rail Corridor	San Francisco	Transit Efficiency	5.0	0.0	5.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL
137	240557	Oakdale Caltrain Station	San Francisco	Transit Efficiency	4.5	0.0	4.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL
138	240158	Eastern Neighborhoods (EN TRIPS) Circulation & Streetscape Improvements	San Francisco	Road Efficiency	4.0	0.0	4.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL
139	240493	San Francisco Local Street Safety Program	San Francisco	Safety	4.0	0.0	4.0	Yes	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL
140	240694	Treasure Island Congestion Pricing	San Francisco	Pricing	4.0	0.0	4.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL

LEGEND IMPACT TO TARGETS

STRONG MODERATE MINIMAL MODERATE ADVERSE STRONG

Row #	Project ID	Project Name	County	Project Type	TARGETS SUMMARY				ADOPTED TARGETS									
					Targets Supported	Targets Adversely Impacted	Targets Net Score	In PDA?	CO2	Housing	PM	Collisions	Active Transportation	Open Space / AG	Low Income HH Transportation Cost	Economic Vitality	Non-Auto Mode Share/VMT	Maintenance
141	98593	SFgo Integrated Transportation Management System	San Francisco	Road Efficiency	3.5	0.0	3.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MINIMAL	MINIMAL	STRONG	MODERATE	MINIMAL
142	240147	Southeast Waterfront Transportation Improvements	San Francisco	Transit Efficiency	3.5	0.0	3.5	Yes	MINIMAL	MODERATE	MODERATE	MINIMAL	MODERATE	MINIMAL	STRONG	MODERATE	MODERATE	MINIMAL
143	240163	Hunters Point & Candlestick Point Local Road Network	San Francisco	Road Efficiency	2.5	0.0	2.5	Yes	MINIMAL	MODERATE	MINIMAL	MINIMAL	STRONG	MINIMAL	MODERATE	MODERATE	MINIMAL	MINIMAL
144	240344	SFpark	San Francisco	Parking	2.5	0.0	2.5	Yes	MODERATE	MODERATE	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL
145	240358	Mission Bay Local Road Network	San Francisco	Arterial Expansion	2.5	0.0	2.5	Yes	MINIMAL	MODERATE	MINIMAL	MINIMAL	STRONG	MINIMAL	MODERATE	MODERATE	MINIMAL	MINIMAL
146	240543	San Francisco Local Intersection Improvements	San Francisco	Road Efficiency	2.0	0.0	2.0	Yes	MINIMAL	MODERATE	MINIMAL	STRONG	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
147	240035	Caltrain Terminal Station Improvements (4th & King)	San Francisco	Transit Efficiency	1.5	0.0	1.5	Yes	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL	MINIMAL
148	230555	I-80 Yerba Buena Island Interchange Improvements	San Francisco	Road Efficiency	2.0	1.0	1.0	No	MODERATE AD	MODERATE	MODERATE AD	MODERATE	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
149	240471	San Francisco Transit Enhancement Program	San Francisco	Transit Efficiency	1.0	0.0	1.0	Yes	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL
150	22227	Geneva Avenue Extension	San Mateo	Arterial Expansion	0.5	0.0	0.5	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
151	240026	SamTrans El Camino BRT	San Mateo	Transit Efficiency	5.5	0.0	5.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL
152	22274	ITS Improvements in San Mateo County	San Mateo	Road Efficiency	4.0	0.0	4.0	Yes	MODERATE	MODERATE	MINIMAL	MODERATE	MINIMAL	MODERATE	MODERATE	STRONG	MODERATE	MINIMAL
153	240086	San Mateo County Transportation for Liveable Communities Program	San Mateo	TLC	4.0	0.0	4.0	Yes	MODERATE	MINIMAL	MODERATE	MODERATE	STRONG	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL
154	240590	El Camino Real Complete Streets Improvements	San Mateo	Road Efficiency	4.0	0.0	4.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL
155	22268	San Mateo Countywide Shuttle Service Frequency Improvements	San Mateo	Transit Efficiency	2.5	0.0	2.5	Yes	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MODERATE	MINIMAL	MODERATE
156	21624	San Mateo County TOD Incentive Program	San Mateo	Other	3.0	0.0	3.0	Yes	MODERATE	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL
157	21602	US-101 Broadway Interchange Improvements	San Mateo	Road Efficiency	2.0	0.0	2.0	No	MINIMAL	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
158	21603	US-101 Woodside Road Interchange Improvements	San Mateo	Road Efficiency	2.0	0.0	2.0	Yes	MINIMAL	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
159	21606	US-101 Willow Road Interchange Improvements	San Mateo	Road Efficiency	2.0	0.0	2.0	No	MINIMAL	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
160	21613	SR-92 Improvements (Phase 1: San Mateo Bridge to I-280)	San Mateo	Road Efficiency	1.5	0.0	1.5	Yes	MINIMAL	MODERATE	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
161	22279	US-101 Produce Road Interchange Improvements	San Mateo	Road Efficiency	1.5	0.0	1.5	No	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
162	22756	US-101 Candlestick Point Interchange Improvements	San Mateo	Road Efficiency	1.5	0.0	1.5	No	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
163	240064	Caltrain Grade Separations (Phase 1: San Mateo County)	San Mateo	Transit Efficiency	1.5	0.0	1.5	No	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE
164	21604	US-101 Auxiliary Lane Modifications (Oyster Point to San Francisco County line)	San Mateo	Road Efficiency	1.0	0.0	1.0	No	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
165	21615	I-280/SR-1 Interchange Improvements	San Mateo	Road Efficiency	1.0	0.0	1.0	No	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
166	22229	US-101 Sierra Point Parkway Interchange Improvements + Lagoon Way Extension	San Mateo	Road Efficiency	1.0	0.0	1.0	No	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
167	22230	I-280 Auxiliary Lanes (Hickey Boulevard to I-380)	San Mateo	Road Efficiency	1.0	0.0	1.0	No	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
168	94644	SR-92 Westbound Slow-Vehicle Climbing Lane (I-280 to SR-35)	San Mateo	Road Efficiency	1.0	0.0	1.0	No	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
169	21612	Dumbarton Bridge/US-101 Access Improvements (Phase 1)	San Mateo	Road Efficiency	0.5	0.0	0.5	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
170	240114	SR-1 Safety & Operational Improvements (Pacifica to Half Moon Bay)	San Mateo	Road Efficiency	1.0	0.5	0.5	No	MINIMAL	MODERATE AD	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE
171	22282	US-101 Operational Improvements (near US-101/SR-92 Interchange)	San Mateo	Road Efficiency	0.0	0.0	0.0	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL
172	98204	SR-1 Widening (Fassler Avenue to Westport Drive)	San Mateo	Highway Expansion	0.0	0.5	-0.5	No	MINIMAL	MODERATE AD	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL
173	240119	VTA El Camino BRT	Santa Clara	Transit Efficiency	7.0	0.0	7.0	Yes	MODERATE	STRONG	MODERATE	MODERATE	STRONG	MODERATE	STRONG	STRONG	STRONG	MINIMAL
174	240375	BART to San Jose/Santa Clara (Phase 2: Berryessa to Santa Clara)	Santa Clara/ 3434	Transit Expansion	7.0	0.0	7.0	Yes	STRONG	MINIMAL	STRONG	STRONG	MODERATE	MODERATE	STRONG	STRONG	STRONG	MINIMAL
175	22019	Downtown East Valley (Phase 2: LRT)	Santa Clara/ 3434	Transit Expansion	6.0	0.0	6.0	Yes	MODERATE	STRONG	MODERATE	MODERATE	STRONG	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL

LEGEND IMPACT TO TARGETS

STRONG MODERATE MINIMAL MODERATE ADVERSE STRONG

Row #	Project ID	Project Name	County	Project Type	TARGETS SUMMARY				ADOPTED TARGETS									
					Targets Supported	Targets Adversely Impacted	Targets Net Score	In PDA?	CO2	Housing	PM	Collisions	Active Transportation	Open Space / AG	Low Income HH Transportation Cost	Economic Vitality	Non-Auto Mode Share/VMT	Maintenance
176	22956	Capitol Expressway Light Rail Extension (Phase 2: to Eastridge Transit Center)	Santa Clara	Transit Expansion	6.0	0.0	6.0	Yes	MODERATE	STRONG	MODERATE	MODERATE	STRONG	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL
177	22978	Capitol Expressway Light Rail Extension (Phases 2 & 3: to Nieman)	Santa Clara	Transit Expansion	6.0	0.0	6.0	Yes	MODERATE	STRONG	MODERATE	MODERATE	STRONG	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL
178	98119	Vasona Light Rail Extension (Phase 2)	Santa Clara	Transit Expansion	5.5	0.0	5.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL
179	230547	Monterey Highway BRT	Santa Clara	Transit Efficiency	5.5	0.0	5.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL
180	230554	Sunnyvale-Cupertino BRT	Santa Clara	Transit Efficiency	5.0	0.0	5.0	Yes	MODERATE	MINIMAL	MODERATE	MODERATE	STRONG	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL
181	240118	Stevens Creek BRT	Santa Clara	Transit Efficiency	5.0	0.0	5.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL
182	21760	Caltrain Double-Track Improvements (San Jose to Gilroy)	Santa Clara	Transit Efficiency	4.5	0.0	4.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL
183	230534	Caltrain Electrification (Tamien to Gilroy)	Santa Clara	Transit Efficiency	4.5	0.0	4.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL
184	240508	VTA Community Design & Transportation Program	Santa Clara	TLC	4.5	0.0	4.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL
185	240494	ITS Improvements in Santa Clara County	Santa Clara	Road Efficiency	4.0	0.0	4.0	Yes	MODERATE	MODERATE	MINIMAL	MODERATE	MINIMAL	MODERATE	MODERATE	STRONG	MODERATE	MINIMAL
186	22965	New US-101 Mabury/Taylor Interchange	Santa Clara	Arterial Expansion	2.5	0.0	2.5	Yes	MINIMAL	STRONG	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
187	22979	New US-101 Zanker/Skyport/Fourth Street Interchange	Santa Clara	Arterial Expansion	2.5	0.0	2.5	Yes	MINIMAL	STRONG	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
188	240437	US-101 Braided Ramps (Capitol Expressway to Yerba Buena Road)	Santa Clara	Arterial Expansion	2.5	0.0	2.5	Yes	MINIMAL	STRONG	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
189	240441	US-101/Oregon Expressway/Embarcadero Road Interchange Improvements	Santa Clara	Arterial Expansion	2.5	0.0	2.5	No	MINIMAL	STRONG	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
190	21719	I-880/I-280/Stevens Creek Boulevard Interchange Improvements	Santa Clara	Arterial Expansion	2.0	0.0	2.0	Yes	MINIMAL	STRONG	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
191	230537	I-280 Winchester Boulevard Interchange Improvements	Santa Clara	Arterial Expansion	2.0	0.0	2.0	No	MINIMAL	STRONG	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
192	240048	Caltrain Diridon Station Track Capacity Expansion (Phases 2 & 3)	Santa Clara	Transit Efficiency	2.0	0.0	2.0	Yes	MINIMAL	STRONG	MINIMAL	MODERATE	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL
193	240063	Caltrain Terminal Station Improvements (San Jose Diridon)	Santa Clara	Transit Efficiency	2.0	0.0	2.0	Yes	MINIMAL	STRONG	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL	MINIMAL
194	240429	I-880/US-101 Interchange Improvements	Santa Clara	Arterial Expansion	2.0	0.0	2.0	Yes	MINIMAL	STRONG	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
195	240444	US-101/SR-237 Interchange Improvements	Santa Clara	Arterial Expansion	2.0	0.0	2.0	Yes	MINIMAL	STRONG	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
196	240671	New I-280 Senter Road Interchange	Santa Clara	Arterial Expansion	2.0	0.0	2.0	No	MINIMAL	STRONG	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
197	230337	New Lawrence Expressway Interchange (Monroe Street)	Santa Clara	Arterial Expansion	1.5	0.0	1.5	No	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
198	240479	I-680 Auxiliary Lanes (McKee Road to Berryessa Road)	Santa Clara	Road Efficiency	1.5	0.0	1.5	No	MINIMAL	STRONG	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
199	240586	Oregon Expressway Alma Bridge Interchange Improvements	Santa Clara	Road Efficiency	1.5	0.0	1.5	Yes	MINIMAL	STRONG	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL
200	21922	Mineta San Jose International Airport APM Connector	Santa Clara	Transit Efficiency	1.0	0.0	1.0	Yes	MINIMAL	STRONG	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL
201	22814	Foothill Expressway Deceleration Lane Extension	Santa Clara	Road Efficiency	1.0	0.0	1.0	No	MINIMAL	STRONG	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL
202	230340	New Lawrence Expressway Interchange (Kifer Road)	Santa Clara	Arterial Expansion	1.0	0.0	1.0	No	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
203	240473	I-280 Braided Ramps (SR-85 to Foothill Expressway)	Santa Clara	Road Efficiency	1.0	0.0	1.0	No	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
204	240580	I-280/Lawrence Expressway/Stevens Creek Interchange Improvements	Santa Clara	Arterial Expansion	1.0	0.0	1.0	Yes	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
205	230332	Rengstorff Avenue Grade Separation	Santa Clara	Road Efficiency	0.5	0.0	0.5	No	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL
206	240404	Calaveras Boulevard Overpass Widening (Abel Street to Milpitas Boulevard)	Santa Clara	Road Efficiency	0.5	0.0	0.5	Yes	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL
207	240431	SR-85 Auxiliary Lanes (El Camino Real to Winchester Boulevard)	Santa Clara	Road Efficiency	0.5	0.0	0.5	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
208	240436	US-101 Auxiliary Lane (San Antonio Road to Rengstorff Avenue)	Santa Clara	Road Efficiency	0.5	0.0	0.5	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
209	240468	SR-237/SR-85 Interchange Improvements	Santa Clara	Road Efficiency	0.5	0.0	0.5	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
210	240443	Mary Avenue Extension	Santa Clara	Road Efficiency	0.0	0.0	0.0	No	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL

LEGEND IMPACT TO TARGETS

STRONG MODERATE MINIMAL MODERATE ADVERSE STRONG

Row #	Project ID	Project Name	County	Project Type	TARGETS SUMMARY				ADOPTED TARGETS									
					Targets Supported	Targets Adversely Impacted	Targets Net Score	In PDA?	CO2	Housing	PM	Collisions	Active Transportation	Open Space / AG	Low Income HH Transportation Cost	Economic Vitality	Non-Auto Mode Share/VMT	Maintenance
211	HOTd	Silicon Valley Express Lanes Network	Santa Clara	Express Lanes Network	2.0	2.5	-0.5	Yes	MODERATE AD	MODERATE	MODERATE AD	MODERATE AD	MODERATE AD	MODERATE	MINIMAL	STRONG	MODERATE AD	MINIMAL
212	22186	San Tomas Expressway Widening (SR-82 to Williams Road)	Santa Clara	Highway Expansion	1.5	3.5	-2.0	Yes	STRONG AD	MODERATE	STRONG AD	MODERATE AD	MODERATE	MINIMAL	MINIMAL	MODERATE	STRONG AD	MINIMAL
213	230294	New SR-152 Alignment	Santa Clara	Highway Expansion	2.0	4.0	-2.0	No	STRONG AD	MODERATE	STRONG AD	MODERATE	STRONG AD	MINIMAL	MINIMAL	STRONG	STRONG AD	MINIMAL
214	21714	US-101 Widening (Monterey Street to SR-129)	Santa Clara	Road Efficiency	1.5	5.5	-4.0	No	STRONG AD	MODERATE	MODERATE AD	STRONG AD	STRONG AD	STRONG AD	MINIMAL	STRONG	STRONG AD	MINIMAL
215	230558	Solano County Lifeline Transit Program	Solano	Lifeline	4.0	0.0	4.0	Yes	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	STRONG	MODERATE	MODERATE	MINIMAL
216	21341	Fairfield/Vacaville Capitol Corridor Station (Phases 1, 2, and 3)	Solano	Transit Efficiency	3.5	0.0	3.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL
217	22629	Vallejo Ferry Terminal Intermodal Station	Solano	Transit Expansion	3.5	0.0	3.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL
218	94151	Jepson Parkway Construction (SR-12 to I-80)	Solano	Highway Expansion	2.0	0.5	1.5	Yes	MINIMAL	MINIMAL	MINIMAL	MODERATE	MODERATE	MODERATE AD	MINIMAL	MODERATE	MODERATE	MINIMAL
219	230325	I-80 Westbound Cordelia Truck Scales Relocation	Solano	Road Efficiency	1.0	0.0	1.0	No	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
220	230326	I-80/I-680/SR-12 Widening & Interchange Improvements (Phase 1)	Solano	Highway Expansion	1.5	0.5	1.0	No	MINIMAL	MODERATE AD	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
221	230468	I-80 Auxiliary Lanes (Airbase Parkway to I-680)	Solano	Highway Expansion	1.0	0.0	1.0	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
222	230561	SR-113 Relocation out of Dixon	Solano	Highway Expansion	0.5	0.0	0.5	No	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
223	230575	Rio Vista Bridge Reconstruction & Realignment	Solano	Road Efficiency	0.5	0.0	0.5	No	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE
224	22794	Curtola Transit Center Improvements	Solano	Transit Efficiency	0.5	0.5	0.0	No	MINIMAL	MODERATE	MINIMAL	MINIMAL	MODERATE AD	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL
225	230313	Redwood Parkway & Fairground Drive Roadway Improvements	Solano	Road Efficiency	1.0	1.0	0.0	No	MINIMAL	MODERATE	MINIMAL	MODERATE AD	MINIMAL	MINIMAL	MINIMAL	MODERATE	MODERATE AD	MINIMAL
226	230477	SR-12 Widening (SR-29 to Sacramento County line)	Solano	Highway Expansion	1.5	4.5	-3.0	Yes	STRONG AD	MINIMAL	STRONG AD	STRONG	STRONG AD	MODERATE AD	MINIMAL	MODERATE	STRONG AD	MINIMAL
227	240650	Sonoma Countywide Bus Service Frequency Improvements	Sonoma	Transit Efficiency	5.0	0.0	5.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL
228	240524	New SR-12 Fulton Road Interchange	Sonoma	Road Efficiency	1.5	0.0	1.5	Yes	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
229	230366	Caulfield Lane Extension (Southern Crossing)	Sonoma	Road Efficiency	1.0	0.0	1.0	Yes	MINIMAL	STRONG	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL
230	21998	SR-116 Widening & Rehabilitation (Elphick Road to Redwood Drive)	Sonoma	Highway Expansion	0.5	2.0	-1.5	Yes	MODERATE AD	MINIMAL	MODERATE AD	MODERATE AD	MODERATE AD	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE
231	21884	Petaluma Cross-Town Connector/Interchange	Sonoma	Road Efficiency	1.0	3.0	-2.0	No	MODERATE AD	STRONG	MODERATE AD	MODERATE AD	MODERATE AD	MODERATE AD	MINIMAL	MINIMAL	MODERATE AD	MINIMAL
232	22207	Farmers Lane Extension (Bellevue Avenue to SR-12)	Sonoma	Highway Expansion	0.5	3.0	-2.5	Yes	MODERATE AD	MODERATE	MODERATE AD	MODERATE AD	MODERATE AD	MODERATE AD	MINIMAL	MINIMAL	MODERATE AD	MINIMAL

LEGEND		IMPACT TO TARGETS		
STRONG	MODERATE	MINIMAL	MODERATE ADVERSE	STRONG

Targets Assessment of Small Projects by Project Type (sorted by Targets Net Score)

Summarized Categories of Small Projects	# of Projects	CO ₂	Housing	PM	PM in CARE*	Collisions	Active Transport	Open Space/AG*	Low-Inc HH Trans. Cost	Economic Vitality*	Non Auto Mode Share/VMT	Maintenance	Targets Net Score
Transit Expansion & Efficiency	65	STRONG	STRONG	STRONG	STRONG	STRONG	STRONG	STRONG	STRONG	STRONG	STRONG	MINIMAL	9.0
Emissions Reduction	10	STRONG	MINIMAL	STRONG	STRONG	MINIMAL	STRONG	MINIMAL	STRONG	STRONG	STRONG	MINIMAL	6.0
Bicycle and Pedestrian Improvements	109	STRONG	MODERATE	MODERATE	MODERATE	STRONG	STRONG	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL	4.5
State Highways, Arterials, and Local Streets (Maintenance & Safety)	71	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	STRONG	3.5
Transit Maintenance & Safety	16	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	STRONG	3.5
Public Outreach/Info/ Preparedness	9	MODERATE	MINIMAL	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE	MINIMAL	MINIMAL	3.0
ITS/TDM/Parking	22	MODERATE	MINIMAL	MODERATE	MINIMAL	MODERATE	MODERATE	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL	3.0
State Highways, Arterials, and Local Streets (Expansion & Efficiency)	259	MINIMAL	STRONG	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL	0.0
Other	6	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	0.0
Freeways and Interchanges	102	STRONG AD	STRONG	STRONG AD	STRONG AD	MINIMAL	STRONG AD	MINIMAL	MINIMAL	STRONG	STRONG AD	MINIMAL	-2.0

* Assessment based on the project geography

LEGEND	IMPACT TO TARGETS			
STRONG	MODERATE	MINIMAL	MODERATE ADVERSE	STRONG ADVERSE

Row #	Project ID	Project Name	County	Project Type	Plan Bay Area B/C Ratio	T-2035 B/C Ratio	CONFIDENCE ASSESSMENT CRITERIA <i>if marked with a star, see comments to the right</i>			Starred Comments
							Travel Model Output	Framework Completeness	Timeframe Inclusiveness	
1	240182	BART Metro Program (including Bay Fair Connection & Civic Center Turnback)	Multi-County	Transit Efficiency	>60	n/a	✓	✓	✓	
2	240694	Treasure Island Congestion Pricing	San Francisco	Pricing	59	n/a	✓	✓	✓	
3	240522	Congestion Pricing Pilot	San Francisco	Pricing	45	n/a	✓	✓	✓	
4	22780	AC Transit Grand-MacArthur BRT	Alameda/3434	Transit Efficiency	18	n/a	✓	✓	*	BRT project can be implemented quickly for near-term benefits.
5	230419	Freeway Performance Initiative	Regional	FPI	16	28	✓	✓	✓	
6	22274	ITS Improvements in San Mateo County	San Mateo	Road Efficiency	16	n/a	n/a	✓	✓	
7	240494	ITS Improvements in Santa Clara County	Santa Clara	Road Efficiency	16	n/a	n/a	✓	✓	
8	22062	Irvington BART Station	Alameda	Transit Efficiency	12	n/a	✓	✓	*	Infill stations can be implemented quickly to achieve benefits in the near-term.
9	240171	SFMTA Transit Effectiveness Project	San Francisco	Transit Efficiency	11	n/a	*	*	*	Model may underestimate travel time benefits for existing MTA riders, as the model's year 2005 Muni systemwide estimates are about 20% less than observed ridership levels. B/C framework doesn't consider transit crowding, which may result in underestimate of emissions and VMT reductions and overestimate of travel time reductions; bus frequency improvements can be implemented quickly for near-term benefits.
10	240582	Truck & Motorcycle Retirement [BAAQMD program]	Regional	Climate	9	n/a	n/a	✓	✓	
11	22400	SR-239 Expressway Construction (Brentwood to Tracy)	Contra Costa	Highway Expansion	7	1	*	✓	✓	Because the land uses outside of the 9-county Bay Area are not explicitly represented, the model does not fully understand the likely impact of projects located near the boundaries of the planning region.
12	240431	SR-85 Auxiliary Lanes (El Camino Real to Winchester Boulevard)	Santa Clara	Road Efficiency	7	n/a	*	✓	✓	The model does not explicitly represent weaving (thus ignoring the benefits of longer weaving sections or other improvements).
13	94506	Fremont/Union City East-West Connector	Alameda	Arterial Expansion	7	1	*	✓	✓	Due to their relative proximity, the travel model has difficulty assigning travelers who could use either I-680 or I-880 to the correct facility. This route choice decision is important to the performance of the East-West Connector.
14	98207T	Alameda-Oakland BRT + Transit Access Improvements	Alameda	Transit Efficiency	6	n/a	✓	✓	*	BRT project can be implemented quickly to achieve benefits in the near-term.
15	240523, 240060	US-101 HOV Lanes (Whipple Avenue to Cesar Chavez Street)	Multi-County	Road Efficiency	6	n/a	✓	✓	✓	
16	230161	Van Ness Avenue BRT	San Francisco/3434	Transit Efficiency	6	n/a	*	*	*	Model may underestimate travel time benefits for existing MTA riders, as the model's year 2005 Muni systemwide estimates are about 20% less than observed ridership levels. Project can be implemented quickly for near-term benefits.
17	HOTd	Silicon Valley Express Lanes Network	Santa Clara	Express Lanes Network	6	n/a	*	✓	*	The travel model has difficulty representing the benefits of an operational strategy that relies on real-time price changes throughout the morning and evening commute periods. Some portions of the project may be implemented early and accrue benefits over a long period in the Plan, the Network likely will not be complete until near the end of the Plan period.
18	240155	Better Market Street	San Francisco	Transit Efficiency	6	n/a	*	*	✓	Model may underestimate travel time benefits for existing MTA riders, as the model's year 2005 Muni systemwide estimates are about 20% less than observed ridership levels. B/C framework doesn't consider transit crowding, which may result in underestimate of emissions and VMT reductions and overestimate of travel time reductions.
19	22455	AC Transit East Bay BRT	Alameda/3434	Transit Efficiency	5	n/a	✓	✓	*	BRT project can be implemented quickly for near-term benefits.
20	HOTe	CTC Application + Alameda County Authorized Lanes Express Lanes Network	Multi-County	Express Lanes Network	5	n/a	*	✓	*	The travel model has difficulty representing the benefits of an operational strategy that relies on real-time price changes throughout the morning and evening commute periods. Some portions of the project may be implemented early and accrue benefits over a long period in the Plan, the Network likely will not be complete until near the end of the Plan period.

Row #	Project ID	Project Name	County	Project Type	Plan Bay Area B/C Ratio	T-2035 B/C Ratio	CONFIDENCE ASSESSMENT CRITERIA <i>if marked with a star, see comments to the right</i>			Starred Comments
							Travel Model Output	Framework Completeness	Timeframe Inclusiveness	
21	230468	I-80 Auxiliary Lanes (Airbase Parkway to I-680)	Solano	Road Efficiency	5	2†	*	*	✓	The model does not explicitly represent weaving (thus ignoring the benefits of longer weaving sections or other improvements). Analysis is performed for a typical weekday, but many of the project's benefits will be accrued on weekends due to recreational traffic.
22	n/a	Local Streets and Roads Capital Maintenance Needs	Regional	Maintenance	5	5	n/a	*	✓	The benefit-cost framework doesn't consider the impacts that state of repair has on air quality, goods movement, transit operations and emergency services. Furthermore, the assessment does not capture travel time savings from avoided delays (e.g. potholes leading to slower vehicle travel speeds).
23	240375	BART to San Jose/Santa Clara (Phase 2: Berryessa to Santa Clara)	Santa Clara/3434	Transit Expansion	5	n/a	*	✓	*	The travel model does not forecast air passenger trips or special events, which are markets served by this project. The project is likely to be complete toward the end of the Plan so much of the benefits would likely be accrued after the Plan period.
24	240134, 21627	Caltrain Service Frequency Improvements (6-Train Service during Peak Hours) + Electrification (SF to Tamien)	Multi-County	Transit Efficiency	5	n/a	✓	✓	✓	
25	240557	Oakdale Caltrain Station	San Francisco	Transit Efficiency	4	n/a	✓	✓	*	Infill stations can be implemented quickly to achieve benefits in the near-term.
26	240062, 22776	SR-84/I-680 Interchange Improvements + SR-84 Widening (Jack London to I-680)	Alameda	Highway Expansion	4	n/a	*	✓	✓	The model does not explicitly represent weaving (thus ignoring the benefits of longer weaving sections or other improvements), acceleration or deceleration behavior (thus ignoring the benefits of longer ramps), or queue spillback.
27	230294	New SR-152 Alignment	Santa Clara	Highway Expansion	4	n/a	*	*	✓	Because the land uses outside of the 9-county Bay Area are not explicitly represented, the model does not fully understand the likely impact of projects located near the boundaries of the planning region. Analysis also underestimates the freight benefits of this project, both in terms of the number of truck trips and the impacts of steep grades on trucks. Furthermore, the route serves a large number of interregional trips, which are not captured very well in the travel model.
28	230290	Transbay Transit Center - Phase 2B (Caltrain Downtown Extension)	San Francisco/3434	Transit Expansion	4	n/a	✓	✓	*	The project is likely to be complete toward the end of the Plan, so much of the benefits would likely be accrued after the Plan period. (Note: since November draft release, project benefits were revised to reflect associated benefits of high-speed rail.)
29	240410	Transportation for Livable Communities	Regional	TLC	3	2	✓	✓	✓	
30	21205, 22350	I-680/SR-4 Interchange Improvements + SR-4 Widening (Morello Avenue to SR-242)	Contra Costa	Highway Expansion	3	1	*	✓	✓	The model does not explicitly represent weaving (thus ignoring the benefits of longer weaving sections or other improvements), acceleration or deceleration behavior (thus ignoring the benefits of longer ramps), or queue spillback.
31	21341	Fairfield/Vacaville Capitol Corridor Station (Phases 1, 2, and 3)	Solano	Transit Efficiency	3	n/a	*	✓	*	Greater TOD around the station (as included in the Fairfield General Plan but not in the Current Regional Plans land use) could significantly increase ridership and the corresponding B/C ratio. Infill stations can be implemented quickly for near-term benefits
32	240617	SR-29 HOV Lanes and BRT (Napa Junction to Vallejo)	Napa	Road Efficiency	3	n/a	✓	✓	✓	
33	22227, 240328, 240334	Geneva Avenue Corridor Improvements (Roadway Extension, BRT, and Southern Intermodal Terminal)	Multi-County	Transit Efficiency	2	n/a	*	✓	*	Model may underestimate travel time benefits for existing MTA riders, as the model's year 2005 Muni systemwide estimates are about 20% less than observed ridership levels. BRT project can be implemented quickly to achieve benefits in the near-term.
34	240147	Southeast Waterfront Transportation Improvements	San Francisco	Transit Efficiency	2	n/a	*	✓	*	Model may underestimate travel time benefits for existing MTA riders, as the model's year 2005 Muni systemwide estimates are about 20% less than observed ridership levels. Project can be implemented quickly for near-term benefits.
35	240026	SamTrans El Camino BRT	San Mateo	Transit Efficiency	2	n/a	✓	✓	*	BRT can be implemented quickly for near-term benefits.
36	240119	VTA El Camino BRT	Santa Clara	Transit Efficiency	2	n/a	✓	✓	*	BRT can be implemented quickly for near-term benefits.
37	00BART	BART Service Frequency Improvements	Multi-County	Transit Efficiency	2	n/a	✓	*	✓	B/C framework doesn't consider transit crowding, which may result in underestimate of emissions and VMT reductions and overestimate of travel time reductions.
38	230604	Bay Bridge Contraflow Lane	Multi-County	Pricing	2	n/a	✓	*	✓	Modeling for this project doesn't fully capture the transit benefits of such a project. Because the project was represented as an HOV lane, rather than a bus-only lane, many of the benefits are accruing due to increased carpooling. A bus-only lane would provide faster speeds for buses and increase transit ridership more substantially.
39	580_BUS	I-580 Express Bus (Dublin to Livermore)	Alameda	Transit Efficiency	2	n/a	✓	✓	*	Express bus service can be implemented quickly for near-term benefits.

Row #	Project ID	Project Name	County	Project Type	Plan Bay Area B/C Ratio	T-2035 B/C Ratio	CONFIDENCE ASSESSMENT CRITERIA <i>if marked with a star, see comments to the right</i>			Starred Comments
							Travel Model Output	Framework Completeness	Timeframe Inclusiveness	
40	240018	Dumbarton Corridor Express Bus	Multi-County	Transit Efficiency	2	n/a	✓	✓	✓	
41	22511, 22512, 22122, 230613, 22120, 230581	WETA Service Expansion (Treasure Island, Berkeley/Albany, Richmond, Hercules, and Redwood City)	Multi-County/3434	Transit Expansion	2	n/a	✓	✓	✓	
42	22605	SR-4 Bypass Completion (SR-160 to Walnut Avenue)	Contra Costa	Highway Expansion	2	1†	✓	✓	✓	
43	00MUNI	Muni Service Frequency Improvements	San Francisco	Transit Efficiency	2	n/a	*	*	*	Model may underestimate travel time benefits for existing MTA riders, as the model's year 2005 Muni systemwide estimates are about 20% less than observed ridership levels. B/C framework doesn't consider transit crowding, which may result in underestimate of emissions and VMT reductions and overestimate of travel time reductions; bus frequency improvements can be implemented quickly for near-term benefits.
44	230164	Geary Boulevard BRT	San Francisco	Transit Efficiency	2	7	*	*	*	Model may underestimate travel time benefits for existing MTA riders, as the model's year 2005 Muni systemwide estimates are about 20% less than observed ridership levels. B/C framework doesn't consider transit crowding, which may result in underestimate of emissions and VMT reductions and overestimate of travel time reductions; BRT improvements can be implemented quickly for near-term benefits.
45	240526	SFCTA Transit Performance Initiative	San Francisco	Transit Efficiency	2	n/a	*	*	✓	Model may underestimate travel time benefits for existing MTA riders, as the model's year 2005 Muni systemwide estimates are about 20% less than observed ridership levels. B/C framework doesn't consider transit crowding, which may result in underestimate of emissions and VMT reductions and overestimate of travel time reductions.
46	22247	Regional Bikeway Network	Regional	Bike/Ped	2	0.5	n/a	✓	✓	
47	240699	AC Transit Service Frequency Improvements (Restoration of 2009 Funding Levels)	Multi-County	Transit Efficiency	2	n/a	✓	✓	*	Bus frequency improvements can be implemented quickly for near-term benefits.
48	n/a	New Freedom Program	Regional	Lifeline/New Freedom	2	n/a	n/a	✓	✓	
49	22268	San Mateo Countywide Shuttle Service Frequency Improvements	San Mateo	Transit Efficiency	2	n/a	✓	✓	*	Shuttle service can be implemented quickly for near-term benefits.
50	230550	Climate Initiatives (5-year program)	Regional	Climate	1	0	n/a	✓	✓	
51	n/a	Transit Capital Maintenance Needs	Regional	Maintenance	1	1	n/a	*	✓	The benefit-cost framework doesn't consider many impacts state of repair has on maintaining an operable transit system, such as maintaining or increasing transit ridership, reducing congestion and emissions and increasing mobility.
52	240545	Parkmerced Light Rail Corridor	San Francisco	Transit Efficiency	1	n/a	*	✓	✓	
53	230055	Golden Gate Ferry Service Frequency Improvements	Multi-County	Transit Efficiency	1	n/a	✓	✓	*	Ferry frequency improvements can be implemented quickly for near-term benefits.
54	LBART	BART to Livermore (Phase 1: 1-Station DMU Extension with Bus Enhancements)	Alameda	Transit Expansion	1	n/a	n/a	✓	✓	Project's quantitative results reflect a sketch-level planning adjustment to the BART to Livermore (Phase 1) project, reflecting the slower travel speeds of DMU technology. This was due to the model's inability to reflect the unique proposed bus/rail transfer station without auto, ped, or bike access.
55	240521, 240134, 21627	Caltrain Vision (10-Train Service during Peak Hours) + Electrification (SF to Tamien)	Multi-County/3434	Transit Efficiency	1	n/a	✓	✓	✓	
56	00ACT1	AC Transit Frequent Transit Network	Multi-County	Transit Efficiency	1	n/a	*	✓	✓	Project includes a wide range of services; some service improvements may have higher benefit-cost ratios and some may have lower benefit-cost ratios.
57	22343	I-680 Express Bus Service Frequency Improvements (Phase 2)	Contra Costa	Transit Efficiency	1	1	✓	✓	*	Bus frequency improvements can be implemented quickly for near-term benefits.

Row #	Project ID	Project Name	County	Project Type	Plan Bay Area B/C Ratio	T-2035 B/C Ratio	CONFIDENCE ASSESSMENT CRITERIA <i>if marked with a star, see comments to the right</i>			Starred Comments
							Travel Model Output	Framework Completeness	Timeframe Inclusiveness	
58	98147, 240691	Marin-Sonoma Narrows (Phase 2: HOV Lanes)	Multi-County	Road Efficiency	1	8†	✓	*	✓	Analysis is performed for a typical weekday, but many of the project's benefits will be accrued on weekends due to recreational traffic.
59	240577	Heavy-Duty Truck Replacement [BAAQMD program]	Regional	Climate	1	n/a	n/a	✓	✓	
60	240196	BART to Livermore (Phase 1: 1-Station Rail Extension with Bus Enhancements)	Alameda	Transit Expansion	1	4†	n/a	✓	✓	Project's quantitative results were based on the full BART to Livermore extension model results. This was due to the model's inability to reflect the unique proposed bus/rail transfer station without auto, ped, or bike access.
61	22415	Historic Streetcar Expansion Program	San Francisco	Transit Efficiency	0.9	2	*	✓	*	Model doesn't capture tourist ridership and may underestimate travel time benefits for existing MTA riders, as the model's year 2005 Muni systemwide estimates are about 20% less than observed ridership levels. Project can be implemented quickly for near-term benefits.
62	240216	Dumbarton Rail	Multi-County/ 3434	Transit Expansion	0.8	n/a	✓	✓	✓	
63	240589	EV Solar Installation [BAAQMD program]	Regional	Climate	0.8	n/a	n/a	*	*	Most project benefits accrue in the near term before widespread electric vehicle adoption.
64	240650	Sonoma Countywide Bus Service Frequency Improvements	Sonoma	Transit Efficiency	0.8	n/a	✓	✓	*	Bus frequency improvements can be implemented quickly for near-term benefits.
65	240676, 240675, 240677	SMART (Phase 2: Extensions to Cloverdale & Larkspur + IOS Cost Deferrals)	Multi-County/ 3434	Transit Expansion	0.7	n/a	*	✓	✓	The travel model does not forecast tourist trips, which are served by this project.
66	230252	Marin Countywide Bus Service Frequency Improvements	Marin	Transit Efficiency	0.7	1	✓	✓	*	Bus frequency improvements can be implemented quickly for near-term benefits.
67	230219, 230314	Golden Gate Bus Service Frequency Improvements	Multi-County	Transit Efficiency	0.5	n/a	✓	✓	*	Bus frequency improvements can be implemented quickly for near-term benefits.
68	22956	Capitol Expressway Light Rail Extension (Phase 2: to Eastridge Transit Center)	Santa Clara	Transit Expansion	0.5	n/a	✓	✓	✓	
69	230547	Monterey Highway BRT	Santa Clara	Transit Efficiency	0.4	n/a	✓	✓	*	BRT can be implemented quickly for near-term benefits.
70	22667	BART to Livermore (Phases 1 & 2: Rail Extension)	Alameda	Transit Expansion	0.4	n/a	✓	✓	✓	
71	22019	Downtown East Valley (Phase 2: LRT)	Santa Clara/ 3434	Transit Expansion	0.3	n/a	✓	✓	✓	
72	98139	ACE Service Expansion	Multi-County/ 3434	Transit Efficiency	0.3	n/a	✓	✓	*	The project is likely to be complete toward the end of the Plan so much of the benefits would likely be accrued after the Plan period.
73	230554	Sunnyvale-Cupertino BRT	Santa Clara	Transit Efficiency	0.2	n/a	✓	✓	*	BRT can be implemented quickly for near-term benefits.
74	22978	Capitol Expressway Light Rail Extension (Phases 2 & 3: to Nieman)	Santa Clara	Transit Expansion	0.2	n/a	✓	✓	✓	
75	240690	Lifeline Transportation Program	Regional	Lifeline/New Freedom	0.1	0	n/a	*	✓	The benefit-cost framework doesn't reflect the primary justifications for this program, which revolve around providing basic mobility rather than travel time or emissions reductions.
76	22009	Capitol Corridor Service Frequency Improvements (Oakland to San Jose)	Multi-County/ 3434	Transit Efficiency	0.1	n/a	✓	✓	✓	
77	98119	Vasona Light Rail Extension (Phase 2)	Santa Clara	Transit Expansion	0.0	n/a	*	✓	✓	Model may not fully capture benefits from this relatively short extension.
78	230101	Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements	Alameda/ 3434	Transit Efficiency	0.0	n/a	✓	✓	*	Infill stations can be implemented quickly to achieve benefits in the near-term.

Table 1: Potential for Housing Growth

Focused Growth

County	Jurisdiction	Jurisdiction Growth 2010-2040	Rating for Growth Component of Housing Target
Alameda	Alameda	5,812	Support
Alameda	Alameda County Unincorporated	11,540	Support
Alameda	Albany	955	Minimal
Alameda	Berkeley	8,370	Support
Alameda	Dublin	13,811	Support
Alameda	Emeryville	5,235	Support
Alameda	Fremont	17,381	Support
Alameda	Hayward	15,477	Support
Alameda	Livermore	11,213	Support
Alameda	Newark	5,802	Support
Alameda	Oakland	57,721	Support
Alameda	Piedmont	627	Minimal
Alameda	Pleasanton	7,381	Support
Alameda	San Leandro	7,119	Support
Alameda	Union City	4,549	Support
Contra Costa	Antioch	6,891	Support
Contra Costa	Brentwood	8,157	Support
Contra Costa	Clayton	532	Minimal
Contra Costa	Concord	17,280	Support
Contra Costa	Contra Costa County Unincorporated	9,923	Support
Contra Costa	Danville	2,879	Support
Contra Costa	El Cerrito	1,843	Support
Contra Costa	Hercules	4,653	Support
Contra Costa	Lafayette	1,645	Support
Contra Costa	Martinez	2,549	Support
Contra Costa	Moraga	1,103	Minimal
Contra Costa	Oakley	3,868	Support
Contra Costa	Orinda	976	Minimal
Contra Costa	Pinole	2,633	Support
Contra Costa	Pittsburg	10,197	Support
Contra Costa	Pleasant Hill	5,771	Support
Contra Costa	Richmond	12,253	Support
Contra Costa	San Pablo	2,347	Support
Contra Costa	San Ramon	8,094	Support
Contra Costa	Walnut Creek	7,334	Support
Marin	Belvedere	60	Minimal
Marin	Corte Madera	561	Minimal
Marin	Fairfax	237	Minimal
Marin	Larkspur	528	Minimal
Marin	Marin County Unincorporated	3,917	Support
Marin	Mill Valley	504	Minimal
Marin	Novato	1,599	Support

County	Jurisdiction	Jurisdiction Growth 2010-2040	Rating for Growth Component of Housing Target
Marin	Ross	69	Minimal
Marin	San Anselmo	410	Minimal
Marin	San Rafael	2,792	Support
Marin	Sausalito	279	Minimal
Marin	Tiburon	303	Minimal
Napa	American Canyon	1,745	Support
Napa	Calistoga	121	Minimal
Napa	Napa	3,162	Support
Napa	Napa County Unincorporated	993	Minimal
Napa	St. Helena	116	Minimal
Napa	Yountville	151	Minimal
San Francisco	San Francisco	90,467	Support
San Mateo	Atherton	399	Minimal
San Mateo	Belmont	1,387	Minimal
San Mateo	Brisbane	1,582	Support
San Mateo	Burlingame	3,928	Support
San Mateo	Colma	521	Minimal
San Mateo	Daly City	7,469	Support
San Mateo	East Palo Alto	3,050	Support
San Mateo	Foster City	1,667	Support
San Mateo	Half Moon Bay	702	Minimal
San Mateo	Hillsborough	820	Minimal
San Mateo	Menlo Park	3,048	Support
San Mateo	Millbrae	2,178	Support
San Mateo	Pacifica	1,106	Minimal
San Mateo	Portola Valley	243	Minimal
San Mateo	Redwood City	9,070	Support
San Mateo	San Bruno	4,669	Support
San Mateo	San Carlos	2,402	Support
San Mateo	San Mateo	11,805	Support
San Mateo	San Mateo County Unincorporated	5,911	Support
San Mateo	South San Francisco	6,304	Support
San Mateo	Woodside	307	Minimal
Santa Clara	Campbell	2,944	Support
Santa Clara	Cupertino	3,960	Support
Santa Clara	Gilroy	6,441	Support
Santa Clara	Los Altos	2,157	Support
Santa Clara	Los Altos Hills	728	Minimal
Santa Clara	Los Gatos	2,333	Support
Santa Clara	Milpitas	12,807	Support
Santa Clara	Monte Sereno	304	Minimal
Santa Clara	Morgan Hill	4,153	Support
Santa Clara	Mountain View	12,458	Support
Santa Clara	Palo Alto	12,250	Support

County	Jurisdiction	Jurisdiction Growth 2010-2040	Rating for Growth Component of Housing Target
Santa Clara	San Jose	130,887	Support
Santa Clara	Santa Clara	21,129	Support
Santa Clara	Santa Clara County Unincorporated	10,484	Support
Santa Clara	Saratoga	2,249	Support
Santa Clara	Sunnyvale	16,781	Support
Solano	Benicia	1,192	Minimal
Solano	Dixon	1,681	Support
Solano	Fairfield	12,519	Support
Solano	Rio Vista	1,904	Support
Solano	Solano County Unincorporated	1,176	Minimal
Solano	Suisun City	1,435	Minimal
Solano	Vacaville	5,316	Support
Solano	Vallejo	5,641	Support
Sonoma	Cloverdale	1,045	Minimal
Sonoma	Cotati	471	Minimal
Sonoma	Healdsburg	977	Minimal
Sonoma	Petaluma	2,801	Support
Sonoma	Rohnert Park	3,211	Support
Sonoma	Santa Rosa	18,154	Support
Sonoma	Sebastopol	525	Minimal
Sonoma	Sonoma	519	Minimal
Sonoma	Sonoma County Unincorporated	8,327	Support
Sonoma	Windsor	1,355	Minimal

**Table 2: Support for Affordable Housing
Bay Area Affordable Housing, 1999 to 2006**

City	County	Very Low			Low			Rating
		RHNA Allocation	Permits Issued	Allocation Permitted	RHNA Allocation	Permits Issued	Allocation Permitted	
ACE	Alameda							Minimal
Alameda	Alameda	443	300	68%	265	36	14%	Minimal
Alameda Countywide	Alameda							Minimal
Albany	Alameda	64	5	8%	33	10	30%	Adverse
BART to Livermore	Alameda							Adverse
Berkeley	Alameda	354	239	68%	150	257	171%	Support
Dublin	Alameda	796	263	33%	531	243	46%	Adverse
Emeryville	Alameda	178	124	70%	95	63	66%	Minimal
Fremont	Alameda	1,079	361	33%	636	142	22%	Adverse
Hayward	Alameda	625	40	6%	344	17	5%	Adverse
Livermore	Alameda	875	202	23%	482	259	54%	Adverse
Newark	Alameda	205	0	0%	111	0	0%	Adverse
Oakland	Alameda	2,238	610	27%	969	690	71%	Adverse
Piedmont	Alameda	6	0	0%	4	0	0%	Adverse
Pleasanton	Alameda	729	120	16%	455	410	90%	Minimal
San Leandro	Alameda	195	108	55%	107	0	0%	Minimal
Unincorporated	Alameda	1,785	50	3%	767	253	33%	Adverse
Union City	Alameda	338	177	52%	189	55	29%	Minimal
Martinez Subdivision	Alameda/Contra Costa							Minimal
BART	Bay Area							Minimal
Capital Corridor	Bay Area							Minimal
WETA	Bay Area							Minimal
Antioch	Contra Costa	921	435	47%	509	403	79%	Support
Brentwood	Contra Costa	906	376	42%	476	238	50%	Adverse
Clayton	Contra Costa	55	67	122%	33	17	52%	Minimal
Concord	Contra Costa	453	171	38%	273	115	42%	Adverse
Contra Costa County Unicorp	Contra Costa	1,101	372	34%	642	177	28%	Adverse
Contra Costa Countywide	Contra Costa							Minimal
Danville	Contra Costa	140	85	61%	88	56	64%	Minimal
El Cerrito	Contra Costa	37	0	0%	23	5	22%	Adverse
Hercules	Contra Costa	101	96	95%	62	68	110%	Support
Lafayette	Contra Costa	30	15	50%	17	2	12%	Minimal
Martinez	Contra Costa	248	0	0%	139	0	0%	Adverse
Moraga	Contra Costa	32	21	66%	17	0	0%	Minimal
Oakley	Contra Costa	209	168	80%	125	293	234%	Support
Orinda	Contra Costa	31	0	0%	18	0	0%	Adverse
Pinole	Contra Costa	48	34	71%	35	6	17%	Minimal
Pittsburg	Contra Costa	534	247	46%	296	381	129%	Support
Pleasant Hill	Contra Costa	129	95	74%	79	69	87%	Support
Richmond	Contra Costa	471	200	42%	273	1,093	400%	Minimal
San Pablo	Contra Costa	147	214	146%	69	70	101%	Support
San Ramon	Contra Costa	599	157	26%	372	407	109%	Minimal
Walnut Creek	Contra Costa	289	99	34%	195	80	41%	Adverse
Belvedere	Marin	1	0	0%	1	0	0%	Adverse
Corte Madera	Marin	29	0	0%	17	0	0%	Adverse
Fairfax	Marin	12	0	0%	7	0	0%	Adverse
Larkspur	Marin	56	7	13%	29	6	21%	Adverse
Marin Countywide	Marin							Adverse
Mill Valley	Marin	40	69	173%	21	28	133%	Support
Novato	Marin	476	297	62%	242	527	218%	Support
Ross	Marin	3	0	0%	2	0	0%	Adverse
San Anselmo	Marin	32	0	0%	13	0	0%	Adverse
San Rafael	Marin	445	25	6%	207	87	42%	Adverse
Sausalito	Marin	36	22	61%	17	0	0%	Minimal
Tiburon	Marin	26	4	15%	14	3	21%	Adverse
Unincorporated	Marin	85	104	122%	48	100	208%	Support
American Canyon	Napa	230	114	50%	181	60	33%	Minimal
Calistoga	Napa	44	3	7%	31	15	48%	Adverse
Napa	Napa	703	177	25%	500	351	70%	Adverse
Napa Countywide	Napa							Adverse
St. Helena	Napa	31	10	32%	20	10	50%	Adverse
Unincorporated	Napa	405	30	7%	272	45	17%	Adverse
Yountville	Napa	21	0	0%	15	2	13%	Adverse
San Francisco	San Francisco	5,244	4,203	80%	2,126	1,101	52%	Minimal
Atherton	San Mateo	22	0	0%	10	0	0%	Adverse

Bay Area Affordable Housing, 1999 to 2006

City	County	Very Low			Low			Rating
		RHNA Allocation	Permits Issued	Allocation Permitted	RHNA Allocation	Permits Issued	Allocation Permitted	
Belmont	San Mateo	57	24	42%	30	20	67%	Adverse
Brisbane	San Mateo	107	7	7%	43	1	2%	Adverse
Burlingame	San Mateo	110	0	0%	56	0	0%	Adverse
Colma	San Mateo	17	0	0%	8	73	913%	Minimal
Daly City	San Mateo	282	11	4%	139	22	16%	Adverse
East Palo Alto	San Mateo	358	57	16%	148	155	105%	Minimal
Foster City	San Mateo	96	88	92%	53	0	0%	Minimal
Half Moon Bay	San Mateo	86	0	0%	42	106	252%	Minimal
Hillsborough	San Mateo	11	0	0%	5	15	300%	Minimal
Menlo Park	San Mateo	184	0	0%	90	0	0%	Adverse
Millbrae	San Mateo	67	0	0%	32	0	0%	Adverse
Pacifica	San Mateo	120	0	0%	60	10	17%	Adverse
Portola Valley	San Mateo	13	12	92%	5	3	60%	Minimal
Redwood City	San Mateo	534	36	7%	256	70	27%	Adverse
San Bruno	San Mateo	72	138	192%	39	187	479%	Support
San Carlos	San Mateo	65	0	0%	32	0	0%	Adverse
San Mateo	San Mateo	479	125	26%	239	85	36%	Adverse
San Mateo Countywide	San Mateo							Minimal
So. San Francisco	San Mateo	277	121	44%	131	71	54%	Minimal
Unincorporated	San Mateo	252	31	12%	146	0	0%	Adverse
Woodside	San Mateo	5	0	0%	3	0	0%	Adverse
Campbell	Santa Clara	165	2	1%	77	14	18%	Adverse
Cupertino	Santa Clara	412	36	9%	198	12	6%	Adverse
Gilroy	Santa Clara	906	189	21%	334	327	98%	Minimal
Los Altos	Santa Clara	38	24	63%	20	16	80%	Support
Los Altos Hills	Santa Clara	10	26	260%	5	6	120%	Support
Los Gatos	Santa Clara	72	13	18%	35	73	209%	Minimal
Milpitas	Santa Clara	698	524	75%	351	177	50%	Minimal
Monte Sereno	Santa Clara	10	12	120%	5	7	140%	Support
Morgan Hill	Santa Clara	455	258	57%	228	298	131%	Support
Mountain View	Santa Clara	698	118	17%	331	5	2%	Adverse
Palo Alto	Santa Clara	265	214	81%	116	130	112%	Support
San Jose	Santa Clara	5,337	4,415	83%	2,364	3,886	164%	Support
Santa Clara	Santa Clara	1,294	279	22%	590	479	81%	Minimal
Santa Clara Countywide	Santa Clara							Minimal
Saratoga	Santa Clara	75	60	80%	36	1	3%	Minimal
Sunnyvale	Santa Clara	736	55	7%	361	57	16%	Adverse
Unincorporated	Santa Clara	325	325	100%	158	158	100%	Support
Benicia	Solano	70	54	77%	49	128	261%	Support
Dixon	Solano	268	0	0%	237	0	0%	Adverse
Fairfield	Solano	761	57	7%	573	192	34%	Adverse
Rio Vista	Solano	357	12	3%	190	27	14%	Adverse
Solano County Unincorporate	Solano	500	0	0%	363	71	20%	Adverse
Solano Countywide	Solano							Minimal
Suisun City	Solano	191	16	8%	123	64	52%	Adverse
Vacaville	Solano	860	87	10%	629	691	110%	Minimal
Vallejo	Solano	690	84	12%	474	1,065	225%	Minimal
Cloverdale	Sonoma	95	104	109%	51	59	116%	Support
Cotati	Sonoma	113	74	65%	63	40	63%	Minimal
Healdsburg	Sonoma	112	76	68%	78	112	144%	Support
Petaluma	Sonoma	206	250	121%	124	201	162%	Support
Rohnert Park	Sonoma	401	293	73%	270	467	173%	Support
Santa Rosa	Sonoma	1,539	591	38%	970	1,338	138%	Minimal
Sebastapol	Sonoma	58	0	0%	35	5	14%	Adverse
Sonoma	Sonoma	146	111	76%	90	68	76%	Minimal
Sonoma Countywide	Sonoma							Minimal
Unincorporated	Sonoma	1,311	650	50%	1,116	339	30%	Minimal
Windsor	Sonoma	430	161	37%	232	171	74%	Adverse

Table 3: Equitable Access
Transit Operators Low Income Riders FY 2005-2006

Operators	Share of Low Income Riders	Total Ridership (000)	Operator's Total Low Income Riders	% of Region's Low Income Riders	Target Rating Share of LI Riders	Target Rating % of Regional Total LI Riders	Overall Rating	Notes
SC Transit	74.1%	1,360	1,008	0.7%	STRONG	MODERATE	STRONG	Operator's Low Income % served over 40%
VINE	66.7%	754	503	0.4%	STRONG	MINIMAL	STRONG	Operator's Low Income % served over 40%
SR CityBus	65.1%	2,678	1,743	1.2%	STRONG	MODERATE	STRONG	Operator's Low Income % served over 40%
VTA Total	52.7%	40,935	21,562	15.3%	STRONG	STRONG	STRONG	Operator's Low Income % served over 40%
Benicia Breeze	49.3%	138	68	0.0%	STRONG	MINIMAL	STRONG	Operator's Low Income % served over 40%
Vacaville	46.0%	212	97	0.1%	STRONG	MINIMAL	STRONG	Operator's Low Income % served over 40%
SamTrans	41.7%	14,507	6,045	4.3%	STRONG	MODERATE	STRONG	Operator's Low Income % served over 40%
AC Total	40.2%	67,416	27,086	19.2%	MODERATE	STRONG	STRONG	Operator's Low Income % served over 40%
Wheels	40.2%	2,104	845	0.6%	STRONG	MODERATE	STRONG	Operator's Low Income % served over 40%
Muni Total	27.2%	216,764	58,985	41.9%	MINIMAL	STRONG	STRONG	Regional Low Income people served above 10%
BART	14.5%	104,230	15,099	10.7%	MINIMAL	STRONG	STRONG	Regional Low Income people served above 10%
Tri Delta	36.1%	2,544	919	0.7%	MODERATE	MODERATE	MODERATE	Regional Low Income people served above 0.5%
CCCTA	34.8%	4,280	1,487	1.1%	MODERATE	MODERATE	MODERATE	Regional Low Income people served above 0.5%
GGT Total	23.8%	9,403	2,238	1.6%	MINIMAL	MODERATE	MODERATE	Regional Low Income people served above 0.5%
Caltrain	16.6%	10,149	1,684	1.2%	MINIMAL	MODERATE	MODERATE	Regional Low Income people served above 0.5%
FST	33.3%	797	265	0.2%	MODERATE	MINIMAL	MINIMAL	Regional Low Income people served less than 0.5%
WestCat	31.9%	1,260	402	0.3%	MODERATE	MINIMAL	MINIMAL	Regional Low Income people served less than 0.5%
Vallejo Total	22.0%	3,044	669	0.5%	MINIMAL	MINIMAL	MINIMAL	Regional Low Income people served less than 0.5%
Union City	20.2%	418	84	0.1%	MINIMAL	MINIMAL	MINIMAL	Regional Low Income people served less than 0.5%
ACE	7.5%	637	48	0.0%	MINIMAL	MINIMAL	MINIMAL	Regional Low Income people served less than 0.5%
Alameda Ferry	4.3%	394	17	0.0%	MINIMAL	MINIMAL	MINIMAL	Regional Low Income people served less than 0.5%
Totals		484,024	140,855	100%				

*Low income riders defined as income less than \$25,000/year

*From Transit Demographics Survey 2006

*Stastical Summary of Bay Area Operators FY 05-06 Total passengers

Map ID	Project ID	Project Name	County	Project Type	EQUITY-RELATED TARGETS			Equity Targets Score	Serves Community of Concern?*	In Community of Concern?	In CARE Community?
					Housing	PM in CARE	Low Income HH Transportation Cost				
1	240180	BART Bay Fair Connection	Alameda	Transit Efficiency	MODERATE	MODERATE	STRONG	2.0	Yes	Yes	Yes
2	22062	Irvington BART Station	Alameda	Transit Efficiency	MINIMAL	MINIMAL	STRONG	1.0	Yes	Yes	No
3	22455	AC Transit East Bay BRT	Alameda/ 3434	Transit Efficiency	MODERATE	MODERATE	STRONG	2.0	Yes	Yes	Yes
4	22780	AC Transit Grand-MacArthur BRT	Alameda/ 3434	Transit Efficiency	MODERATE	MODERATE	STRONG	2.0	Yes	Yes	Yes
5	22667	BART to Livermore (Phases 1 & 2: Rail Extension)	Alameda	Transit Expansion	MINIMAL	MINIMAL	STRONG	1.0	No	No	No
6	98207T, 98207R	Alameda-Oakland BRT & I-880 Broadway/Jackson Interchange Improvements	Alameda	Transit Efficiency	MINIMAL	MODERATE	STRONG	1.5	Yes	Yes	Yes
7	230101	Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements	Alameda/ 3434	Transit Efficiency	MODERATE	MODERATE	STRONG	2.0	Yes	Yes	Yes
8	240113	BART Hayward Maintenance Complex	Alameda	Transit Efficiency	MINIMAL	MINIMAL	STRONG	1.0	No	Yes	No
9	240196	BART to Livermore (Phase 1: 1-Station Rail Extension with Bus Enhancements)	Alameda	Transit Expansion	MINIMAL	MINIMAL	STRONG	1.0	No	No	No
10	LBART	BART to Livermore (Phase 1: 1-Station Rail Extension with DMU)	Alameda	Transit Expansion	MINIMAL	MINIMAL	STRONG	1.0	No	No	No
11	580_BUS	I-580 Express Bus (Dublin to Livermore)	Alameda	Transit Efficiency	MINIMAL	MINIMAL	STRONG	1.0	No	No	No
12	22089	Martinez Subdivision & Rail Improvements	Alameda	Transit Efficiency	MODERATE	MINIMAL	STRONG	1.5	No	Yes	Yes
13	22765	I-580/I-680 Interchange HOV Direct Connectors	Alameda	Road Efficiency	MODERATE	MINIMAL	MINIMAL	0.5	No	No	No
14	240318	I-80 Ashby Interchange Improvements	Alameda	Road Efficiency	STRONG	MINIMAL	MINIMAL	1.0	No	No	Yes
15	22769	I-880 23rd/29th Interchange Improvements	Alameda	Road Efficiency	MINIMAL	MINIMAL	MINIMAL	0.0	Yes	Yes	Yes
16	22779	I-880/SR-262 Interchange Improvements (Phase 2: Warren Avenue Grade Separation)	Alameda	Road Efficiency	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No
17	240052	I-880 Whipple Road Interchange Improvements	Alameda	Road Efficiency	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No
18	240317	Port of Oakland Wharf Replacement & Berth Deepening (Berths 60-63)	Alameda	Other	MINIMAL	MINIMAL	MINIMAL	0.0	No	Yes	Yes
19	240657	I-580 Corridor Spot Intersection Improvements	Alameda	Road Efficiency	MODERATE	MINIMAL	MINIMAL	0.5	No	No	No
20	21100	I-580 Vasco Road Interchange Improvements & Auxiliary Lanes	Alameda	Road Efficiency	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No
21	22082	Port of Oakland 7th Street Grade Separation & Roadway Improvements	Alameda	Road Efficiency	MINIMAL	MINIMAL	MINIMAL	0.0	Yes	Yes	Yes
22	22760	Port of Oakland Outer Harbor Intermodal Terminals	Alameda	Other	MINIMAL	MINIMAL	MINIMAL	0.0	No	Yes	Yes
23	230103	Decoto Neighborhood Grade Separation	Alameda	Road Efficiency	MODERATE	MINIMAL	MINIMAL	0.5	Yes	Yes	No
24	240024	Oakland Army Base Infrastructure Improvements	Alameda	Other	MINIMAL	MINIMAL	MINIMAL	0.0	No	Yes	Yes
25	240279	Mandela Parkway & 3rd Street Corridor Street Reconstruction	Alameda	Road Efficiency	MINIMAL	MINIMAL	MINIMAL	0.0	Yes	Yes	Yes
26	240562	SR-92 Clawiter/Whitesell Interchange Improvements	Alameda	Road Efficiency	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No
27	94506	Fremont/Union City East-West Connector	Alameda	Arterial Expansion	MODERATE	MINIMAL	MINIMAL	0.5	No	No	No
28	230099	I-580/I-680 Interchange Improvements (Phase 1)	Alameda	Road Efficiency	MODERATE	MINIMAL	MINIMAL	0.5	No	No	No
29	240062, 22776	SR-84/I-680 Interchange Improvements + SR-84 Widening (Jack London to I-680)	Alameda	Highway Expansion	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No
30	240053	Whipple Road Widening (Mission Boulevard to I-880)	Alameda	Highway Expansion	MINIMAL	MINIMAL	MINIMAL	0.0	Yes	Yes	No

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Map ID	Project ID	Project Name	County	Project Type	EQUITY-RELATED TARGETS			Equity Targets Score	Serves Community of Concern?*	In Community of Concern?	In CARE Community?
					Housing	PM in CARE	Low Income HH Transportation Cost				
31	22343	I-680 Express Bus Service Frequency Improvements (Phase 2)	Contra Costa	Transit Efficiency	MODERATE	MODERATE	MODERATE	1.5	Yes	Yes	Yes
32	230321	Hercules Intermodal Station (Phases 2, 3, and 4)	Contra Costa	Transit Efficiency	STRONG	MINIMAL	MINIMAL	1.0	No	No	No
33	22360	I-80 San Pablo Dam Road Interchange Improvements	Contra Costa	Road Efficiency	STRONG	MINIMAL	MINIMAL	1.0	Yes	Yes	Yes
34	22353, 21223	I-680 HOV Gap Closure in Walnut Creek (N. Main to Livorna)	Contra Costa	Road Efficiency	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No
35	22604	Vasco Road Safety & Operational Improvements (Brentwood to San Joaquin County line)	Contra Costa	Highway Expansion	MODERATE	MINIMAL	MINIMAL	0.5	No	No	No
36	21205, 22350	I-680/SR-4 Interchange Improvements + SR-4 Widening (Morello Avenue to SR-242)	Contra Costa	Highway Expansion	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No
37	22605	SR-4 Bypass Completion (SR-160 to Walnut Avenue)	Contra Costa	Highway Expansion	STRONG	MINIMAL	MINIMAL	1.0	No	No	No
38	22981	SR-4 Widening (Marsh Creek Road to San Joaquin County line)	Contra Costa	Highway Expansion	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No
39	98133	Pacheco Boulevard Widening (Blum Road to Arthur Road)	Contra Costa	Highway Expansion	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No
40	22400	SR-239 Expressway Construction (Brentwood to Tracy)	Contra Costa	Highway Expansion	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No
41	94050	SR-4 Upgrade to Full Freeway (Phase 2: Cummings Skyway to I-80)	Contra Costa	Highway Expansion	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No
42	230252	Marin Countywide Bus Service Frequency Improvements	Marin	Transit Efficiency	MINIMAL	MINIMAL	MODERATE	0.5	Yes	Yes	No
43	21325	US-101 Twin Cities Corridor Improvements	Marin	Road Efficiency	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No
44	240644	Marin Countywide Senior Mobility Program	Marin	Safety	MINIMAL	MINIMAL	MODERATE	0.5	Yes	Yes	No
45	240182	BART Metro Program	Multi-County	Transit Efficiency	MODERATE	STRONG	STRONG	2.5	Yes	Yes	Yes
46	00BART	BART Service Frequency Improvements	Multi-County	Transit Efficiency	MODERATE	STRONG	STRONG	2.5	Yes	Yes	Yes
47	230603	California High-Speed Train - Bay Area to Central Valley	Multi-County	Transit Expansion	MODERATE	STRONG	MODERATE	2.0	Yes	Yes	Yes
48	240134, 21627	Caltrain Service Frequency Improvements (6-Train Service during Peak Hours) + Electrification (SF to Tamien)	Multi-County	Transit Efficiency	MODERATE	STRONG	MODERATE	2.0	Yes	Yes	Yes
49	240521, 21627, 240134	Caltrain Vision (10-Train Service during Peak Hours) + Electrification (SF to Tamien)	Multi-County/ 3434	Transit Efficiency	MODERATE	STRONG	MODERATE	2.0	Yes	Yes	Yes
50	240018	Dumbarton Corridor Express Bus	Multi-County	Transit Efficiency	MODERATE	STRONG	STRONG	2.5	Yes	Yes	Yes
51	22009	Capitol Corridor Service Frequency Improvements (Oakland to San Jose)	Multi-County/ 3434	Transit Efficiency	MODERATE	MODERATE	MODERATE	1.5	Yes	Yes	Yes
52	240216	Dumbarton Rail	Multi-County/ 3434	Transit Expansion	MODERATE	STRONG	MINIMAL	1.5	Yes	Yes	Yes
53	240699	AC Transit Service Frequency Improvements (Restoration of 2009 Funding Levels)	Multi-County	Transit Efficiency	MODERATE	MODERATE	STRONG	2.0	Yes	Yes	Yes
54	00ACT1	AC Transit Frequent Transit Network	Multi-County	Transit Efficiency	MODERATE	MODERATE	STRONG	2.0	Yes	Yes	Yes
55	240676, 240675, 240677	SMART (Phase 2: Extensions to Cloverdale & Larkspur + IOS Cost Deferrals)	Multi-County/ 3434	Transit Expansion	MINIMAL	MINIMAL	MODERATE	0.5	No	Yes	No
56	n/a	BART Station Capacity Improvements	Multi-County	Transit Efficiency	MODERATE	MODERATE	STRONG	2.0	Yes	Yes	Yes
57	n/a	BART Station Access Improvements	Multi-County	Transit Efficiency	MODERATE	MODERATE	STRONG	2.0	Yes	Yes	Yes
58	22511, 22512, 22122, 230613, 22120, 230581	WETA Service Expansion (Treasure Island, Berkeley/Albany, Richmond, Hercules, and Redwood City)	Multi-County/ 3434	Transit Expansion	MODERATE	MODERATE	MINIMAL	1.0	Yes	Yes	Yes
59	230055	Golden Gate Ferry Service Frequency Improvements	Multi-County	Transit Efficiency	MODERATE	MODERATE	MODERATE	1.5	No	No	Yes

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					Housing	PM in CARE	Low Income HH Transportation Cost				
60	230604	Bay Bridge Contraflow Lane	Multi-County	Pricing	MODERATE	STRONG	MODERATE	2.0	No	Yes	Yes
61	22227, 240328, 240334	Geneva Avenue Corridor Improvements (Roadway Extension, BRT, and Southern Intermodal Terminal)	Multi-County	Transit Efficiency	MODERATE	MODERATE	STRONG	2.0	Yes	Yes	Yes
62	230219, 230314	Golden Gate Bus Service Frequency Improvements	Multi-County	Transit Efficiency	MODERATE	MODERATE	MODERATE	1.5	No	No	Yes
63	98139	ACE Expansion	Multi-County/ 3434	Transit Efficiency	MODERATE	MODERATE	MINIMAL	1.0	No	Yes	Yes
64	240036	Caltrain Communications-Based Overlay Signal System (CBOSS) and Positive Train Control System (PTC)	Multi-County	Transit Efficiency	MINIMAL	MINIMAL	MINIMAL	0.0	No	Yes	Yes
65	240060, 240523	US-101 HOV Lanes (Whipple to Cesar Chavez)	Multi-County	Road Efficiency	MODERATE	MODERATE	MINIMAL	1.0	Yes	Yes	Yes
66	22003	Capitol Corridor Reliability Improvements (Phase 2)	Multi-County	Road Efficiency	MODERATE	MINIMAL	MINIMAL	0.5	Yes	Yes	Yes
67	22657	I-580 Westbound Truck Climbing Lane (Altamont Pass)	Multi-County	Road Efficiency	MODERATE	MINIMAL	MINIMAL	0.5	No	No	No
68	240140	Caltrain At-Grade Crossing Improvements	Multi-County	Transit Efficiency	MODERATE	MINIMAL	MINIMAL	0.5	No	No	Yes
69	240571	I-80/I-880 Congestion Pricing and Clean Vehicle Incentive Program	Multi-County	Pricing	MODERATE	MODERATE	MINIMAL	1.0	Yes	Yes	Yes
70	98147, 240691	Marin-Sonoma Narrows (Phase 2)	Multi-County	Highway Expansion	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No
71	HOTe	CTC Application + Alameda County Authorized Lanes Express Lanes Network	Multi-County	Express Lanes Network	MODERATE	MODERATE AD	MINIMAL	0.0	Yes	Yes	Yes
72	240122	SR-29 Complete Streets Improvements	Napa	Road Efficiency	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No
73	240617	SR-29 HOV Lanes & BRT (Napa Junction to Vallejo)	Napa	Road Efficiency	MODERATE	MINIMAL	MINIMAL	0.5	Yes	Yes	No
74	94075	SR-12 Jameson Canyon Project (Phase 3: New SR-12/SR-29 Interchange)	Napa	Road Efficiency	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No
75	22247	Regional Bikeway Network	Regional	Bike/Ped	MODERATE	STRONG	MODERATE	2.0	Yes	Yes	Yes
76	240410	Transportation for Livable Communities	Regional	TLC	MODERATE	STRONG	MODERATE	2.0	Yes	Yes	Yes
77	240690	Lifeline Program	Regional	Lifeline/New Freedom	MODERATE	MODERATE	STRONG	2.0	Yes	Yes	Yes
78	NewFree	New Freedom	Regional	Lifeline/New Freedom	MODERATE	MODERATE	STRONG	2.0	Yes	Yes	Yes
79	LS&R	Local Streets and Roads Capital Maintenance Needs	Regional	Maintenance	MODERATE	MODERATE	MODERATE	1.5	Yes	Yes	Yes
80	Transitshort	Transit Capital Maintenance Needs	Regional	Maintenance	MODERATE	MODERATE	MODERATE	1.5	Yes	Yes	Yes
81	230419	Freeway Performance Initiative	Regional	FPI	MODERATE	MINIMAL	MODERATE	1.0	Yes	Yes	Yes
82	230550	Climate Initiatives	Regional	Climate	MODERATE	MODERATE	MODERATE	1.5	Yes	Yes	Yes
83	240589	EV Solar Installation [BAAQMD program]	Regional	Climate	MODERATE	MINIMAL	MINIMAL	0.5	Yes	Yes	Yes
84	240577	Heavy-Duty Truck Replacement [BAAQMD program]	Regional	Climate	MODERATE	STRONG	MINIMAL	1.5	No	Yes	Yes
85	240582	Truck & Motorcycle Retirement [BAAQMD program]	Regional	Climate	MODERATE	STRONG	MINIMAL	1.5	Yes	Yes	Yes
86	240674	Transbay Transit Center - Phase 3 (Pedestrian Connector Tunnel to BART/Muni)	San Francisco	Transit Expansion	MODERATE	STRONG	STRONG	2.5	No	No	Yes
87	230290	Transbay Transit Center - Phase 2B (Caltrain Downtown Extension)	San Francisco/ 3434	Transit Expansion	MODERATE	STRONG	MODERATE	2.0	Yes	Yes	Yes
88	240171	SFMTA Transit Effectiveness Project	San Francisco	Transit Efficiency	MODERATE	MODERATE	STRONG	2.0	Yes	Yes	Yes
89	240526	SFCTA Transit Performance Initiative	San Francisco	Transit Efficiency	MODERATE	MODERATE	STRONG	2.0	Yes	Yes	Yes

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					Housing	PM in CARE	Low Income HH Transportation Cost				
90	230161	Van Ness Avenue BRT	San Francisco/3434	Transit Efficiency	MODERATE	MODERATE	STRONG	2.0	Yes	Yes	Yes
91	230164	Geary Boulevard BRT	San Francisco	Transit Efficiency	MODERATE	MODERATE	STRONG	2.0	Yes	Yes	Yes
92	240155	Better Market Street	San Francisco	Transit Efficiency	MODERATE	MODERATE	STRONG	2.0	Yes	Yes	Yes
93	240522	Congestion Pricing Pilot	San Francisco	Pricing	MODERATE	STRONG	MINIMAL	1.5	Yes	Yes	Yes
94	00MUNI	Muni Service Frequency Improvements	San Francisco	Transit Efficiency	MODERATE	MODERATE	STRONG	2.0	Yes	Yes	Yes
95	22415	Historic Streetcar Expansion Program	San Francisco	Transit Efficiency	MODERATE	MODERATE	STRONG	2.0	Yes	Yes	Yes
96	240545	Parkmerced Light Rail Corridor	San Francisco	Transit Efficiency	MODERATE	MINIMAL	STRONG	1.5	No	No	No
97	240557	Oakdale Caltrain Station	San Francisco	Transit Efficiency	MODERATE	MODERATE	MODERATE	1.5	Yes	Yes	Yes
98	240158	Eastern Neighborhoods (EN TRIPS) Circulation & Streetscape Improvements	San Francisco	Road Efficiency	MODERATE	MODERATE	MODERATE	1.5	Yes	Yes	Yes
99	240694	Treasure Island Congestion Pricing	San Francisco	Pricing	MODERATE	MINIMAL	MODERATE	1.0	Yes	Yes	No
100	240147	Southeast Waterfront Transportation Improvements	San Francisco	Transit Efficiency	MODERATE	MODERATE	STRONG	2.0	Yes	Yes	Yes
101	240163	Hunters Point & Candlestick Point Local Road Network	San Francisco	Road Efficiency	MODERATE	MINIMAL	MODERATE	1.0	Yes	Yes	Yes
102	240344	SFpark	San Francisco	Parking	MODERATE	MODERATE	MINIMAL	1.0	Yes	Yes	Yes
103	240358	Mission Bay Local Road Network	San Francisco	Arterial Expansion	MODERATE	MINIMAL	MODERATE	1.0	Yes	Yes	Yes
104	240035	Caltrain Terminal Station Improvements (4th & King)	San Francisco	Transit Efficiency	MODERATE	MINIMAL	MODERATE	1.0	Yes	Yes	Yes
105	230555	I-80 Yerba Buena Island Interchange Improvements	San Francisco	Road Efficiency	MODERATE	MINIMAL	MINIMAL	0.5	Yes	Yes	No
106	240026	SamTrans El Camino BRT	San Mateo	Transit Efficiency	MODERATE	MODERATE	STRONG	2.0	Yes	Yes	Yes
107	22274	ITS Improvements in San Mateo County	San Mateo	Road Efficiency	MODERATE	MINIMAL	MODERATE	1.0	Yes	Yes	Yes
108	240590	El Camino Real Complete Streets Improvements	San Mateo	Road Efficiency	MODERATE	MODERATE	MODERATE	1.5	Yes	Yes	Yes
109	22268	San Mateo Countywide Shuttle Service Frequency Improvements	San Mateo	Transit Efficiency	MODERATE	MINIMAL	STRONG	1.5	Yes	Yes	Yes
110	21602	US-101 Broadway Interchange Improvements	San Mateo	Road Efficiency	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No
111	21603	US-101 Woodside Road Interchange Improvements	San Mateo	Road Efficiency	MINIMAL	MINIMAL	MINIMAL	0.0	Yes	Yes	Yes
112	21606	US-101 Willow Road Interchange Improvements	San Mateo	Road Efficiency	MINIMAL	MINIMAL	MINIMAL	0.0	Yes	Yes	Yes
113	21613	SR-92 Improvements (Phase 1: San Mateo Bridge to I-280)	San Mateo	Road Efficiency	MODERATE	MINIMAL	MINIMAL	0.5	No	No	No
114	22279	US-101 Produce Road Interchange Improvements	San Mateo	Road Efficiency	MODERATE	MINIMAL	MINIMAL	0.5	No	No	No
115	22756	US-101 Candlestick Point Interchange Improvements	San Mateo	Road Efficiency	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	Yes
116	240064	Caltrain Grade Separations (Phase 1: San Mateo County)	San Mateo	Transit Efficiency	MODERATE	MINIMAL	MINIMAL	0.5	No	No	No
117	21604	US-101 Auxiliary Lane Modifications (Oyster Point to San Francisco County line)	San Mateo	Road Efficiency	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No
118	21615	I-280/SR-1 Interchange Improvements	San Mateo	Road Efficiency	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No
119	22229	US-101 Sierra Point Parkway Interchange Improvements + Lagoon Way Extension	San Mateo	Road Efficiency	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No

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Map ID	Project ID	Project Name	County	Project Type	EQUITY-RELATED TARGETS			Equity Targets Score	Serves Community of Concern?*	In Community of Concern?	In CARE Community?
					Housing	PM in CARE	Low Income HH Transportation Cost				
120	22230	I-280 Auxiliary Lanes (Hickey Boulevard to I-380)	San Mateo	Road Efficiency	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No
121	94644	SR-92 Westbound Slow-Vehicle Climbing Lane (I-280 to SR-35)	San Mateo	Road Efficiency	MODERATE	MINIMAL	MINIMAL	0.5	No	No	No
122	21612	Dumbarton Bridge/US-101 Access Improvements (Phase 1)	San Mateo	Road Efficiency	MINIMAL	MINIMAL	MINIMAL	0.0	Yes	Yes	Yes
123	240114	SR-1 Safety & Operational Improvements (Pacifica to Half Moon Bay)	San Mateo	Road Efficiency	MODERATE AD	MINIMAL	MINIMAL	-0.5	No	No	No
124	22282	US-101 Operational Improvements (near US-101/SR-92 Interchange)	San Mateo	Road Efficiency	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No
125	98204	SR-1 Widening (Fassler Avenue to Westport Drive)	San Mateo	Highway Expansion	MODERATE AD	MINIMAL	MINIMAL	-0.5	No	No	No
126	240119	VTA El Camino BRT	Santa Clara	Transit Efficiency	STRONG	MODERATE	STRONG	2.5	Yes	Yes	Yes
127	240375	BART to San Jose/Santa Clara (Phase 2: Berryessa to Santa Clara)	Santa Clara/ 3434	Transit Expansion	MINIMAL	STRONG	STRONG	2.0	Yes	Yes	Yes
128	22019	Downtown East Valley (Phase 2: LRT)	Santa Clara/ 3434	Transit Expansion	STRONG	MODERATE	STRONG	2.5	Yes	Yes	Yes
129	22956	Capitol Expressway Light Rail Extension (Phase 2: to Eastridge Transit Center)	Santa Clara	Transit Expansion	STRONG	MODERATE	STRONG	2.5	Yes	Yes	Yes
130	22978	Capitol Expressway Light Rail Extension (Phases 2 & 3: to Nieman)	Santa Clara	Transit Expansion	STRONG	MODERATE	STRONG	2.5	Yes	Yes	Yes
131	98119	Vasona Light Rail Extension (Phase 2)	Santa Clara	Transit Expansion	MODERATE	MINIMAL	STRONG	1.5	No	No	No
132	230547	Monterey Highway BRT	Santa Clara	Transit Efficiency	MODERATE	MODERATE	STRONG	2.0	Yes	Yes	Yes
133	230554	Sunnyvale-Cupertino BRT	Santa Clara	Transit Efficiency	MINIMAL	MINIMAL	STRONG	1.0	Yes	Yes	No
134	21760	Caltrain Double-Track Improvements (San Jose to Gilroy)	Santa Clara	Transit Efficiency	MODERATE	MODERATE	MODERATE	1.5	Yes	Yes	Yes
135	230534	Caltrain Electrification (Tamien to Gilroy)	Santa Clara	Transit Efficiency	MODERATE	MODERATE	MODERATE	1.5	Yes	Yes	Yes
136	240494	ITS Improvements in Santa Clara County	Santa Clara	Road Efficiency	MODERATE	MINIMAL	MODERATE	1.0	Yes	Yes	Yes
137	22965	New US-101 Mabury/Taylor Interchange	Santa Clara	Arterial Expansion	STRONG	MINIMAL	MINIMAL	1.0	Yes	Yes	Yes
138	22979	New US-101 Zanker/Skyport/Fourth Street Interchange	Santa Clara	Arterial Expansion	STRONG	MINIMAL	MINIMAL	1.0	No	No	Yes
139	240437	US-101 Braided Ramps (Capitol Expressway to Yerba Buena Road)	Santa Clara	Arterial Expansion	STRONG	MINIMAL	MINIMAL	1.0	No	No	No
140	240441	US-101/Oregon Expressway/Embarcadero Road Interchange Improvements	Santa Clara	Arterial Expansion	STRONG	MINIMAL	MINIMAL	1.0	No	No	Yes
141	21719	I-880/I-280/Stevens Creek Boulevard Interchange Improvements	Santa Clara	Arterial Expansion	STRONG	MINIMAL	MINIMAL	1.0	No	No	No
142	230537	I-280 Winchester Boulevard Interchange Improvements	Santa Clara	Arterial Expansion	STRONG	MINIMAL	MINIMAL	1.0	No	No	No
143	240048	Caltrain Diridon Station Track Capacity Expansion (Phases 2 & 3)	Santa Clara	Transit Efficiency	STRONG	MINIMAL	MODERATE	1.5	No	No	Yes
144	240063	Caltrain Terminal Station Improvements (San Jose Diridon)	Santa Clara	Transit Efficiency	STRONG	MINIMAL	MODERATE	1.5	No	No	Yes
145	240429	I-880/US-101 Interchange Improvements	Santa Clara	Arterial Expansion	STRONG	MINIMAL	MINIMAL	1.0	No	Yes	Yes
146	240444	US-101/SR-237 Interchange Improvements	Santa Clara	Arterial Expansion	STRONG	MINIMAL	MINIMAL	1.0	No	Yes	No
147	240671	New I-280 Senter Road Interchange	Santa Clara	Arterial Expansion	STRONG	MINIMAL	MINIMAL	1.0	Yes	Yes	Yes
148	230337	New Lawrence Expressway Interchange (Monroe Street)	Santa Clara	Arterial Expansion	MODERATE	MINIMAL	MINIMAL	0.5	No	No	No
149	240479	I-680 Auxiliary Lanes (McKee Road to Berryessa Road)	Santa Clara	Road Efficiency	STRONG	MINIMAL	MINIMAL	1.0	No	No	Yes

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Map ID	Project ID	Project Name	County	Project Type	EQUITY-RELATED TARGETS			Equity Targets Score	Serves Community of Concern?*	In Community of Concern?	In CARE Community?
					Housing	PM in CARE	Low Income HH Transportation Cost				
150	240586	Oregon Expressway Alma Bridge Interchange Improvements	Santa Clara	Road Efficiency	STRONG	MINIMAL	MINIMAL	1.0	No	No	No
151	21922	Mineta San Jose International Airport APM Connector	Santa Clara	Transit Efficiency	STRONG	MINIMAL	MINIMAL	1.0	Yes	Yes	Yes
152	22814	Foothill Expressway Deceleration Lane Extension	Santa Clara	Road Efficiency	STRONG	MINIMAL	MINIMAL	1.0	No	No	No
153	230340	New Lawrence Expressway Interchange (Kifer Road)	Santa Clara	Arterial Expansion	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No
154	240580	I-280/Lawrence Expressway/Stevens Creek Interchange Improvements	Santa Clara	Arterial Expansion	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No
155	230332	Rengstorff Avenue Grade Separation	Santa Clara	Road Efficiency	MINIMAL	MINIMAL	MINIMAL	0.0	No	Yes	No
156	240404	Calaveras Boulevard Overpass Widening (Abel Street to Milpitas Boulevard)	Santa Clara	Road Efficiency	MODERATE	MINIMAL	MINIMAL	0.5	Yes	Yes	No
157	240431	SR-85 Auxiliary Lanes (El Camino Real to Winchester Boulevard)	Santa Clara	Road Efficiency	MINIMAL	MINIMAL	MINIMAL	0.0	Yes	Yes	No
158	240443	Mary Avenue Extension	Santa Clara	Road Efficiency	MINIMAL	MINIMAL	MINIMAL	0.0	Yes	Yes	No
159	HOTd	Silicon Valley Express Lanes Network	Santa Clara	Express Lanes Network	MODERATE	MODERATE AD	MINIMAL	0.0	Yes	Yes	Yes
160	230294	New SR-152 Alignment	Santa Clara	Highway Expansion	MODERATE	MINIMAL	MINIMAL	0.5	No	No	No
161	21714	US-101 Widening (Monterey Street to SR-129)	Santa Clara	Road Efficiency	MODERATE	MINIMAL	MINIMAL	0.5	No	No	No
162	21341	Fairfield/Vacaville Capitol Corridor Station (Phases 1, 2, and 3)	Solano	Transit Efficiency	MODERATE	MINIMAL	MINIMAL	0.5	No	No	No
163	22629	Vallejo Ferry Terminal Intermodal Station	Solano	Transit Expansion	MODERATE	MINIMAL	MINIMAL	0.5	Yes	Yes	No
164	94151	Jepson Parkway Construction (SR-12 to I-80)	Solano	Highway Expansion	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No
165	230325	I-80 Westbound Cordelia Truck Scales Relocation	Solano	Road Efficiency	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No
166	230326	I-80/I-680/SR-12 Widening & Interchange Improvements (Phase 1)	Solano	Highway Expansion	MODERATE AD	MINIMAL	MINIMAL	-0.5	No	No	No
167	230468	I-80 Auxiliary Lanes (Airbase Parkway to I-680)	Solano	Highway Expansion	MINIMAL	MINIMAL	MINIMAL	0.0	No	Yes	No
168	230561	SR-113 Relocation out of Dixon	Solano	Highway Expansion	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No
169	230575	Rio Vista Bridge Reconstruction & Realignment	Solano	Road Efficiency	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No
170	22794	Curtola Transit Center Improvements	Solano	Transit Efficiency	MODERATE	MINIMAL	MINIMAL	0.5	Yes	Yes	No
171	230313	Redwood Parkway & Fairground Drive Roadway Improvements	Solano	Road Efficiency	MODERATE	MINIMAL	MINIMAL	0.5	Yes	Yes	No
172	230477	SR-12 Widening (SR-29 to Sacramento County line)	Solano	Highway Expansion	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No
173	240650	Sonoma Countywide Bus Service Frequency Improvements	Sonoma	Transit Efficiency	MODERATE	MINIMAL	STRONG	1.5	Yes	Yes	No
174	230366	Caulfield Lane Extension (Southern Crossing)	Sonoma	Road Efficiency	STRONG	MINIMAL	MINIMAL	1.0	No	No	No
175	21998	SR-116 Widening & Rehabilitation (Elphick Road to Redwood Drive)	Sonoma	Highway Expansion	MINIMAL	MINIMAL	MINIMAL	0.0	No	No	No
176	21884	Petaluma Cross-Town Connector/Interchange	Sonoma	Road Efficiency	STRONG	MINIMAL	MINIMAL	1.0	No	No	No
177	22207	Farmers Lane Extension (Bellevue Avenue to SR-12)	Sonoma	Highway Expansion	MODERATE	MINIMAL	MINIMAL	0.5	Yes	Yes	No

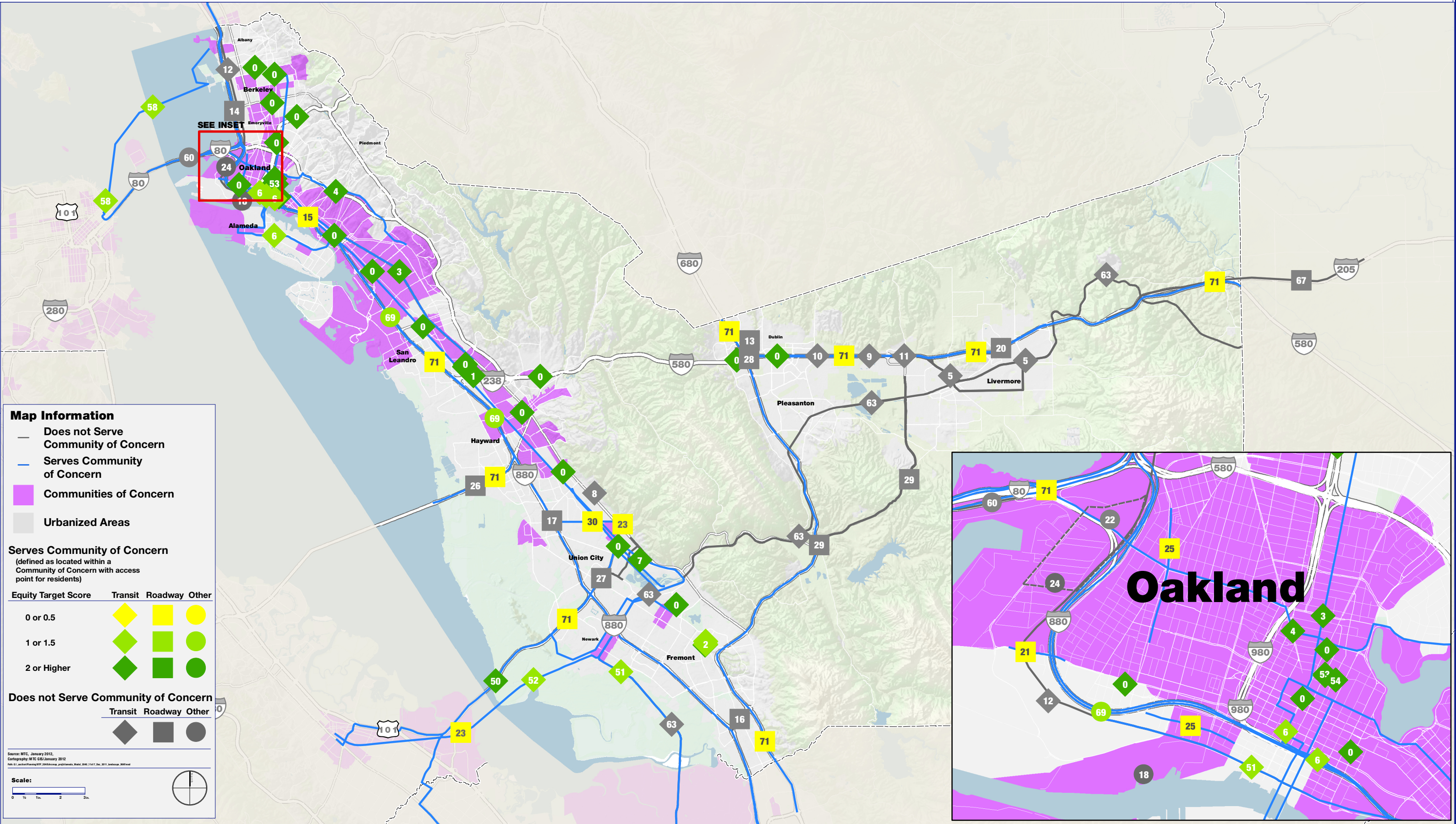
LEGEND		IMPACT TO TARGETS		
STRONG	MODERATE	MINIMAL	MODERATE ADVERSE	STRONG ADVERSE

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Plan Bay Area: Equity Considerations Map Alameda County

Research and Demographic Unit

APPENDIX M Geographic Information Systems Unit



Map Information

- Does not Serve Community of Concern
- Serves Community of Concern
- Communities of Concern
- Urbanized Areas

Serves Community of Concern
 (defined as located within a Community of Concern with access point for residents)

Equity Target Score	Transit	Roadway	Other
0 or 0.5	Yellow Diamond	Yellow Square	Yellow Circle
1 or 1.5	Light Green Diamond	Light Green Square	Light Green Circle
2 or Higher	Dark Green Diamond	Dark Green Square	Dark Green Circle

Does not Serve Community of Concern






















































Transit	Roadway	Other
Black Diamond	Black Square	Black Circle

Source: MTC, January 2012.
 Cartography: MTC GIS/January 2012
 File: 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Plan Bay Area: Equity Considerations Map Alameda County

Research and Demographic Unit

Geographic Information Systems Unit

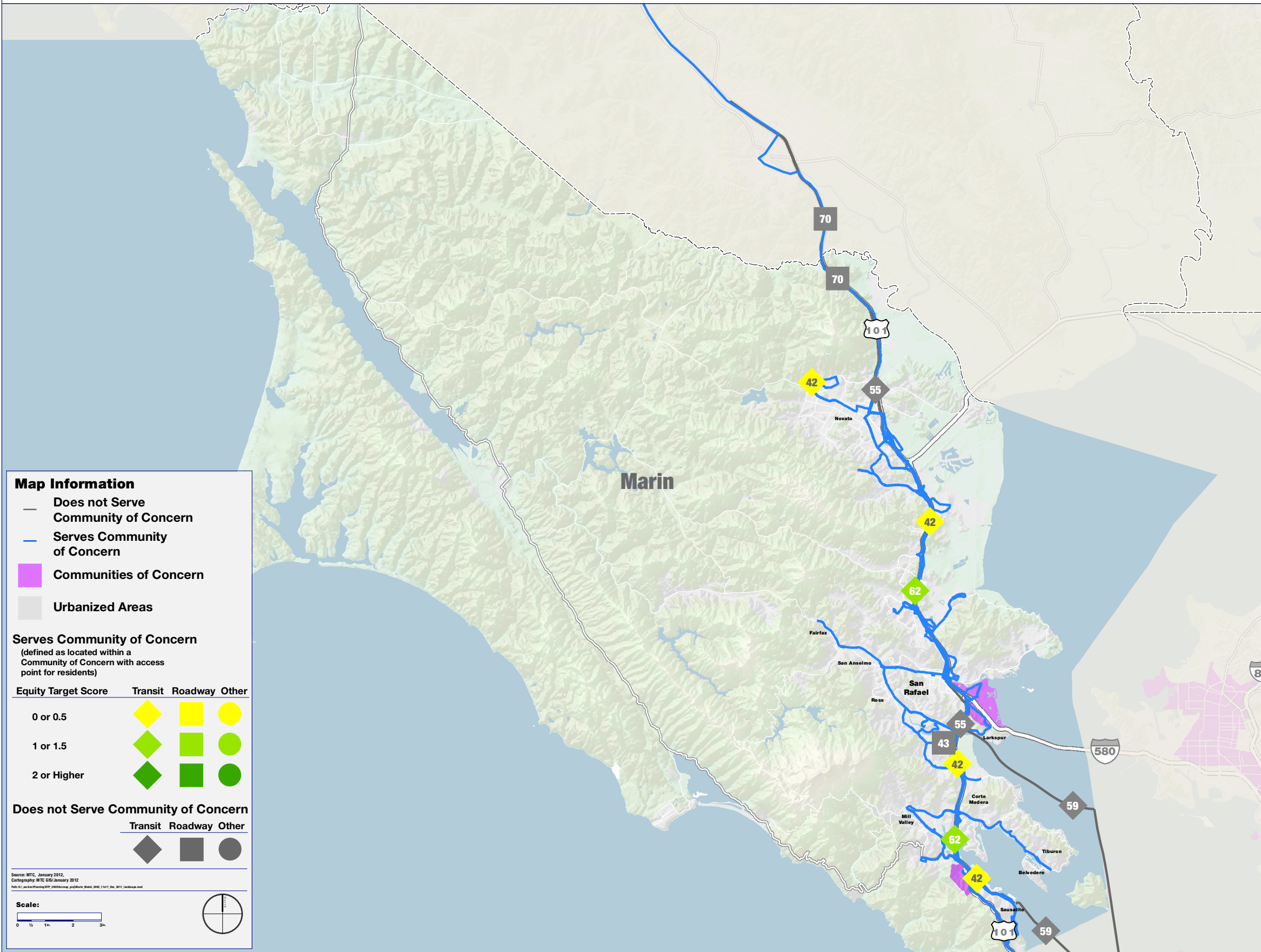
Map ID	Project ID	Project Name	Map ID	Project ID	Project Name
	240180	BART Bay Fair Connection		94506	Fremont/Union City East-West Connector
	22062	Irvington BART Station		230099	I-580/I-680 Interchange Improvements (Phase 1)
	22455	AC Transit East Bay BRT		240062, 22776	SR-84/I-680 Interchange Improvements + SR-84 Widening (Pigeon Pass to I-680)
	22780	AC Transit Grand-MacArthur BRT		240053	Whipple Road Widening (Mission Boulevard to I-880)
	22667	BART to Livermore (Phases 1 & 2: Rail Extension) Alameda-Oakland BRT + Transit Access Improvements		240182, 00BART	45 - BART Metro Program 46 - BART Service Frequency Improvements 56 - BART Station Capacity Improvements 57 - BART Station Access Improvements
	98207T, 98207R	I-880 Broadway/Jackson Interchange		240018	Dumbarton Corridor Express Bus
	230101	Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements		22009	Capitol Corridor Service Frequency Improvements (Oakland to San Jose)
	240113	BART Hayward Maintenance Complex		240216	Dumbarton Rail
	240196	BART to Livermore (Phase 1: 1-Station Rail Extension with Bus Enhancements)		240699	AC Transit Service Frequency Improvements (Restoration of 2009 Funding Levels)
	LBART	BART to Livermore (Phase 1: 1-Station Rail Extension with DMU)		00ACT1	AC Transit Frequent Transit Network
	580_BUS	I-580 Express Bus (Dublin to Livermore)		22120, 22122, 22511, 22512, 230613, 230581	WETA Service Expansion (Treasure Island, Berkeley/Albany, Richmond, Hercules, and Redwood City)
	22089	Martinez Subdivision & Rail Improvements		230604	Bay Bridge Contraflow Lane
	22765	I-580/I-680 Interchange HOV Direct Connectors		98139	ACE Expansion
	240318	I-80 Ashby Interchange Improvements		22657	I-580 Westbound Truck Climbing Lane (Altamont Pass)
	22769	I-880 23rd/29th Interchange Improvements		240571	I-80/I-880 Congestion Pricing and Clean Vehicle Incentive Program
	22779	I-880/SR-262 Interchange Improvements (Phase 2: Warren Avenue Grade Separation)		HOTe	CTC Application + Alameda County Authorized Lanes Express Lanes Network
	240052	I-880 Whipple Road Interchange Improvements		22247	Bicycle/Pedestrian Expansion
	240317	Port of Oakland Wharf Replacement & Berth Deepening (Berths 60-63)		240410	Transportation for Livable Communities (TLC)
	240657	I-580 Corridor Spot Intersection Improvements		240690	Lifeline Transportation Program
	21100	I-580 Vasco Road Interchange Improvements & Auxiliary Lanes		NewFree	New Freedom
	22082	Port of Oakland 7th Street Grade Separation & Roadway Improvements		LS&R	Local Streets and Roads Capital Maintenance Needs
	22760	Port of Oakland Outer Harbor Intermodal Terminals		Transitshort	Transit Capital Maintenance Needs
	230103	Decoto Neighborhood Grade Separation		230419	Freeway Performance Initiative
	240024	Oakland Army Base Infrastructure Improvements		230550	Climate Initiatives Program
	240279	Mandela Parkway & 3rd Street Corridor Street Reconstruction		240589	Solar Installations to Offset Electric Vehicle Use
	240562	SR-92 Clawiter/Whitesell Interchange Improvements		240577	Heavy Duty Truck Replacement Program
				240582	Heavy-Duty Diesel Truck and Motorcycle Early Retirement Program

NOTE: Project names appearing in grey are not shown on the map.

Plan Bay Area: Equity Considerations Map Marin County

Research and Demographic Unit

Geographic Information Systems Unit



Map Information

- Does not Serve Community of Concern
- Serves Community of Concern
- Communities of Concern
- Urbanized Areas

Serves Community of Concern
 (defined as located within a Community of Concern with access point for residents)

Equity Target Score	Transit	Roadway	Other
0 or 0.5	◆	■	●
1 or 1.5	◆	■	●
2 or Higher	◆	■	●

Does not Serve Community of Concern

	Transit	Roadway	Other
	◆	■	●

Source: MTC, January 2012, Cartography: MTC GIS/January 2012
MTC GIS, last modified 01/17/2012, 09:00 AM, 11/17/12, 10:11 AM, 2012, last update

Scale:

Map ID	Project ID	Project Name
◆ 42	230252	Marin Countywide Bus Service Frequency
■ 43	21325	US-101 Twin Cities Corridor Improvements
◆ 44	240644	Marin Countywide Senior Mobility Program
◆ 55	240675, 240676, 240677	SMART (Phase 2: Extensions to Cloverdale & Larkspur + IOS Cost Deferrals)
◆ 59	230055	Golden Gate Ferry Service Frequency Improvements
◆ 62	230219, 230314	Golden Gate Bus Service Frequency Improvements
■ 70	98147, 240691	Marin-Sonoma Narrows (Phase 2: HOV Lanes)
● 75	22247	Bicycle/Pedestrian Expansion
● 76	240410	Transportation for Livable Communities (TLC)
● 77	240690	Lifeline Transportation Program
● 78	NewFree	New Freedom
● 79	LS&R	Local Streets and Roads Capital
● 80	Transitshort	Transit Capital Maintenance Needs
■ 81	230419	Freeway Performance Initiative
● 82	230550	Climate Initiatives Program
● 83	240589	Solar Installations to Offset Electric Vehicle Use
● 84	240577	Heavy Duty Truck Replacement Program
● 85	240582	Heavy-Duty Diesel Truck and Motorcycle Early Retirement Program

NOTE: Project names appearing in grey are not shown on the map.

Plan Bay Area: Equity Considerations Map

North Bay Counties



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

Research and Demographic Unit

Geographic Information Systems Unit

Map ID	Project ID	Project Name	Map ID	Project ID	Project Name
55	240675, 240676, 240677	SMART (Phase 2: Extensions to Cloverdale & Larkspur + IOS Cost Deferrals)	170	22794	Curtola Transit Center Improvements
62	230219, 230314	Golden Gate Bus Service Frequency Improvements	171	230313	Redwood Parkway & Fairground Drive Roadway Improvements
66	22003	Capitol Corridor Reliability Improvements (Phase 2)	172	230477	SR-12 Widening (SR-29 to Sacramento County line)
70	98147, 240691	Marin-Sonoma Narrows (Phase 2: HOV Lanes)	173	240650	Sonoma Countywide Bus Service Frequency
71	HOTe	CTC Application + Alameda County Authorized Lanes Express Lanes	174	230366	Caulfield Lane Extension (Southern Crossing)
72	240122	SR-29 Complete Streets Improvements	175	21998	SR-116 Widening & Rehabilitation (Elphick Road to Redwood Drive)
73	240617	SR-29 HOV Lanes & BRT (Napa Junction to Vallejo)	176	21884	Petaluma Cross-Town Connector/Interchange
74	94075	SR-12 Jameson Canyon Project (Phase 3: New SR-12/SR-29 Interchange)	177	22207	Farmers Lane Extension (Bellevue Avenue to SR-12)
75	22247	Bicycle/Pedestrian Expansion			
76	240410	Transportation for Livable Communities (TLC)			
77	240690	Lifeline Transportation Program			
78	NewFree	New Freedom			
79	LS&R	Local Streets and Roads Capital			
80	Transitshort	Transit Capital Maintenance Needs			
81	230419	Freeway Performance Initiative			
82	230550	Climate Initiatives Program			
83	240589	Solar Installations to Offset Electric Vehicle Use			
84	240577	Heavy Duty Truck Replacement Program			
85	240582	Heavy-Duty Diesel Truck and Motorcycle Early Retirement Program			
162	21341	Fairfield/Vacaville Capitol Corridor Station (Phases 1, 2, and 3)			
163	22629	Vallejo Ferry Terminal Intermodal Station			
164	94151	Jepson Parkway Construction (SR-12 to I-80)			
165	230325	I-80 Westbound Cordelia Truck Scales Relocation			
166	230326	I-80/I-680/SR-12 Widening & Interchange Improvements (Phase 1)			
167	230468	I-80 Auxiliary Lanes (Airbase Parkway to I-680)			
168	230561	SR-113 Relocation out of Dixon			
169	230575	Rio Vista Bridge Reconstruction & Realignment			

NOTE: Project names appearing in grey are not shown on the map.

Plan Bay Area: Equity Considerations Map San Francisco



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

Research and Demographic Unit

Geographic Information Systems Unit

Map ID	Project ID	Project Name	Map ID	Project ID	Project Name
	240182 00BART	45 - BART Metro Program 46 - BART Service Frequency Improvements 56 - BART Station Capacity Improvements 57 - BART Station Access Improvements		230164	Geary Boulevard BRT
	230603	California High-Speed Train - Bay Area to Central Valley		240155	Better Market Street
	240134, 21627	Caltrain Service Frequency Improvements (6-Train Service during Peak Hours) + Electrification (SF to Tamien)		240522	Congestion Pricing Pilot
	21627, 240134, 240521	Caltrain Vision (10-Train Service during Peak Hours) + Electrification (San Francisco to Tamien)		00MUNI	Muni Service Frequency Improvements
	22120, 22122, 22511, 22512, 230613, 230581	WETA Service Expansion (Treasure Island, Berkeley/Albany, Richmond, Hercules, and Redwood City)		22415	Historic Streetcar Expansion Program
	230055	Golden Gate Ferry Service Frequency Improvements		240545	Parkmerced Light Rail Corridor
	230604	Bay Bridge Contraflow Lane		240557	Oakdale Caltrain Station
	22227, 240328, 240334	Geneva Avenue Corridor Improvements (Roadway Extension, BRT, and Southern Intermodal Terminal)		240158	Eastern Neighborhoods (EN TRIPS) Circulation & Streetscape Improvements
	230219, 230314	Golden Gate Bus Service Frequency Improvements		240694	Treasure Island Congestion Pricing
	240036	Caltrain Communications-Based Overlay Signal System (CBOSS) and Positive Train Control System (PTC)		240147	Southeast Waterfront Transportation Improvements
	240060, 240523	US-101 Express Lanes (Whipple Avenue to Cesar Chavez Street)		240163	Hunters Point & Candlestick Point Local Road Network
	22247	Bicycle/Pedestrian Expansion		240344	SFpark
	240410	Transportation for Livable Communities (TLC)		240358	Mission Bay Local Road Network
	NewFree	New Freedom		240035	Caltrain Terminal Station Improvements (4th & King)
	230161	Van Ness Avenue BRT		230555	I-80 Yerba Buena Island Interchange Improvements
	LS&R	Local Streets and Roads Capital Maintenance Needs			
	Transitshort	Transit Capital Maintenance Needs			
	230419	Freeway Performance Initiative			
	230550	Climate Initiatives Program			
	240589	Solar Installations to Offset Electric Vehicle Use			
	240577	Heavy Duty Truck Replacement Program			
	240582	Heavy-Duty Diesel Truck and Motorcycle Early Retirement Program			
	240674	Transbay Transit Center - Phase 3 (Pedestrian Connector Tunnel to BART/Muni)			
	240674	Transbay Transit Center - Phase 2B (Caltrain Downtown Extension)			
	240171	SFMTA Transit Effectiveness Project			
	240526	SFCTA Transit Performance Initiative			
	230161	Van Ness Avenue BRT			

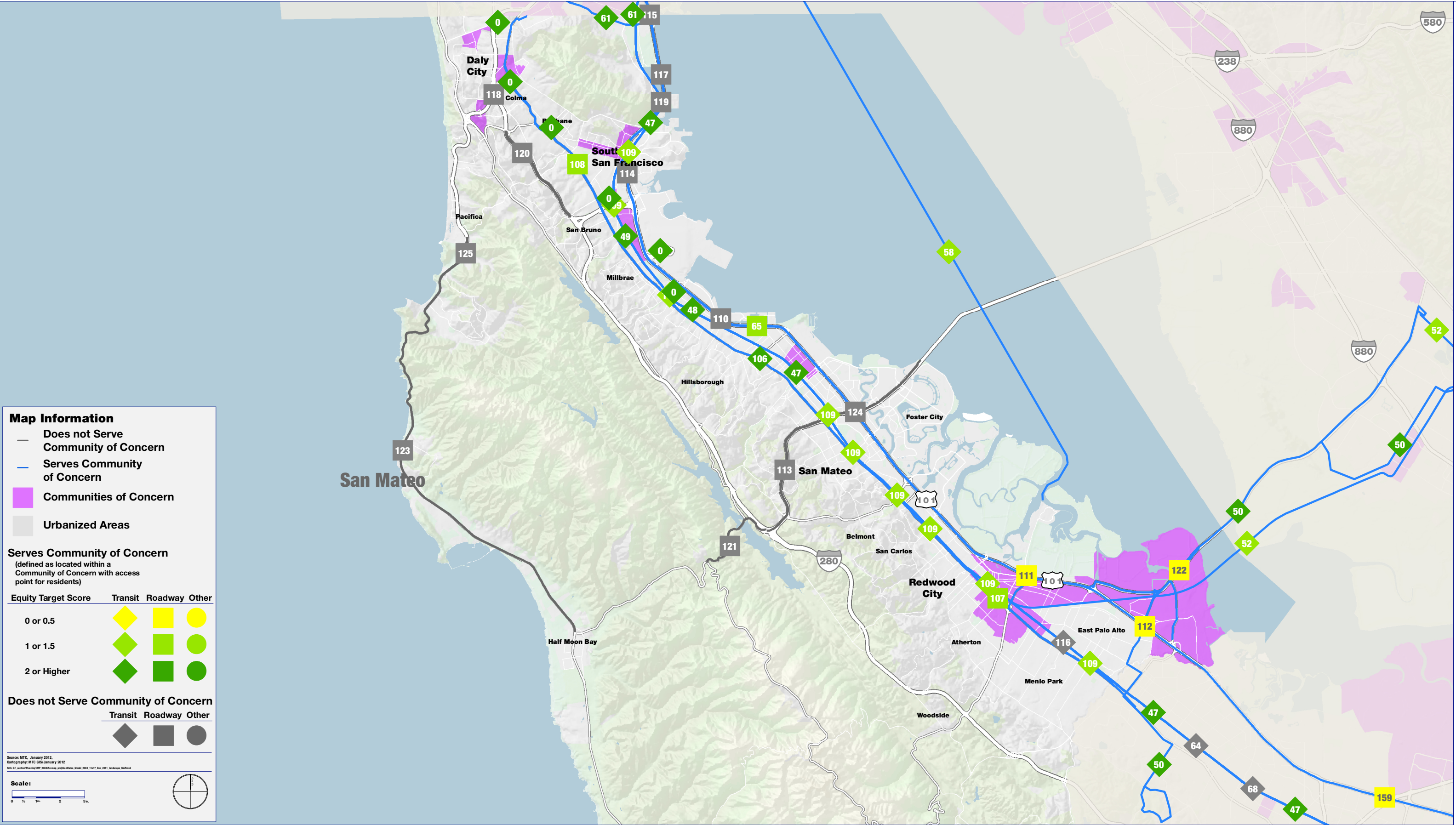
NOTE: Project names appearing in grey are not shown on the map.

Plan Bay Area: Equity Considerations Map

San Mateo

Research and Demographic Unit

Geographic Information Systems Unit



Map Information

- Does not Serve Community of Concern
- Serves Community of Concern
- Communities of Concern
- Urbanized Areas

Serves Community of Concern
 (defined as located within a Community of Concern with access point for residents)

Equity Target Score	Transit	Roadway	Other
0 or 0.5			
1 or 1.5			
2 or Higher			

Does not Serve Community of Concern

Transit	Roadway	Other










































Source: MTC, January 2012, Cartography: MTC GIS, January 2012
 Map 6: Local Planning 02 2008 (map) and 02 (data) 2008, 11/17, Dec 2011, Version: 001/001

Scale:

Plan Bay Area: Equity Considerations Map San Mateo

Research and Demographic Unit

Geographic Information Systems Unit

Map ID	Project ID	Project Name	Map ID	Project ID	Project Name
	240182 00BART	45 - BART Metro Program 46 - BART Service Freq. Improvements 56 - BART Station Capacity Improvements 57 - BART Station Access Improvements		21603	US-101 Woodside Road Interchange Improvements
	230603	California High-Speed Train - Bay Area to Central Valley		21606	US-101 Willow Road Interchange Improvements
	240134, 21627	Caltrain Service Frequency Improvements (6-Train Service during Peak Hours) + Electrification (SF to Tamien)		21613	SR-92 Improvements (Phase 1: San Mateo Bridge to I-280)
	21627, 240134, 240521	Caltrain Vision (10-Train Service during Peak Hours) + Electrification (San Francisco to Tamien)		22279	US-101 Produce Road Interchange Improvements
	240018	Dumbarton Corridor Express Bus		22756	US-101 Candlestick Point Interchange Improvements
	240216	Dumbarton Rail		240064	Caltrain Grade Separations (Phase 1: San Mateo County)
	22120, 22122, 22511, 22512, 230613, 230581	WETA Service Expansion (Treasure Island, Berkeley/Albany, Richmond, Hercules, and Redwood City)		21604	US-101 Auxiliary Lane Modifications (Oyster Point to San Francisco County line)
	22227, 240328, 240334	Geneva Avenue Corridor Improvements (Roadway Extension, BRT, and Southern Intermodal Terminal)		21615	I-280/SR-1 Interchange Improvements
	240036	Caltrain Communications-Based Overlay Signal System (CBOSS) and Positive Train Control System (PTC)		22229	US-101 Sierra Point Parkway Interchange Improvements + Lagoon Way Extension
	240060, 240523	US-101 HOV Lanes (Whipple Avenue to Cesar Chavez Street)		22230	I-280 Auxiliary Lanes (Hickey Boulevard to I-380)
	240140	Caltrain At-Grade Crossing Improvements		94644	SR-92 Westbound Slow-Vehicle Climbing Lane (I-280 to SR-35)
	22247	Bicycle/Pedestrian Expansion		21612	Dumbarton Bridge/US-101 Access Improvements (Phase 1)
	240410	Transportation for Livable Communities (TLC)		240114	SR-1 Safety & Operational Improvements (Pacifica to Half Moon Bay)
	240690	Lifeline Transportation Program		22282	US-101 Operational Improvements (near US-101/SR-92 Interchange)
	NewFree	New Freedom		98204	SR-1 Widening (Fassler Avenue to Westport Drive)
	LS&R	Local Streets and Roads Capital		HOTd	Silicon Valley Express Lanes Network
	Transitshort	Transit Capital Maintenance Needs			
	230419	Freeway Performance Initiative			
	230550	Climate Initiatives Program			
	240589	Solar Installations to Offset Electric Vehicle Use			
	240577	Heavy Duty Truck Replacement Program			
	240582	Heavy-Duty Diesel Truck and Motorcycle Early Retirement Program			
	240026	SamTrans El Camino BRT			
	22274	ITS Improvements in San Mateo County			
	240590	El Camino Real Complete Streets Improvements			
	22268	San Mateo Countywide Shuttle Service Frequency Improvements			
	21602	US-101 Broadway Interchange Improvements			

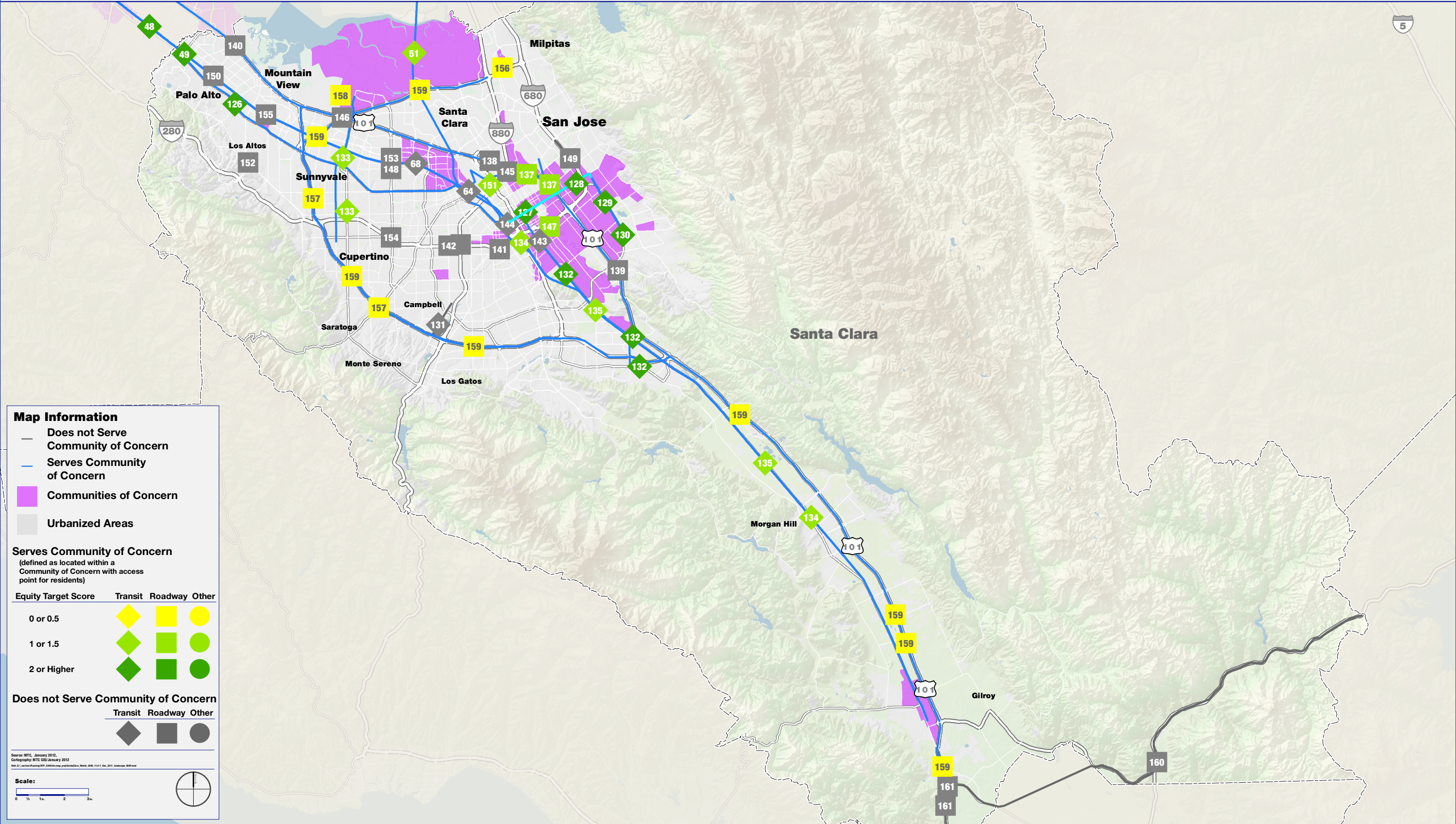
NOTE: Project names appearing in grey are not shown on the map.

Plan Bay Area: Equity Considerations Map

Santa Clara County

Research and Demographic Unit

Geographic Information Systems Unit



Map Information

- Does not Serve Community of Concern
- Serves Community of Concern
- Communities of Concern
- Urbanized Areas

Serves Community of Concern
 (defined as located within a Community of Concern with access point for residents)

Equity Target Score	Transit	Roadway	Other
0 or 0.5	Yellow Diamond	Yellow Square	Yellow Circle
1 or 1.5	Light Green Diamond	Light Green Square	Light Green Circle
2 or Higher	Dark Green Diamond	Dark Green Square	Dark Green Circle

Does not Serve Community of Concern

Transit	Roadway	Other
Black Diamond	Black Square	Black Circle

Source: MTC, January 2012.
 Cartography: MTC GIS, January 2012.
 Path: S:\sectors\Planning\PPP_2008\arcmap\ppp\GIS\Map_Santa Clara.mxd

Scale: 0 1/2 1 2 3/4

Plan Bay Area: Equity Considerations Map Santa Clara County



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

Research and Demographic Unit

Geographic Information Systems Unit

Map ID	Project ID	Project Name	Map ID	Project ID	Project Name
48	240134, 21627	Caltrain Service Frequency Improvements (6-Train Service during Peak Hours) + Electrification (SF to Tamien)	136	240494	ITS Improvements in Santa Clara County
49	240134, 240521, 21627	Caltrain Vision (10-Train Service during Peak Hours) + Electrification (San Francisco to Tamien)	137	22965	New US-101 Mabury/Taylor Interchange
51	22009	Capitol Corridor Service Frequency Improvements (Oakland to San Jose)	138	22979	New US-101 Zanker/Skyport/Fourth Street
64	240036	Caltrain Communications-Based Overlay Signal System (CBOSS) and Positive Train Control System (PTC)	139	240437	US-101 Braided Ramps (Capitol Expressway to Yerba Buena Road)
68	240140	Caltrain At-Grade Crossing Improvements	140	240441	US-101/Oregon Expressway/Embarcadero Road Interchange Improvements
75	22247	Bicycle/Pedestrian Expansion	141	21719	I-880/I-280/Stevens Creek Boulevard Interchange Improvements
76	240410	Transportation for Livable Communities (TLC)	142	230537	I-280 Winchester Boulevard Interchange Improvements
77	240690	Lifeline Transportation Program	143	240048	Caltrain Diridon Station Track Capacity Expansion (Phases 2 & 3)
78	NewFree	New Freedom	144	240063	Caltrain Terminal Station Improvements
79	LS&R	Local Streets and Roads Capital Maintenance Needs	145	240429	I-880/US-101 Interchange Improvements
80	Transitshort	Transit Capital Maintenance Needs	146	240444	US-101/SR-237 Interchange Improvements
81	230419	Freeway Performance Initiative	147	240671	New I-280 Senter Road Interchange
82	230550	Climate Initiatives Program	148	230337	New Lawrence Expressway Interchange (Monroe Street)
83	240589	Solar Installations to Offset Electric Vehicle	149	240479	I-680 Auxiliary Lanes (McKee Road to Berryessa Road)
84	240577	Heavy Duty Truck Replacement Program	150	240586	Oregon Expressway Alma Bridge Interchange Improvements
85	240582	Heavy-Duty Diesel Truck and Motorcycle Early Retirement Program	151	21922	Mineta San Jose International Airport APM Connector
126	240119	VTA El Camino BRT	152	22814	Foothill Expressway Deceleration Lane Extension
127	240375	BART to San Jose/Santa Clara (Phase 2: Berryessa to Santa Clara)	153	230340	New Lawrence Expressway Interchange (Kifer Road)
128	22019	Downtown East Valley (Phase 2: LRT)	154	240580	I-280/Lawrence Expressway/Stevens Creek Interchange Improvements
129	22956	Capitol Expressway Light Rail Extension (Phase 2: to Eastridge Transit Center)	155	230332	Rengstorff Avenue Grade Separation
130	22978	Capitol Expressway Light Rail Extension (Phases 2 & 3: to Nieman)	156	240404	Calaveras Boulevard Overpass Widening (Abel Street to Milpitas Boulevard)
131	98119	Vasona Light Rail Extension (Phase 2)	157	240431	SR-85 Auxiliary Lanes (El Camino Real to Winchester Boulevard)
132	230547	Monterey Highway BRT	158	240443	Mary Avenue Extension
133	230554	Sunnyvale-Cupertino BRT	159	HOTd	Silicon Valley Express Lanes Network
134	21760	Caltrain Double-Track Improvements (San Jose to Gilroy)	160	230294	New SR-152 Alignment
135	230534	Caltrain Electrification (Tamien to Gilroy)	161	21714	US-101 Widening (Monterey Street to SR-129)

NOTE: Project names appearing in grey are not shown on the map.

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APPENDIX A – 8

Regional Policies: Long-Range Planning / Plan Bay Area

**Coordinated Public Transit-Human Services
Transportation Plan**

MTC Resolution No. 4085



Date: March 27, 2013
W.I.: 1311
Referred by: PAC

ABSTRACT

Resolution No. 4085

This resolution adopts the Coordinated Public Transit—Human Services Transportation Plan Update for the San Francisco Bay Area.

The following attachment is provided with this resolution:

Attachment A — Coordinated Public Transit—Human Services Transportation Plan Update for the San Francisco Bay Area

Discussion of the Coordinated Public Transit—Human Services Transportation Plan Update for the San Francisco Bay Area is included in the Programming and Allocations Summary sheet dated March 6, 2013.

Date: March 27, 2013
W.I.: 1311
Referred by: PAC

RE: Coordinated Public Transit—Human Services Transportation Plan Update for the San Francisco Bay Area

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4085

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

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA) requires that projects funded through the Job Access Reverse Commute (JARC), New Freedom, and Elderly Individuals and Individuals with Disabilities programs be derived from a from a locally developed, coordinated public transit-human services transportation plan (Coordinated Plan) beginning in Fiscal Year 2007; and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) requires that projects funded through the Enhanced Mobility of Seniors and Individuals with Disabilities program be derived from a from a locally developed Coordinated Plan beginning in Fiscal Year 2013; and

WHEREAS, MTC has dedicated significant resources toward planning efforts that have focused on the transportation needs of low-income, senior and disabled residents in the Bay Area, including the community-based transportation planning program;

WHEREAS, MTC completed the region's Coordinated Public Transit—Human Services Transportation Plan in 2007; and

WHEREAS, the California Legislature enacted the Social Service Transportation Improvement Act (Chapter 1120, Statutes of 1979) (hereafter referred to as AB 120) with the intent to improve transportation service required by social service recipients; and

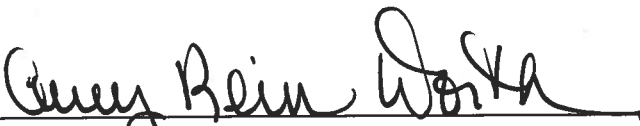
WHEREAS, the Metropolitan Transportation Commission adopted the MTC Regional Action Plan for the coordination of Social Service Transportation (MTC Resolution 1076, Revised); and

WHEREAS, the Coordinated Public Transit—Human Services Transportation Plan Update revises the prior Coordinated Plan to include new demographic and regional context information, transportation service gaps and solutions, and the steps for designating Consolidated Transportation Service Agencies; now, therefore, be it

RESOLVED, that MTC approves the Coordinated Public Transit—Human Services Transportation Plan Update for the San Francisco Bay Area as forth in Attachment A of this resolution, and be it further

RESOLVED, that the Executive Director of MTC is hereby authorized to forward the Coordinated Plan Update to the Federal Transit Administration and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above Resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on March 27, 2013.

Date: March 27, 2013
W.I.: 1311
Referred by: PAC

Attachment A
MTC Resolution No. 4085

**Coordinated Public Transit—Human Services Transportation Plan Update
for the San Francisco Bay Area**

The Coordinated Public Transit—Human Services Transportation Plan Update for the San Francisco Bay Area is incorporated by reference.

The plan and appendices are available in the MTC/ABAG Library, and on-line at
<http://www.mtc.ca.gov/planning/pths/2013/MTCCoordinatedPlanUpdate.pdf>

APPENDIX A – 9

Regional Policies: Long-Range Planning / Plan Bay Area

**Regional Transit Expansion Program (RTEP)
MTC Resolution No. 3434**



Date: December 19, 2001
W.I.: 12110
Referred by: POC
Revised: 01/30/02-C 07/27/05-C
04/26/06-C 10/24/07-C
09/24/08-C

ABSTRACT

Resolution No. 3434, Revised

This resolution sets forth MTC's Regional Transit Expansion Program of Projects.

This resolution was amended on January 30, 2002 to include the San Francisco Geary Corridor Major Investment Study to Attachment B, as requested by the Planning and Operations Committee on December 14, 2001.

This resolution was amended on July 27, 2005 to include a Transit-Oriented Development (TOD) Policy to condition transit expansion projects funded under Resolution 3434 on supportive land use policies, as detailed in Attachment D-2.

This resolution was amended on April 26, 2006 to reflect changes in project cost, funding, and scope since the 2001 adoption.

This resolution was amended on October 24, 2007 to reflect changes in the Transit-Oriented Development (TOD) Policy in Attachment D-2.

This resolution was amended on September 24, 2008 to reflect changes associated with the 2008 Strategic Plan effort (Attachments B, C and D).

Further discussion of these actions are contained in the MTC Executive Director's Memorandum dated December 14, 2001, July 8, 2005, April 14, 2006, October 12, 2007 and September 10, 2008.

Date: December 19, 2001
W.I.: 12110
Referred by: POC

RE: Regional Transit Expansion Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3434, Revised

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 adopted Resolution No. 1876 in 1988 which set forth a new rail transit starts and extension program for the region; and

WHEREAS, significant progress has been made in implementing Resolution No. 1876, with new light rail service in operation in San Francisco and Silicon Valley, new BART service extended to Bay Point and Dublin/Pleasanton in the East Bay, and the BART extension to San Francisco International Airport scheduled to open in 2002; and

WHEREAS, MTC's long range planning process, including the Regional Transportation Plan and its *Transportation Blueprint for the 21st Century*, provides a framework for comprehensively evaluating the next generation of major regional transit expansion projects to meet the challenge of congestion in major corridors throughout the nine-county Bay Area; and

WHEREAS, the Commission adopted Resolution No. 3357 as the basis for assisting in the evaluations of rail and express/rapid bus projects to serve as the companion follow-up program to Resolution No. 1876; and

WHEREAS, local, regional, state and federal discretionary funds will continue to be required to finance an integrated program of new rail transit starts and extensions including those funds which are reasonably expected to be available under current conditions, and new funds which need to be secured in the future through advocacy with state and federal legislatures and the electorate; and

WHEREAS, the Regional Transit Expansion program of projects will enhance the Bay Area's transit network with an additional 140 miles of rail, 600 miles of new express bus routes, and a 58% increase in service levels in several existing corridors, primarily funded with regional and local sources of funds; and

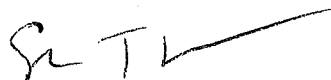
WHEREAS, MTC recognizes that coordinated regional priorities for transit investment will best position the Bay Area to compete for limited discretionary funding sources now and in the future; now, therefore, be it

RESOLVED, that MTC adopts a Regional Transit Expansion Program of Projects, consistent with the Policy and Criteria established in Resolution No. 3357, as outlined in Attachment A, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that this program of projects, as set forth in Attachment B is accompanied by a comprehensive funding strategy of local, regional, state and federal funding sources as outlined in Attachment C, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that the regional discretionary funding commitments included in this financial strategy are subject to the terms and conditions outlined in Attachment D, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION



Sharon J. Brown, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on December 19, 2001.

ATTACHMENT A - Regional Transit Expansion Policy Criteria Evaluation Matrix

Project	Sponsor	Project Cost 2001 \$ Millions	Resolution 1876-Tier 1	TEA-21 Funds	TCRP	Dedicated Local Funding	Operations/ Maintenance	Supportive Land Use		Cost- Effectiveness	System Connectivity			System Access	Project Readiness
			prior 1876 Tier 1 commitment	TEA-21 authorization or other federal appropriations	TCRP or other state level commitments	Local funds as a percent of total capital cost	Demonstrated operating plan	Residential densities around stations	Employment densities around stations	Cost per new transit rider	# connecting operators	Frequency	Regional gap closures	# of modal access options	# of pre-construction activities completed or in progress
BART to Warm Springs	BART	\$ 634	Yes	Yes	Yes	H	Yes	M	M	M	M	H	No	H	M
BART: Warm Springs to San Jose	VTA	\$ 3,710	No	Yes	Yes	H	Yes	H	M	M	H	H	Yes	H	L
MUNI 3rd St. LRT Phase 2 - New Central Subway	SFCTA/Muni	\$ 647	No	Yes	Yes	M	Yes	H	H	L	H	H	No	H	H
BART/Oakland Airport Connector	BART	\$ 232	No	Yes	No	M	Yes	M	M	H	M	H	Yes	H	M
Caltrain Downtown Extension/Rebuilt Transbay Terminal	SFCTA	\$ 1,885	Yes	Yes	No	H	Yes	H	H	L	H	H	Yes	H	M
Caltrain Rapid Rail/Electrification	JPB	\$ 602	No	No	No	H	Yes	M	H	L	H	M	No	H	M
Caltrain Express: phase 1	JPB	\$ 127	No	No	Yes	L	Yes	M	H	H	H	M	No	H	H
Downtown East Valley: Light Rail and Bus Rapid Transit Phase 1 and 2	VTA	\$ 518	No	No	No	H	Yes	H	M	L	H	H	No	H	M
Capitol Corridor: Phase 1 Expansion	CCJPA	\$ 129	No	No	Yes	L	Yes	H	M	H	H	L	No	H	M
AC Transit Oakland/San Leandro Bus Rapid Transit: Phase 1 (Enhanced Bus)	AC Transit	\$ 151	No	No	No	L	Yes	H	H	H	L	H	No	H	L
Regional Express Bus Phase 1	MTC/Operators	\$ 40	No	No	Yes	L	Yes	-	-	H	M	-	Yes	H	H
Dumbarton Rail	JPB	\$ 129	No	No	No	H	No	M	M	L	H	L	Yes	H	L
BART/East Contra Costa Rail Extension	CCTA	\$ 345	No	No	Yes	L	No	-	-	-	-	-	-	-	L
BART/Tri-Valley Rail Extension	ACCMA	\$ 345	No	No	Yes	L	No	-	-	-	-	-	-	-	L
Altamont Commuter Express (ACE): service expansion	ACE	\$ 121	No	No	No	L	-	M	M	H	M	L	No	M	-
Caltrain Express Phase 2	JPB	\$ 330	No	No	No	H	-	M	H	-	H	-	No	H	-
Capitol Corridor: Phase 2 Enhancements	CCJPA	\$ 284	No	No	Yes	L	Yes	H	M	-	H	L	No	H	M
Sonoma-Marin Rail	SMART	\$ 200	No	No	Yes	L	No	L	M	-	H	L	No	H	L
AC Transit Enhanced Bus: Hesperian/Foothill/MacArthur corridors	AC Transit	\$ 90	No	No	No	L	-	H	M	H	L	H	No	H	-

Note: "--" indicates that complete information is not available.

Date: December 19, 2001
W.I.: 12110
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Resolution No. 3357 Criteria: Definitions and Measurement

Financial Criteria:

Honor 1876 commitments: Priority assigned to those projects of the original seven “Tier 1” Resolution No. 1876 projects that do not yet have a defined and secured financial agreement.
Rating: “Yes” or “No”

TEA-21/federal reauthorization: Current federal financial support exists for the project, through TEA-21 authorizing language for New Starts funding, or other federal appropriation commitments.
Rating: “Yes” or “No”

TCRP/State commitments: Current state financial commitment is secured by the project, through Traffic Congestion Relief Program funds, or other existing state funding commitments.
Rating: “Yes” or “No”

Dedicated local commitments: Local financial commitment for the project, based on percentage of local funds to total capital costs.
Rating: “High”: Greater than 50%; “Medium”: 30% to 50%; “Low”: under 30%

Operations/Maintenance: Project can be maintained and operated once built, based on financial plans and policies submitted by the project sponsor, outlining sources and commitments of funds for the period of operations through the end of the RTP (2025) or for at least 10 years, whichever is longer. Any financial burden imposed by the transit expansion project may not undermine core bus service within the same system, especially that needed by transit dependent persons.
Rating: “Yes” or “No”

Performance Criteria:

Land Use: Evaluate potential system benefits accrued as a result of adjacent land uses along rail/bus corridors, based on year 2025 projected net residential and employment land use densities around planned stations or transit corridors.
Rating: “High”: urban or urban core/CBD; “Medium”: suburban; “Low”: rural or rural suburban, as measured below:

Net Population Density	Total Population/ Residential Area square miles	Net Employment Density	Total Employment/ Commercial Area square miles
Rural	< 5,000	Rural	< 5,000
Rural-Suburban	5,000-10,000	Suburban	5,000-20,000
Suburban	10,000-20,000	Urban	20,000-50,000
Urban	20,000-50,000	Urban Core	50,000-100,000
Urban Core	>50,000	Urban CBD	>100,000

Cost-effectiveness: “Cost per new rider”, measured as dollars per new rider (shifting from auto to transit; not transit to transit).

Rating: “High”: \$0 - \$15/new rider; *“Medium”*: \$16 - \$30/new rider;
“Low”: over \$30/new rider

Note: Resolution No. 3357 also provides for another measure of cost effectiveness: “transit user benefits” that will be incorporated into this analysis at a later date once the methodology is available from the Federal Transit Administration.

System Connectivity: Assess the interconnected relationship of the transit expansion and the existing transit network, through measures of connections, service frequency and gap closures.

Rating:

A. Number of Connecting Operators: “High”: 5 or more; *“Medium”*: 3 to 4; *“Low”*: 1 to 2

B. Frequency: Peak Period Headways: “High”: 10 minutes or less; *“Medium”*: 20 minutes to 11 minutes; *“Low”*: Greater than 20 minutes

C. Gap Closures: “Yes” or “No” for completion of a major closure in the regional network.

System Access: Determine the ability of users to easily access (via walking, biking, auto or transit transfers) the new extensions, based on number of modal access options

Rating: “High”: 4 or more; *“Medium”*: 3; *“Low”*: 1 to 2

Project Readiness: Priority assigned to projects that are able to proceed expeditiously to implementation, based on pre-construction activities completed or in progress as of December 2001.

Rating: “High”: corridor evaluation+environmental analysis+preliminary design and engineering; *“Medium”*: corridor evaluation+environmental analysis; *“Low”*: Sketch planning or corridor evaluation only.

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Regional Transit Expansion Policy: Recommended Program of Projects

PROJECT	COST (millions of YOE \$)
AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit	250
AC Transit Enhanced Bus: Hesperian/Foothill/MacArthur corridors	41
BART/Oakland Airport Connector	459
Tri-Valley Transit Access Improvements to BART	168
East Contra Costa BART Extension (eBART)	525
BART to Warm Springs	890
BART: Warm Springs to San Jose/Santa Clara	6,133
Caltrain Express: Baby Bullet ** OPEN FOR SERVICE**	128
Caltrain Electrification	785
Caltrain Express: Phase 2	427
Transbay Transit Center: Phase 1	1,189
Transbay Transit Center: Phase 2	2,996
Capitol Corridor Expansion	108
Capitol Corridor: Phase 2 Enhancements	89
Regional Express Bus **OPEN FOR SERVICE**	102
MUNI Third Street Light Rail Transit Project - Central Subway	1,290
SFCTA and SFMTA: Van Ness Avenue Bus Rapid Transit	88
Altamont Commuter Express (ACE): service expansion	150
Sonoma-Marin Rail	646
Dumbarton Rail	596
Downtown to East Valley: Light Rail and Bus Rapid Transit Phase 1 and 2	465
Expanded Ferry Service to Berkeley, Alameda/Oakland/Harbor Bay, Hercules, Richmond, and South San Francisco; and other improvements.	180

Attachment C: Regional Transit Expansion Policy - Funding Strategy

Project Capital Cost/Funding in Millions and Year of Expenditure \$ Alphabetical by Tier			Committed Funding						Regional Discretionary Funding											Capital Shortfall		
Project	Sponsor	Project Cost (YOE \$)	TCRP	Sales Tax	Resolution 1876	RTIP	Federal Earmarks	Other [see notes]	Section 5309 New Starts	Section 5309 Small Starts	Section 5309 Fixed Guideway Modernization	Ferryboat Discretionary	RM1	RM 2	AB 1171	Prop 1B - Transit	Prop 1B - SLPP	ITIP	ITIP Intercity Rail	CARB/ AB 434	Capital Shortfall	
Caltrain Express: Baby Bullet ** OPEN FOR SERVICE**	Caltrain JPB	128	127					1														-
Regional Express Bus **OPEN FOR SERVICE**	MTC	102	40											62								-

Tier 1 - No Current Scope, Schedule, Budget Issues as Reported By Sponsors

AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit	AC Transit	250		24		50	2	35		75				65								-
BART to Warm Springs	BART	890	100	221	205	69		26				53	85	5	40	86						-
East Contra Costa BART Extension (eBART)	BART/CCTA	525	7	196		14		6				52	96	115	40							-
Capitol Corridor Expansion	CCJPA	108	24			4		15										64				-
Capitol Corridor: Phase 2 Enhancements	CCJPA	89	1										3					85				-
MUNI Third Street Light Rail Transit Project - Central Subway	SFMTA	1,290	14	126		92		45	762							250						-
SFCTA and SFMTA: Van Ness Avenue Bus Rapid Transit	SFCTA and SFMTA	88		18						70												-
Transbay Transit Center: Phase 1	TJPA	1,189		105		28	64	646				53	142	150								-
Tri-Valley Transit Access Improvements to/from BART	BART/ACCMA/LAVTA	168	3	10				14		11		16	16	95	2							-
Downtown to East Valley: Light Rail and Bus Rapid Transit Phase 1 and 2	VTA	465		318		58										90						-
Alameda/Oakland/Harbor Bay, Hercules, Richmond, and South San Francisco; and other improvements.	WETA	180		47			19				25		89									-

Tier 2 - Projects Needing More Scope/Cost Refinement

BART/Oakland Airport Connector	BART	459		99		21		231				31	68					10				TBD
Caltrain Electrification	Caltrain JPB	785		360		28		23			4									29		341

Tier 3 - Projects Needing Ongoing Operating Funds

Sonoma-Marin Rail	SMART	646	37	24			7	65					35									478
BART: Warm Springs to San Jose/Santa Clara	VTA	6,133	649	4,734					750													-

Tier 4 - Shortfall is equal to or greater than 50% project cost

AC Transit Enhanced Bus: Grand-MacArthur corridor	AC Transit	41				7		1					3									30
Caltrain Express: Phase 2	Caltrain JPB	427						13		41					15							358
Dumbarton Rail	SMTA, ACCMA, VTA, ACTIA, Capitol Corridor	596		113		15							135					39				295
Altamont Commuter Express (ACE) Right-of-Way Acquisition for Service Expansion	SJRRC, ACCMA, VTA	150		67				3		5												75
Transbay Transit Center: Phase 2	TJPA	2,996		73				868					8									2,047
TOTAL		\$ 17,703	\$ 1,002	\$ 6,533	\$ 205	\$ 385	\$ 92	\$ 1,994	\$ 1,512	\$ 156	\$ 50	\$ 25	\$ 205	\$ 807	\$ 365	\$ 437	\$ 10	\$ 188	\$ 29	\$ 3,624		

Attachment C: Regional Transit Expansion Policy - Funding Strategy (cont.)

Notes: For all projects, see Terms and Conditions.

Detail on other funding is provided below:

1. AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit: \$35 million in CMAQ bonus funds programmed in 2008.
2. BART to Warm Springs: \$2.2 M local CMA funds. \$24 M in BART agency contribution. Prop 1B Transit funds are 50% MTC and 50% BART. Of the \$205 million in Resolution 1876 commitment, \$145 million is SFO Extension Revenues. Then SFO Extension revenues are subject to the provisions outlined in Attachment D, subsection 5.
3. East Contra Costa BART Extension: \$6 million in developer fees. Prop 1B Transit funds are 50% MTC and 50%
4. Capitol Corridor Expansion: Other includes \$10 million in ACE funds, \$.5 million in Caltrain funds, \$2.1 million in CCJPB funds, \$2.3 million in State PTA funds and \$0.5 million in Prop 116 funds.
5. Muni Third Street Light Rail Project: New Starts request is \$762 million in Year of Expenditure dollars. Prop 1B Transit funds are 40% MTC and 60% SFMTA.
6. Transbay Transit Center Phase 1: Other funds include \$411 million in land sales and tax increment revenue, \$8.8 million in FTA 1601 funds, and \$227 million in TIFIA loan proceeds.
7. Tri-Valley Transit Access Improvements to BART: \$6 million in federal CMAQ funds, \$6.4 million in federal 5307 funds, and \$1.6 million in TDA funds. Prop 1B Transit funds are LAVTA Revenue-based.
8. VTA Downtown to East Valley: Prop 1B Transit funds are 50% MTC and 50% VTA.
9. BART/Oakland Airport Connector: \$31.5 million is Port of Oakland funds, \$25 million federal Public/Private Pilot Program and \$174 million private financing.
10. Caltrain Electrification: \$12 million in regional STP/CMAQ funds and \$11.3 million in PJPB funds.
11. Sonoma-Marin Rail: Other includes \$28 million in Prop. 116 and \$37.2 million in North Coast Rail Authority funds
12. BART: Warm Springs to San Jose/Santa Clara: New Starts request is \$750 million in Year of Expenditure dollars. Confirmation of RTP commitment pending reconciliation by VTA between the Santa Clara county-wide plan and MTC's Transportation 2030.
13. AC Transit Enhanced Bus: Grand MacArthur Corridor: \$.8 million is Transportation Fund for Clean Air funds through BAAQMD
14. Caltrain Express: \$13.2 million is Joint Powers Board member contributions.
15. ACE Service Expansion: Other includes \$3 million in San Joaquin federal fund contributions.
16. Transbay Transit Center Phase 2: Other funds include \$424 million in land sales and tax increment revenue and \$445 million in TIFIA loan proceeds.

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Definitions and Assumptions of Regional Discretionary Funding

- Federal Section 5309 New Starts: the total shown is an estimate for the 25-year RTP period. This estimate trends against recent historical averages of the Bay Area's New Starts funding compared to the nation, an average of 7% over the last 10 years. This represents a target for advocacy in Washington, D.C.; actual authorizations and appropriations are at the discretion of Congress.
- Federal Section 5309 Small Starts: estimate for the 25-year RTP period, beginning with the federal reauthorization in 2005. Small Start Capital Grants may not exceed \$75 million under law. This represents a target for advocacy in Washington D.C.; actual authorization and appropriations are at the discretion of Congress. This estimate does not include the Very Small Starts program.
- Federal Section 5309 Rail Modernization: These Federal Transit Administration formula funds are eligible for fixed guideway infrastructure projects. In the MTC region these funds are by policy devoted to capital replacement. The funding would replace diesel locomotives with electric locomotives when eligible for the Caltrain Electrification project.
- Federal Ferryboat Discretionary Program: estimate for the 25-year RTP period, beginning with the federal reauthorization in 2005; provides a special category for the construction of ferry boats and ferry terminal facilities. This represents a target for advocacy in Washington D.C.; actual authorization and appropriations are at the discretion of Congress.
- Regional Measure 1 Rail Reserve: the total shown is an estimate for the 25-year RTP period, net of existing commitments to the BART Warm Springs extension. These funds from the base \$1 Bay Bridge toll are directly allocated by the Commission to rail projects in the bridge corridor according to a statutory formula splitting the funds 70% to East Bay projects, and 30% to West Bay projects. This funding estimate assumes debt financing against this revenue stream. This estimate was revised as part of the 2008 Strategic Plan effort.
- Regional Measure 2: Regional voter-approved measure providing \$812 million to Resolution 3434 projects. The specific amounts are identified in statute for each project. This funding estimate assumes debt financing against this revenue stream.

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- AB 1171: This is a discretionary funding source passed by the Legislature and signed by the Governor in October 2001. AB 1171 (Dutra) extends the \$1 seismic surcharge (the second half of the current \$2 auto toll) on the seven state-owned Bay Area toll bridges for up to 30 years to finance retrofit work. Under certain financing provisions, a portion of that toll revenue will return to MTC acting as the Bay Area Toll Authority (BATA). This funding can be used for projects consistent with the voter approved Regional Measure 1 program—including congestion relief projects in corridors served by some proposed transit expansion projects—and is estimated over the 25-year period of the RTP to total \$570 million; \$370 million of this amount is being assigned to the Regional Transit Expansion program of projects. This estimate was revised as part of the 2008 Strategic Plan effort.
- Proposition 1B Transit: Proposition 1B, approved by California voters in November 2006, directed \$3.6 billion toward transit capital improvements, including about \$1.3 billion for projects in the Bay Area. Within this \$1.3 billion, roughly \$1 billion is distributed directly to the transit operators, and about \$347 million is anticipated to come directly to MTC through statutorily defined formulas. On June 27th, 2007 the Commission adopted the MTC Proposition 1B Regional Transit Program - Resolution 3814. Resolution 3814 committed \$185 million in Proposition 1B - Population-based funds conditioned upon operators committing \$185 million in Proposition 1B - Revenue-based funds. Operator contributions may exceed the matching requirement of Resolution 3814.
- Proposition 1B State Local Partnership: Proposition 1B, approved by California voters in November 2006, directed \$1 billion toward the State/Local Partnership Program (SLPP). This program was included in the bond measure to reward local jurisdictions for their financial contributions to California's transportation system. The program may match county sales taxes, transit sales taxes, and voter-approved bridge tolls such as Regional Measures 1 and 2. Should the eligible match element of the program include bridge tolls, MTC commits the initial \$40 million to Resolution 3434 projects conditioned on SLPP contributions from partner agencies, as outlined in Attachment D. The remaining amount, estimated to be roughly \$26 million, would be held in an unrestricted reserve.
- Interregional Transportation Improvement Program: the total shown is an estimate for the 25-year RTP period; other ITIP funding is assumed for highway and other projects. As ITIP funds are the state's discretionary portion of the State Transportation Improvement Program, this represents a target for advocacy in Sacramento. Actual programming commitments and allocations are at the discretion of the California Transportation Commission.

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- CARB/AB 434: Both the California Air Resources Board (CARB) and the Bay Area Air Quality Management District (AB 434) administer discretionary funding programs focused in whole or in part on reducing emissions from diesel engines. \$29 million is assumed from the two programs combined to help fund the Caltrain electrification project. This funding target for advocacy over the RTP period is sized to the annual funding levels of the two programs.

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Terms and Conditions

General Terms

1. Operating Funding – In order for an extension of service to be included in the Regional Transportation Plan (RTP), the project sponsor must provide evidence of its ability to fund operation of the service for a minimum of 10 years, or the duration of operations within the 25-year RTP time horizon, whichever is longer. These financial capacity determinations must also include a demonstration of the transit operator's ability to sustain levels of core bus services to low-income and minority populations, as required under MTC Resolution No. 3357. Should the transit operator's financial stability deteriorate, or the expansion project in question experience significant cost increases, these financial capacity determinations will be revisited in MTC's review of the operator's applicable Short Range Transit Plan.
2. Cost Increases – Commitments of regional discretionary funds (Section 5309 New Starts, Small Starts, and Fixed Guideway Modernization, Regional Measure 1 Rail Reserve, ITIP, AB 1171, CARB/AB 434, Regional Measure 2, Ferry Boat Discretionary) are capped at the amounts shown in Attachment C in year of expenditure dollars. Project sponsors are responsible for funding any cost increases (including financing costs) above the estimates shown in Attachment C from other sources. Funding shortfalls must be addressed for projects to be included in the Regional Transportation Plan.
3. Amendment – The Commission shall consider amending this regional transit expansion program following the passage of major new funding sources that could advance projects with current shortfalls into the RTP. New funding sources also could be used to offset cost increases for projects already included in the RTP.
4. Station Access Planning: Consistent with recommendations of MTC's Regional Bicycle Plan, all new transit stations that are built as result of Resolution No. 3434 investments must provide direct and convenient pedestrian and bicycle access from adjacent walkways and bicycle facilities. Station access planning shall be consistent with the conclusions reached from the evaluation of FSM 5 in the 2001 Bay Area Ozone Attainment Plan.

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Specific Conditions

1. Section 5309 New Starts – The region’s priorities for federal New Starts funds are the BART Extension to Silicon Valley and the Muni Central Subway project, with equal priority.
2. Section 5309 Small Starts – The region’s priorities for federal Small Starts funds are the AC Transit Oakland/San Leandro Bus Rapid Transit project and the Van Ness Avenue Bus Rapid Transit project in San Francisco, with equal priority.
3. AB 1171 – These funds will be subject to terms and conditions established by MTC acting as the Bay Area Toll Authority (BATA). The balance of these funds not committed in Attachment C will be reserved as follows:
 - **Corridor Improvements Adjacent to the I-80/680 Interchange:** \$100 million reserved for improvements in the vicinity of the I-80/680 interchange. These AB1171 funds are in addition to the \$100 million approved through Regional Measure 2 (RM2) for corridor improvements in the vicinity of the I-80/680 interchange.
 - **Other Improvements:** \$100 million for other corridor improvements.
4. BART Warm Springs to San Jose – In addition to the general terms for operating funding imposed on all projects, the BART Warm Springs to San Jose project is included in the RTP contingent upon approval by the BART and VTA Boards of an operating and maintenance agreement regarding extension of service into Santa Clara County and associated impacts of the extension on the core BART system. If a TDA “lien” is implemented pursuant to the BART/VTA agreement after 2009, MTC will condition allocation of the remaining TDA funds subject to the following:

At the time that the BART to San Jose extension commences revenue service, or at any point thereafter, should VTA’s bus service levels have not achieved, or later fall below, a 600 fleet/500 peak target, then MTC shall hold public hearings at which VTA must demonstrate that services to Title VI communities have been assured, based on MTC’s Lifeline Transportation analysis, as validated and amended by transit operators and the Congestion Management Agencies.

Should VTA choose to identify TDA funds as the guaranteed operating and maintenance subsidy pursuant to the BART/VTA agreement and demonstrate that it has secured other funding sources

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to replace the TDA revenue so guaranteed, then MTC shall not condition its allocation of TDA funds as described above.

5. BART Extension to Warm Springs: MTC commits the following funds subject to availability: \$40 million from MTC's share of Proposition 1B State Local Partnership Program, \$29 million in RM1 and \$5 million in AB 1171. These funding commitments are conditioned upon: 1) BART contributing an additional \$24 million; 2) Alameda and Santa Clara Counties contribute \$30 million and \$16 million, respectively, from Proposition 1B State Local Partnership Program proceeds; and 3) VTA's Board committing to a full funding plan for an operable BART segment in Santa Clara County.

To address the cash flow challenges wherein the \$145 million surplus fare revenue on the BART SFO Extension are not expected to be available during the BART to Warm Springs construction period, \$91 million of Regional Measure 2 (RM2) and \$54 million, shared equally, in funding advanced from MTC and BART/ACTIA are proposed. This proposal is conditioned on the following: 1) the Commission holding a public hearing and approving reassignment of \$91 million in RM2 funds from the Dumbarton Rail project to the BART to Warm Springs project; and 2) first priority and equivalent repayment of \$27 million each to MTC and ACTIA/BART from the surplus BART SFO Extension revenues

6. AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit: MTC commits \$35 million in CMAQ funds subject to the following conditions: 1) Alameda County Congestion Management Agency (ACCMA) adopts an RTIP funding commitment plan and explores a strategy to advance the \$40 million RTIP funds commitment; 2) AC Transit submits documentation for inclusion into the 2009 Federal Transit Administration (FTA) Small Starts report; and 3) AC Transit adopts a board resolution committing to the following: a) use the \$35 million to deliver a useable bus rapid transit segment; and b) develop a phasing plan to deliver the full Berkeley/Oakland/San Leandro Bus Rapid Transit project, if the entire project as submitted to FTA for the Small Starts program, is not immediately deliverable.
7. Dumbarton Rail: Should the Commission hold an RM2 Public Hearing and reassign \$91 million in RM2 funds from the Dumbarton Rail project to the BART to Warm Springs project, the \$91 million will be replaced with \$91 million in Alameda Regional Transportation Improvement Program (RTIP) funds. The reassignment is conditioned on the Alameda County Congestion Management Agency adopting a board resolution committing the RTIP funds to the project. MTC, in cooperation with Caltrain and the other funding partners, shall:

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1. Support completion of the alternatives analysis and environmental phase
2. Support steps toward the purchase of Right-of-Way in the ACE, Capitol, and Dumbarton Corridors
3. Support expanded cost-effective express bus service in the corridor to build ridership
4. Explore other funding opportunities, including the potential for future bridge tolls, to accelerate repayment of the reassigned \$91 million in RM2 funds.
5. In conjunction with all funding partners, explore other funding opportunities, including the potential for future bridge tolls, to close the \$300 million project shortfall.

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MTC RESOLUTION 3434 TOD POLICY FOR REGIONAL TRANSIT EXPANSION PROJECTS

1. Purpose

The San Francisco Bay Area—widely recognized for its beauty and innovation—is projected to grow by almost two million people and one and a half million jobs by 2030. This presents a daunting challenge to the sustainability and the quality of life in the region. Where and how we accommodate this future growth, in particular where people live and work, will help determine how effectively the transportation system can handle this growth.

The more people who live, work and study in close proximity to public transit stations and corridors, the more likely they are to use the transit systems, and more transit riders means fewer vehicles competing for valuable road space. The policy also provides support for a growing market demand for more vibrant, walkable and transit convenient lifestyles by stimulating the construction of at least 42,000 new housing units along the region's major new transit corridors and will help to contribute to a forecasted 59% increase in transit ridership by the year 2030.

This TOD policy addresses multiple goals: improving the cost-effectiveness of regional investments in new transit expansions, easing the Bay Area's chronic housing shortage, creating vibrant new communities, and helping preserve regional open space. The policy ensures that transportation agencies, local jurisdictions, members of the public and the private sector work together to create development patterns that are more supportive of transit.

There are three key elements of the regional TOD policy:

- (a) Corridor-level thresholds to quantify appropriate minimum levels of development around transit stations along new corridors;
- (b) Local station area plans that address future land use changes, station access needs, circulation improvements, pedestrian-friendly design, and other key features in a transit-oriented development; and
- (c) Corridor working groups that bring together CMAs, city and county planning staff, transit agencies, and other key stakeholders to define expectations, timelines, roles and responsibilities for key stages of the transit project development process.

2. TOD Policy Application

The TOD policy only applies to physical transit extensions funded in Resolution 3434 (see Table 1). The policy applies to any physical transit extension project with regional discretionary funds, regardless of level of funding. Resolution 3434 investments that only entail level of service improvements or other enhancements without physically extending the system are not subject to

TABLE 1
Resolution 3434 Transit Extension Projects Subject to Corridor Thresholds

Project	Sponsor	Type	Threshold is met with current development?
BART East Contra Costa Rail Extension	BART/CCTA	Commuter Rail	No
BART – Downtown Fremont to San Jose / Santa Clara (a) Fremont to Warm Springs (b) Warm Springs to San Jose/Santa Clara	(a) BART (b) VTA	BART extension	No
AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit: Phase 1	AC Transit	Bus Rapid Transit	Yes
Caltrain Downtown Extension/Rebuilt Transbay Terminal	TJPA	Commuter Rail	Yes
MUNI Third Street LRT Project Phase 2 – New Central Subway	MUNI	Light Rail	Yes
Sonoma-Marin Rail	SMART	Commuter Rail	No
Dumbarton Rail	SMTA, ACCMA, VTA, ACTIA, Capitol Corridor	Commuter Rail	No
Expanded Ferry Service to Berkeley, Alameda/Oakland/Harbor Bay, Hercules, Richmond, and South San Francisco; and other improvements.	WTA	Ferry	No
<p><i>* Ferry terminals where development is feasible shall meet a housing threshold of 2500 units. MTC staff will make the determination of development feasibility on a case by case basis.</i></p>			

the TOD policy requirements. Single station extensions to international airports are not subject to the TOD policy due to the infeasibility of housing development.

3. Definitions and Conditions of Funding

For purposes of this policy “regional discretionary funding” consists of the following sources identified in the Resolution 3434 funding plan:

- FTA Section 5309- New Starts
- FTA Section 5309- Bus and Bus Facilities Discretionary
- FTA Section 5309- Rail Modernization
- Regional Measure 1- Rail (bridge tolls)
- Regional Measure 2 (bridge tolls)
- Interregional Transportation Improvement Program
- Interregional Transportation Improvement Program-Intercity rail
- Federal Ferryboat Discretionary
- AB 1171 (bridge tolls)
- CARB-Carl Moyer/AB434 (Bay Area Air Quality Management District) ¹

These regional funds may be programmed and allocated for environmental and design related work, in preparation for addressing the requirements of the TOD policy. Regional funds may be programmed and allocated for right-of-way acquisition in advance of meeting all requirements in the policy, if land preservation for TOD or project delivery purposes is essential. No regional funds will be programmed and allocated for construction until the requirements of this policy have been satisfied. See Table 2 for a more detailed overview of the planning process.

4. Corridor-Level Thresholds

Each transit extension project funded in Resolution 3434 must plan for a minimum number of housing units along the corridor. These corridor-level thresholds vary by mode of transit, with more capital-intensive modes requiring higher numbers of housing units (see Table 3). The corridor thresholds have been developed based on potential for increased transit ridership, exemplary existing station sites in the Bay Area, local general plan data, predicted market demand for TOD-oriented housing in each county, and an independent analysis of feasible development potential in each transit corridor.

¹ The Carl Moyer funds and AB 434 funds are controlled directly by the California Air Resources Board and Bay Area Air Management District. Res. 3434 identifies these funds for the Caltrain electrification project, which is not subject to the TOD policy.

TABLE 2 REGIONAL TOD POLICY IMPLEMENTATION PROCESS FOR TRANSIT EXTENSION PROJECTS		
Transit Agency Action	City Action	MTC/CMA/ABAG Action
<p><i>All parties in corridors that do not currently meet thresholds (see Table 1) establish Corridor Working Group to address corridor threshold. Conduct initial corridor performance evaluation, initiate station area planning.</i></p> <p style="text-align: center;">↓</p>		
Environmental Review/ Preliminary Engineering /Right-of-Way	Conduct Station Area Plans	Coordination of corridor working group, funding of station area plans
<p><i>Step 1 Threshold Check: the combination of new Station Area Plans and existing development patterns exceeds corridor housing thresholds .</i></p>		
Final Design	Adopt Station Area Plans. Revise general plan policies and zoning, environmental reviews	Regional and county agencies assist local jurisdictions in implementing station area plans
<p><i>Step 2 Threshold Check: (a) local policies adopted for station areas; (b) implementation mechanisms in place per adopted Station Area Plan by the time Final Design is completed.</i></p> <p style="text-align: center;">↓</p>		
Construction	Implementation (financing, MOUs) Solicit development	TLC planning and capital funding, HIP funding

**TABLE 3: CORRIDOR THRESHOLDS
 HOUSING UNITS – AVERAGE PER STATION AREA**

Project Type \ Threshold	BART	Light Rail	Bus Rapid Transit	Commuter Rail	Ferry
Housing Threshold	3,850	3,300	2,750	2,200	2,500*

Each corridor is evaluated for the Housing Threshold. For example, a four station commuter rail extension (including the existing end-of-the-line station) would be required to meet a corridor-level threshold of 8,800 housing units.

Threshold figures above are an average per station area for all modes except ferries based on both existing land uses and planned development within a half mile of all stations. New below market rate housing is provided a 50% bonus towards meeting housing unit threshold.

** Ferry terminals where development is feasible shall meet a housing threshold of 2500 units. MTC staff will make the determination of development feasibility on a case by case basis.*

- Meeting the corridor level thresholds requires that within a half mile of all stations, a combination of existing land uses and planned land uses meets or exceeds the overall corridor threshold for housing (listed in Table 3);
- Physical transit extension projects that do not currently meet the corridor thresholds with development that is already built will receive the highest priority for the award of MTC’s Station Area Planning Grants.
- To be counted toward the threshold, planned land uses must be adopted through general plans, and the appropriate implementation processes must be put in place, such as zoning codes. General plan language alone without supportive implementation policies, such as zoning, is not sufficient for the purposes of this policy. Ideally, planned land uses will be formally adopted through a specific plan (or equivalent), zoning codes and general plan amendments along with an accompanying programmatic Environmental Impact Report (EIR) as part of the overall station area planning process. Minimum densities will be used in the calculations to assess achievement of the thresholds.
- An existing end station is included as part of the transit corridor for the purposes of calculating the corridor thresholds; optional stations will not be included in calculating the corridor thresholds.

- New below-market housing units will receive a 50 percent bonus toward meeting the corridor threshold (i.e. one planned below-market housing unit counts for 1.5 housing units for the purposes of meeting the corridor threshold. Below market for the purposes of the Resolution 3434 TOD policy is affordable to 60% of area median income for rental units and 100% of area median income for owner-occupied units);
- The local jurisdictions in each corridor will determine job and housing placement, type, density, and design.
- The Corridor Working Groups are encouraged to plan for a level of housing that will significantly exceed the housing unit thresholds stated here during the planning process. This will ensure that the Housing Unit Threshold is exceeded corridor-wide and that the ridership potential from TOD is maximized.

5. Station Area Plans

Each proposed physical transit extension project seeking funding through Resolution 3434 must demonstrate that the thresholds for the corridor are met through existing development and adopted station area plans that commit local jurisdictions to a level of housing that meets the threshold. This requirement may be met by existing station area plans accompanied by appropriate zoning and implementation mechanisms. If new station area plans are needed to meet the corridor threshold, MTC will assist in funding the plans. The Station Area Plans shall be conducted by local governments in coordination with transit agencies, Association of Bay Area Governments (ABAG), MTC and the Congestion Management Agencies (CMAs).

Station Area Plans are opportunities to define vibrant mixed use, accessible transit villages and quality transit-oriented development – places where people will want to live, work, shop and spend time. These plans should incorporate mixed-use developments, including new housing, neighborhood serving retail, employment, schools, day care centers, parks and other amenities to serve the local community.

At a minimum, Station Area Plans will define both the land use plan for the area as well as the policies—zoning, design standards, parking policies, etc.—for implementation. The plans shall at a minimum include the following elements:

- Current and proposed land use by type of use and density within the ½ mile radius, with a clear identification of the number of existing and planned housing units and jobs;
- Station access and circulation plans for motorized, non-motorized and transit access. The station area plan should clearly identify any barriers for pedestrian, bicycle and wheelchair access to the station from surrounding neighborhoods (e.g., freeways, railroad tracks, arterials with inadequate pedestrian crossings), and should propose strategies that will remove these barriers and maximize the number of residents and employees that can access the station by these means. The station area and transit village public spaces shall be made accessible to persons with disabilities.
- Estimates of transit riders walking from the half mile station area to the transit station to use transit;
- Transit village design policies and standards, including mixed use developments and pedestrian-scaled block size, to promote the livability and walkability of the station area;

- TOD-oriented parking demand and parking requirements for station area land uses, including consideration of pricing and provisions for shared parking;
- Implementation plan for the station area plan, including local policies required for development per the plan, market demand for the proposed development, potential phasing of development and demand analysis for proposed development.

The Station Area Plans shall be conducted according to the guidelines established in MTC's Station Area Planning Manual.

6. Corridor Working Groups

The goal of the Corridor Working Groups is to create a more coordinated approach to planning for transit-oriented development along Resolution 3434 transit corridors. Each of the transit extensions subject to the corridor threshold process, as identified in Table 1, will need a Corridor Working Group, unless the current level of development already meets the corridor threshold. Many of the corridors already have a transit project working group that may be adjusted to take on this role. The Corridor Working Group shall be coordinated by the relevant CMAs, and will include the sponsoring transit agency, the local jurisdictions in the corridor, and representatives from ABAG, MTC, and other parties as appropriate.

The Corridor Working Group will assess whether the planned level of development satisfies the corridor threshold as defined for the mode, and assist in addressing any deficit in meeting the threshold by working to identify opportunities and strategies at the local level. This will include the key task of distributing the required housing units to each of the affected station sites within the defined corridor. The Corridor Working Group will continue with corridor evaluation, station area planning, and any necessary refinements to station locations until the corridor threshold is met and supporting Station Area Plans are adopted by the local jurisdictions.

MTC will confirm that each corridor meets the housing threshold prior to the release of regional discretionary funds for construction of the transit project.

7. Review of the TOD Policy

MTC staff will conduct a review of the TOD policy and its application to each of the affected Resolution 3434 corridors, and present findings to the Commission, within 12 months of the adoption of the TOD policy.

APPENDIX A – 10

Regional Policies: Long-Range Planning / Plan Bay Area

**MTC's Regional Policy for Accommodation of Bicycle and
Pedestrian Facilities During Transportation Project Planning,
Design, Funding and Construction**

MTC Resolution No. 3765



Date: June 28, 2006
W.I.: 1125
Referred by: POC

ABSTRACT

Resolution No. 3765

This resolution sets forth MTC's regional policy for accommodation of bicycle and pedestrian facilities during transportation project planning, design, funding and construction.

Further discussion of these actions are contained in the MTC Executive Director's Memorandum to the Planning Committee dated June 9, 2006.

Date: June 28, 2006
W.I.: 1125
Referred by: PC

RE: Regional Policies for Accommodation of Bicycle and Pedestrian Facilities In Transportation Project Planning, Design, Funding and Construction

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3765

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 adopted Resolution No. 3427 in 2001 which adopted the 2001 Regional Transportation Plan and the 2001 Regional Bicycle Plan for the region; and

WHEREAS, MTC adopted Resolution No. 3681 in 2005 which adopted the Transportation 2030 Plan including Calls to Action to address bicyclist and pedestrian transportation needs during project development; and

WHEREAS, MTC recognizes that coordinated development of pedestrian and bicycle infrastructure offers cost savings in the long term and opportunities to create safe and convenient bicycle and pedestrian travel; now, therefore, be it

RESOLVED, that MTC adopts the Recommendations from the study *Routine Accommodation of Pedestrians and Bicyclists in the Bay Area*, as outlined in Attachment A, attached hereto and incorporated herein as though set forth at length

METROPOLITAN TRANSPORTATION COMMISSION



Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on June 28, 2006.

Date: June 28, 2006
W.I.: 1125
Referred by: PC

Attachment A
Resolution No. 3765
Page 1 of 2

Routine Accommodation of Pedestrians and Bicyclists in the Bay Area: Study Recommendations

POLICY

1. Projects funded all or in part with regional funds (e.g. federal, STIP, bridge tolls) shall consider the accommodation of bicycle and pedestrian facilities, as described in Caltrans Deputy Directive 64. These recommendations shall not replace locally adopted policies regarding transportation planning, design, and construction. These recommendations are intended to facilitate the accommodation of pedestrians, which include wheelchair users, and bicyclist needs into all projects where bicycle and pedestrian travel is consistent with current, adopted regional and local plans. In the absence of such plans, federal, state, and local standards and guidelines should be used to determine appropriate accommodations.

PROJECT PLANNING and DESIGN

2. Caltrans and MTC will make available routine accommodations reports and publications available on their respective websites.
3. To promote local bicyclist and pedestrian involvement, Caltrans District 4 will maintain and share, either quarterly or semi-annually at the District 4 Bicycle Advisory Committee, a table listing ongoing Project Initiation Documents (PIDS) for Caltrans and locally-sponsored projects on state highway facilities where bicyclists and pedestrians are permitted.

FUNDING and REVIEW

4. MTC will continue to support funding for bicycle and pedestrian planning, with special focus on the development of new plans and the update of plans more than five years old.
5. MTC's-fund programming policies shall ensure project sponsors consider the accommodation of bicyclists and pedestrians consistent with Caltrans' Deputy Directive 64. Projects funded all or in part with regional discretionary funds must consider bicycle and pedestrian facilities in the full project cost consistent with Recommendation 1 above. The Federal Highway Administration recommends including up to 20% of the project cost to address non-motorized access improvements; MTC encourages local agencies to adopt their own percentages.

6. TDA Article 3, Regional Bike/Ped, and TLC funds shall not be used to fund bicycle and pedestrian facilities needed for new roadway or transit construction projects that remove or degrade bicycle and pedestrian access. Funding to enhance bicycle and/or pedestrian access associated with new roadway or transit construction projects should be included in the funding for that project.
7. MTC, its regional bicycle and pedestrian working groups, the Partnership's Local Streets and Roads committee, and the county congestion management agencies (CMAs) shall develop a project checklist to be used by implementing agencies to evaluate bicycle and pedestrian facility needs and to identify its accommodation associated with regionally-funded roadway and transit projects consistent with applicable plans and/or standards. The form is intended for use on projects at their earliest conception or design phase and will be developed by the end of 2006.
8. CMAs will review completed project checklists and will make them available through their websites, and to their countywide Bicycle/Pedestrian Advisory Committees (BPACs) for review and input to ensure that routine accommodation is considered at the earliest stages of project development. The checklist outlined in Recommendation 7 should be the basis of this discussion prior to projects entering the TIP.
9. Each countywide BPAC shall include members that understand the range of transportation needs of bicyclists and pedestrians consistent with MTC Resolution 875 and shall include representation from both incorporated and unincorporated areas of the county.
10. MTC and its partner agencies will monitor how the transportation system needs of bicyclists and pedestrians are being addressed in the design and construction of transportation projects by auditing candidate TIP projects to track the success of these recommendations. Caltrans shall monitor select projects based on the proposed checklist.

TRAINING

11. Caltrans and MTC will continue to promote and host project manager and designer training sessions to staff and local agencies to promote routine accommodation consistent with Deputy Directive 64.

APPENDIX A – 11

Regional Policies: Long-Range Planning / Plan Bay Area

Transit Sustainability Project
MTC Resolution No. 4060



Date: May 23, 2012
Referred by: TSP Select Committee
Revised: 04/24/13-C

ABSTRACT

Resolution No. 4060, Revised

This resolution approves the recommendations of the Transit Sustainability Project.

This resolution was amended on April 24, 2013 to include the Inner East Bay Comprehensive Operational Analysis recommendations.

Discussion of the recommendations made under this resolution is contained in the Executive Director Memorandum presented to the Select Committee on Transit Sustainability on April 11, 2012 and March 27, 2013.

Date: May 23, 2012
Referred by: TSP Select Committee

Re: Transit Sustainability Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4060

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, MTC develops a long-range Regional Transportation Plan (RTP), pursuant to Government Code §§ 66513 and 65080; and

WHEREAS, the last major update of the RTP, adopted in April 2009 (Transportation 2035 - MTC Resolution No. 3893), identified twenty-five year transit capital and operating shortfalls of \$17 billion and \$8 billion, respectively; and

WHEREAS, to address these shortfalls, as well as address immediate transit operators’ service reductions and budget shortfalls, to improve transit performance for the customer, and to attract more customers to the transit system, in January 2010, the Commission created the Select Committee on Transit Sustainability to guide the Transit Sustainability Project (TSP); and

WHEREAS, the TSP focused on three project elements: financial, service performance and institutional frameworks; and

WHEREAS, to inform the TSP, a Project Steering Committee was formed, made up of transit agency, government, labor, business, environmental and equity representatives to provide executive-level input into the project; and

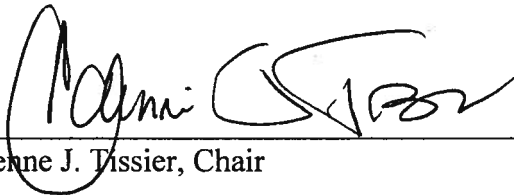
WHEREAS, additional input and guidance was received from the MTC Policy Advisory Committee, as well as from multiple public events and forums sponsored by interested parties; now, therefore, be it

RESOLVED, that based on project findings related to the financial and service performance of the Bay Area transit system, MTC approves the performance measures and targets and investment recommendations set forth in Attachment A to this resolution; and, be it further

RESOLVED, that based on project findings related to the financial, service performance, and institutional framework of the Bay Area transit system, MTC approves the policy recommendations set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC will conduct periodic reviews of progress toward the performance targets and policy recommendation implementation.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on May 23, 2012.

Performance and Investment Policies

Performance Measures and Targets

To monitor the performance of the seven largest transit agencies in the Bay Area, the Commission establishes the following TSP performance target, measures, and monitoring process:

Performance Target

5% real reduction in at least one of the following performance measures by FY2016-17 and no growth beyond CPI thereafter. To account for the results of recent cost control strategies at agencies, the baseline year will be set at the highest cost year between FY2007-08 and FY2010-11.

Performance Measures

- Cost Per Service Hour*
- Cost Per Passenger*
- Cost Per Passenger Mile*

**As defined by the Transportation Development Act*

Monitoring Process

In FY2012-13, agencies are to adopt a strategic plan to meet one or more of the targets and submit to MTC.

On an annual basis, starting in FY2013-14, the transit agencies submit performance measure data on all three targets to MTC.

In FY2017-18, MTC will analyze agency progress in meeting target

In FY2018-19, MTC will link existing and new operating and capital funds administered by MTC to progress towards achieving the performance target.

The following agencies, the largest seven transit agencies in the Bay Area, are subject to the performance measures and targets: AC Transit; BART, Caltrain, Golden Gate Transit, SFMTA, SamTrans, and Santa Clara VTA.

Transit Performance Initiative and Customer Satisfaction Survey

The Commission establishes an investment, incentive and monitoring strategy to improve service performance and attract new riders to the region's transit system. The target for each agency is to increase ridership levels at or above the rate of population growth in counties/corridors in which the agency operates service. Agencies are encouraged to utilize the Transit Competitive Index tool, developed for the Bay Area as part of the TSP, to achieve this target.

Investment

As part of the OneBayArea Grant program, the Commission has established an initial commitment of \$30 million to fund service improvements on major bus and light rail corridors, focusing on improvements to major corridors in the AC Transit, SFMTA, SamTrans, and Santa Clara VTA service areas. If successful in demonstrating achievement of operational and ridership goals, similar investments would be recommended in the future.

Incentive

The Commission will reward transit agencies that achieve ridership increases and productivity improvements and will allocate transit funds on the basis of performance, thereby encouraging *all* of the region's transit operators to continuously improve their service and attract more riders. Funding sources, amounts and distribution formulas shall be established by the Commission. In establishing distribution formulas, the Commission shall consider at least one alternative that does not reduce the cumulative current funding level for small operators for the fund sources established by the Commission for this incentive program.

Monitor

Maintaining and/or improving customer satisfaction ratings is an important indicator of whether transit is meeting the needs of the traveling public. The Commission will conduct a bi-annual regional customer satisfaction survey to provide a consistent region-wide mechanism to measure customer satisfaction and provide information to build new ridership and improve service. Agencies will be required to coordinate data collection efforts, either through cost sharing, resource sharing, or project management.

Service, Paratransit and Institutional Recommendations

Service

- 1. Integrate bus/rail scheduling software to facilitate schedule coordination and customer travel planning. Establish a regional schedule change calendar.**

The Commission finds that schedule coordination between connecting agencies will increase the attractiveness of public transit but that connecting agencies make schedule changes on different dates and in some cases use incompatible scheduling software systems that make schedule integration difficult. This recommendation would align the schedule change calendar for major schedule changes among the region's operators and require all connecting operators to implement a compatible scheduling software system. Implementation would be subject to each transit agency's future scheduling system procurement timeline, and, for some agencies, may be subject to negotiation of changes to existing labor contract provisions that govern schedule change dates.

- 2. Conduct multi-agency Short-Range Transit Plans (SRTPs) at the county or subregion-level to promote interagency service and capital planning.**

The Commission has historically provided federal planning funds for each transit agency to independently prepare an SRTP of the agency's 10-year operating and capital plan. This recommendation would strengthen the joint planning that has begun in the region and recommend that transit agencies in a county or multi-agency travel corridor collaborate on a 10-year plan. The multi-agency SRTPs should develop capital replacement priorities and schedules, consider connectivity in service planning, establish fare policy consistency, establish common performance measures, and identify opportunities for shared functions. Future funding for SRTPs will take into account coordination opportunities.

- 3. Support transit agency operations on major corridors by requiring local jurisdictions to consider transit operating speeds and reliability in projects affecting these corridors.**

Travel time savings are a key component in building customer satisfaction and attracting new passengers. Under the Commission's proposed OneBayArea Grants program, local jurisdictions are required to adopt a complete streets resolution to be eligible for regional funding. Complete streets aims to consider all road network users including pedestrians, bicyclists and transit riders. MTC is further proposing to expand the scope of the Freeway Performance Initiative to include investments to improve transit operations on key arterial roadways.

4. Consider fare policies focused on the customer that improve regional/local connections.

Implement the Phase III Clipper requirements to revise existing operations and fare policies to a standardized set of business rules. Continue to work towards a more consistent regional standard for fare discount policies and minimize transfer penalties so that passengers can choose the most optimal route for their transit trip.

5. Recommendations specific to Marin, Sonoma, and Solano Counties

The Commission is committed to achieving more rational service delivery in geographic areas served by multiple transit agencies by supporting the collaboration, coordination and consolidation efforts already underway to bring them to implementation stage.

Sonoma: County-level SRTP work is underway in Sonoma County. MTC will provide funding to the Sonoma County Transportation Authority to collect customer opinion and demographic survey data to better inform service planning throughout the county.

Marin/Sonoma: The commencement of SMART service in Marin and Sonoma counties will alter transit travel patterns. This presents an opportunity to strengthen coordination and service planning among Marin and Sonoma transit providers serving the 101 Corridor and local connections. In coordination with the SRTP process, MTC will work with transit operators and the Marin and Sonoma County CMAs to develop a two-county corridor transit plan for submittal and presentation to the Commission.

Solano: County-level SRTP work is underway in Solano County. MTC will provide funding to the Solano Transportation Authority (STA) to complete the analysis to better inform service planning throughout the county. STA and the Solano transit operators are to use this process to identify service improvements, performance objectives and potential service functional and institutional consolidation opportunities.

6. Inner East Bay Comprehensive Operational Analysis

The Commission supports the following recommendations developed by AC Transit and BART for the Inner East Bay shared service area to: 1) promote a seamless Inner East Bay bus and rail system; 2) build the urban core to allow for spontaneous bus and rail network use by customers; 3) match bus and rail service levels with demand, focusing on improving service productivity while increasing overall system ridership; and 4) ensuring on-going financial sustainability.

BART Service Recommendations for the Inner East Bay

1. Change the dominant BART role from commute to Urban Metro integrated with the Inner East Bay bus network.
2. Implement capacity utilization strategies.
3. Ensure Title VI/Environmental Justice considerations are addressed in both service quality and coverage.

AC Transit Service Recommendations for the Inner East Bay

1. Focus resources on key urban trunk corridors to provide “spontaneous use” Metro network.
2. Redefine “coverage service” or service that provides basic access to transit regardless of ridership levels, as 30 minutes or higher.
3. Invest in service speed improvements.
4. Transbay pilots based on the following design options:
 - i. Current service model modified to improve productivity and cost effectiveness
 - ii. Fast, frequent shuttles to BART stations
 - iii. Augment BART with Transbay service
5. Ensure Title VI/Environmental Justice considerations are addressed in both service quality and coverage.

Joint Fare Product Pilot Programs Recommendation

Implement two pilot fare product programs to provide incentives for customers to use AC Transit and BART interchangeably. The pilots will test the concept that reducing transfer barriers between AC Transit and BART service allows customers to select the optimal mode for each trip. The evaluation of the programs will assess the tradeoffs between Inner East Bay fare revenue and ridership growth.

Paratransit Cost Containment and Service Strategies

The Commission finds that transit agencies must consider strategies to contain the cost of ADA paratransit service using tools that are available to them individually or collectively. MTC expects individual agencies to consider the following strategies:

1. Fixed Route Travel Training and Promotion to Seniors

Expanding fixed route travel training – through mobility orientation sessions and one-on-one individualized training – would increase mobility for the users and help reduce growth of ADA paratransit demand. Ideally, training and outreach should be conducted before individuals apply for paratransit service or, at a minimum, should be made available during the process of determining eligibility for these services.

2. Premium Charges for Service Beyond ADA Requirements

Where transit agencies provide paratransit service that goes beyond what the ADA requires, they may charge extra for those “premium” services. For example, transit agencies that serve an entire jurisdiction (for example they may serve an entire city or taxing district) can define a “two-tiered” service area, with the first tier being the ADA required service area within $\frac{3}{4}$ mile of the fixed route service and the second tier extending to the jurisdictional limits. A higher fare can then be charged for trips in that second tier. The transit agency can also adopt

differing policies for that premium second tier, such as more limited service hours, denials of service once capacity is reached, and so forth.

3. Enhanced ADA Paratransit Certification Process

A robust certification process that includes in-person interviews as well as evaluations of applicants' functional mobility by trained professionals provides more accurate determinations of applicants' travel skills and may result in more applicants being referred to fixed route service based on their individual abilities. This may result in some reduction in ADA paratransit costs and also result in improving the mobility of riders due to the increased spontaneity afforded by fixed-route transit. Depending on the transit agency, available cost savings range from none to substantial. One centralized regional process is not needed, but many transit agencies can enhance their processes. Some smaller agencies could combine this function for efficiency and to support staff with specialized skills.

4. Implement Conditional Eligibility

Conditional eligibility finds that some applicants can use fixed-route service for at least some of their trips and specifies the particular conditions under which paratransit service is required. While this requires a more sophisticated eligibility certification process of conditional eligibility avoids ADA paratransit costs for those trips that ADA-eligible riders take on fixed-route service. Opportunities exist at several transit operators in combination with an enhanced eligibility process.

5. Creation of sub-regional Mobility Managers (e.g. CTSA) in one or more sub-regional area to better coordinate resources and service customers

National and local coordinated models exist and should be evaluated to deliver high quality and efficient paratransit services across transit agency boundaries and shared costs with social services. Several MTC programs, including Lifeline and New Freedom, have funded mobility management efforts to identify best practices and develop mobility management models for regional replication. The Commission will use the information from these efforts to recommend specific areas and agency leads for implementation of sub-regional mobility managers in the Bay Area.

6. Improve Fixed-Route Transit (per Plan Bay Area)

Continuous improvements to the fixed route system will shift some demand from paratransit to the fixed route system.

7. Walkable Communities, Complete Streets, and Land Use Planning (per Plan Bay Area)

The term “walkable communities” refers to communities that are pedestrian friendly, with sidewalks and pathways connecting residential areas with activity centers. Improving the “walkability” of a community is a more holistic approach to addressing ADA paratransit sustainability than other strategies. Similarly, planning efforts should, to the extent possible, ensure that senior housing and other senior-related facilities are sited in locations that are close to fixed-route services and close-in within the community and proximate to activity centers featuring shopping, medical and other services, as opposed to locations outside the community and isolated from activity centers. The ultimate impact of this recommended strategy is very large, even though this is a long-term strategy in which transit agencies will only play a supportive role. It requires an active role from cities and counties.

An integrated land-use/transportation plan is the primary goal of Plan Bay Area, under development and scheduled for adoption in 2013. In addition, the proposed OneBayArea grant program seeks to reward local jurisdictions for building housing near transit and conditions funding on adherence to complete streets policies.

Institutional

1. Complete service consolidations for Soltrans and ferry services (Vallejo, Alameda-Oakland, and Harbor Bay).

Per the Solano Transit Consolidation Study conducted by the Solano Transportation Authority – the cities of Vallejo and Benicia have formed a joint powers authority (Soltrans) to operate their transit service as a consolidated system. Senate Bill 1093 called for the consolidation of Vallejo, Alameda-Oakland, and Harbor Bay ferry services under WETA. WETA has adopted a transition plan to guide the consolidation of all ferry service, except the Golden Gate ferry services. WETA is currently operating the Alameda-Oakland and Harbor Bay ferry service and set to assume Vallejo service in 2012. Soltrans has completed the initial stages of the consolidation. The Commission will support these agencies and monitor progress during the consolidation process and support Solano County to move forward to consider further consolidations as supported through local planning.

2. Pursue functional and institutional consolidation among smaller operators where supported by local planning and input.

Through the local planning process and, as transit agencies do coordinated planning and fare policy setting, the benefits of functional and institutional consolidation should be further evaluated. Work with Congestion Management Agencies and operators, focusing on

Marin/Sonoma and Solano to continue to improve coordination and evaluate the benefits of additional functional and/or institutional consolidation to improve the financial stability and service for the customer. The appropriateness of these efforts and timeline will be established based on local planning and input.

3. Integrate multiple transportation functions (transit operating, planning, sales tax, etc).

The importance of other transportation decisions, such as roadway projects and pricing, in the success and performance of the public transit system was highlighted throughout the TSP. Therefore, opportunities to better integrate these decision-making authorities should be explored. Currently, the Santa Clara Valley Transportation Authority is the one example of an agency in the region that serves as the sales tax authority, transit agency, and congestion management agency. Work with transit operators and Congestion Management Agencies to identify potential vertical integration opportunities and local support for such integration.

4. Expand regional capital project planning/design to include sharing existing expertise (e.g., BRT) and facilities (e.g., maintenance shops).

Several transit agencies and congestion management agencies in the region have developed robust expertise in capital project development and delivery. As new projects or systems are developed, expertise should be shared across transit agencies to optimize resources. Using Plan Bay Area project listings, MTC will identify specific upcoming projects that may benefit from a sharing of resources and convene a joint discussion of county CMAs and transit agencies to identify specific projects and terms for sharing resources.

5. Formalize joint procurement of services and equipment.

Transit agencies currently have an informal process to monitor each other's bus purchases, allowing agencies to "piggy-back" on another Bay Area or national procurement. This reduces administrative costs of duplicative procurement processes and lowers the unit cost of the purchase because of the higher volume order. The TSP recommends that these joint procurements be strengthened and formalized.

The Commission will identify typical annual procurements (scope and cost) in addition to those included in the Regional Transit Capital Inventory (major capital replacements), convene transit agencies to identify strong candidate services and equipment for joint procurement, and work with transit operators to evaluate and implement joint procurement models.

APPENDIX A – 12

Regional Policies: Long-Range Planning / Plan Bay Area

**MTC's Transit Coordination Implementation Plan
MTC Resolution No. 3866**



Date: February 24, 2010
W.I.: 1227
Referred By: Operations Committee
Revised: 10/26/11-C
07/22/15-C

ABSTRACT

Resolution No. 3866, Revised

This resolution updates and adopts MTC's Transit Coordination Implementation Plan pursuant to the requirements of California Government Code §§ 66516 (SB 1474) and 66516.5; Public Utilities Code §§ 99282.51 and 99314.7; and Streets and Highways Code § 30914.5.

This resolution supersedes Resolution No. 3055, as amended.

Attachment B to this resolution was revised on July 22, 2015 to update and revise requirements for the 511 transit information program (Appendix B-1), the regional hub signage program (Appendix B-2), and the Clipper[®] program (Appendix B-3), and to add a new Appendix B-5 containing coordination requirements applicable to transit rider surveys.

Date: February 24, 2010
W.I.: 1227
Referred By: Operations Committee

Re: Transit Coordination Implementation Plan

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 3866

WHEREAS, pursuant to Section 66516 of the California Government Code, the Metropolitan Transportation Commission (MTC) is required to adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction and to require every system to enter into a joint fare revenue sharing agreement with connecting systems; and

WHEREAS, pursuant to Section 66516.5 of the Government Code, MTC may identify and recommend consolidation of those functions performed by individual public transit systems that could be consolidated to improve the efficiency of regional transit service and;

WHEREAS, pursuant to Section 99282.5 of the California Public Utilities Code (PUC), MTC is required to adopt rules and regulations to provide for governing interoperator transfers so that the public transportation services between public transit operators are coordinated; and

WHEREAS, pursuant to Section 99314.7 of the Public Utilities Code, MTC is required to evaluate an operator's compliance with coordination improvements prior to an operator receiving allocations of State Transit Assistance (STA) funds; and

WHEREAS, pursuant to Section 30914.5 of the Streets and Highways Code, MTC must adopt, as a condition of Regional Measure 2 fund allocation, a regional transit connectivity plan to be incorporated in MTC's Transit Coordination Implementation Plan pursuant to Section 66516.5, requiring operators to comply with the plan, which must include Policies and procedures for improved fare collection; and

WHEREAS, MTC previously adopted Resolution No. 3055 to implement these requirements; and

WHEREAS, in order to ensure progress toward implementing coordination recommendations, MTC wishes to formalize these recommendations by adopting the rules and requirements required pursuant to Government Code Section 66516 and PUC Section 99282.5 as set forth in this MTC Transit Coordination Implementation Plan, which includes a regional Transit Connectivity Plan and Implementation Requirements, attached to this Resolution as Attachments A and B, and incorporated herein as though set forth at length;

WHEREAS, MTC has consulted with the region's transit agencies to develop the regional Transit Connectivity Plan and Implementation Requirements, as required by Government Code §§ 66516 and Streets and Highways Code § 30914.5; now therefore be it

RESOLVED, that MTC adopts the Transit Connectivity Plan ("Plan") as set forth in Attachment A; and be it further

RESOLVED, that MTC adopts the Implementation Requirements, as set forth in Attachment B; and, be it further

RESOLVED, that prior to determining fund programming and allocations for an operator, MTC shall review the efforts made by the operator to implement the requirements identified in Attachments A and B, and if MTC determines that the operator has not made a reasonable effort to implement the requirements of Attachments A and B, MTC may, at its discretion, withhold, restrict or re-program funds and allocations to such operator to the extent allowed by statute, rule, regulation, or MTC policy; and, be it further

RESOLVED, that all funds subject to programming and/or allocation by MTC are covered by this resolution including but not limited to State Transit Assistance, Transportation Development Act, Regional Measure 2, Congestion Mitigation and Air Quality, Surface

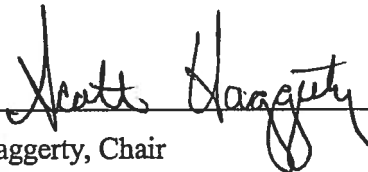
Transportation Program and Transit Capital Priorities funds, to the extent permitted by statute; and, be it further

RESOLVED, that this resolution shall be transmitted to the affected transit operators to guide them in development of their annual budgets and short-range transit plan revisions; and, be it further

RESOLVED, that the Operations Committee is authorized to approve amendments to Attachments A and B, following consultation with the affected transit operators; and be it further

RESOLVED, this resolution supersedes Resolution No. 3055.

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 Oakland, California, on February 24, 2010

Date: February 24, 2010
W.I.: 1227
Referred By: Operations Committee

Attachment A
Resolution No. 3866
Page 1 of 1

Attachment A

MTC Transit Connectivity Plan

This Attachment A incorporates by reference the Transit Connectivity Plan, previously approved by MTC in MTC Resolution No. 3055, which may be downloaded at:
<http://www.mtc.ca.gov/planning/connectivity/index.htm>.

Date: February 24, 2010
W.I.: 1227
Referred By: Operations Committee
Revised: 10/26/11-C
07/22/15-C

Attachment B
Resolution No. 3866, Revised
Page 1 of 28

Attachment B Implementation Requirements

The purpose of these Implementation Requirements is to establish the expectations and requirements for each transit agency with respect to implementing the recommendations of the Commission's Transit Connectivity Plan (2006) and maintaining other transit coordination programs, to outline the process by which MTC will involve transit operators in changes to coordination requirements, and to establish the process for Commission action in the event of transit agency non-compliance with these implementation requirements. A copy of this Resolution 3866 is available for download at <http://www.mtc.ca.gov/planning/tcip/>.

Per the Transit Connectivity Plan, MTC places high priority on improvements that:

- Accomplish tangible improvements for the passenger;
- Benefit the largest number of transit users, including both inter- and intra-system transit riders, to the extent possible;
- Improve system productivity by sharing agency resources; and
- Enhance the ability of transit riders to reach significant destinations in adjoining jurisdictions and along regional corridors by (1) improving the connections between system services and (2) providing through service to adjoining jurisdictions in those cases where the market clearly justifies such service.

In order to manage resources effectively, MTC will focus on a limited number of high priority improvements, transfer project leadership from MTC to one or more transit agencies where possible upon agreement of project partners, and establish priorities for implementing new projects.

The Commission has established specific transit operator requirements to implement a coordinated regional network of transit services and to improve overall service productivity as defined in the Transit Connectivity Plan. Any agency that is an eligible recipient of funds subject to allocation or programming by MTC is subject to these requirements, including, but not limited to the following:

- | | |
|--|--|
| 1. Altamont Corridor Express | 18. Sonoma Marin Area Rail Transit |
| 2. Alameda-Contra Costa Transit District | 19. Transbay Joint Powers Authority |
| 3. Caltrain | 20. Union City Transit |
| 4. Capital Corridor Joint Powers Authority | 21. Water Emergency Transportation Authority |
| 5. Central Contra Costa Transit Authority | 22. Western Contra Costa Transit Authority |
| 6. Eastern Contra Costa Transit Authority | 23. City of Dixon |
| 7. Golden Gate Bridge, Highway and Transportation District | 24. City of Emeryville |
| 8. Livermore/Amador Valley Transit Authority | 25. City of Fairfield (Fairfield and Suisun Transit) |
| 9. Marin County Transit District | 26. City of Petaluma |
| 10. Napa County Transportation Planning Agency | 27. City of Rio Vista |
| 11. San Francisco Bay Area Rapid Transit District | 28. City of Santa Rosa |
| 12. San Francisco Municipal Transportation Agency | 29. City of Vacaville |
| 13. San Mateo County Transit District | |
| 14. Santa Clara Valley Transportation Authority | |
| 15. Solano County Transit (SolTrans) | |
| 16. Solano Transportation Authority | |
| 17. Sonoma County Transit | |

Unless a particular action is reserved for the Commission or the Operations Committee in this Attachment B (including any Appendices hereto), where reference is made in this Attachment B to approval, determination, clarification or the development of guidelines or policies by MTC, such action may be taken or made by MTC staff in a manner that is consistent with the principles set forth in Resolution 3866 and this Attachment B.

A. Operator Implementation Requirements

1. Implementation Requirements

The region has a history of implementing projects to improve transit coordination. Early efforts focused on regional programs and policies such as disseminating tax-free transit benefits and making paratransit eligibility determinations. More recent efforts, such as the Transit Connectivity Plan and efforts to increase Transit Sustainability, identified improvements to (1) designated regional transit hubs, including way-finding signage and transit information, real time transit information, schedule coordination, last-mile services and hub amenities, (2) system wide connectivity improvements, including 511 information and Clipper® and (3) coordination of demographic and travel pattern transit rider surveys.

Specific implementation requirements for transit operators are listed in Appendices to this Attachment:

- Appendix B-1, 511 Transit Program Requirements (including real-time transit);
- Appendix B-2, Regional Transit Hub Signage Program Requirements;
- Appendix B-3, Clipper® Implementation Requirements; and
- Appendix B-4, Maintenance of Existing Coordinated Services.
- Appendix B-5, Cooperative Demographic and Travel Pattern Transit Rider Survey Program Requirements

As MTC continues to address recommendations from the Transit Connectivity Plan and other emerging issues such as Transit Sustainability, new implementation requirements may become necessary. The appendices may be modified to reflect changes in implementation responsibilities, following the procedures outlined in this Attachment B, and subject to approval by the Commission.

2. SB 602 Fare and Schedule Coordination Requirements

Currently, each operator certifies its adherence to the provisions of SB 602 (Statutes 1989, Chapter 692, Government Code Section 66516, and as subsequently amended) as part of the annual allocation process for TDA and STA funds when requests for these funds are submitted to MTC. The SB 602 requirements are now incorporated into this Res. 3866, and each operator's compliance will be monitored accordingly. Per the requirements of SB 602, each transit agency in the region has a revenue sharing agreement with every connecting agency. In some cases, this takes the form of a reciprocal agreement to accept each other's passengers free of charge or to honor each other's period passes or single-trip transfers for a discounted fare. The BART/Muni FastPass is an example of a joint fare instrument to address SB602 requirements. Each transit agency in the region is required to maintain these reciprocal agreements as a condition of receiving STA funds (Gov. Code 66516).

3. Preserve Ability to Post and Disseminate Transit Information

MTC expects transit operators to preserve rights for MTC and connecting transit operators to post and disseminate connecting transit information for free within their facilities. This would include but not be limited to route, schedule, fare, real-time transit information and information about regional transit projects (511, Clipper®). For any transit agency that has already entered into a third-party agreement that compromises these rights, MTC expects the transit agency to make good faith efforts to reinstate these rights in their agreement at the earliest opportunity and, at a minimum, to reinstate such rights in future agreements or renewals entered into after adoption of this Resolution. Nothing herein shall be interpreted as requiring transit agencies to display advertising. Rather, the objective is to provide transit customers with pertinent information that improves their transit experience.

B. Cost-Sharing

Implementation activities and other new transit connectivity and coordination efforts added to these Implementation Requirements will be funded with MTC discretionary funds, transit agency funds, and/or in-kind contributions of MTC and transit agency staff resources. If MTC considers

adding new projects or services, MTC would implement the consultation process described in Section C below to vet any expected cost impacts on the operators. Transit agencies are required to waive all agency fees (for permits, etc.) they would otherwise charge to MTC, other transit operators or third-party contractors to implement and maintain regional transit coordination projects detailed in these requirements. Unless otherwise noted, MTC and transit agencies are expected to cover the cost to implement their respective roles and responsibilities as identified in these requirements or in pre-existing agreements. As specific initiatives move to implementation, a lead agency may be designated to coordinate implementation activities on behalf of the other participating transit agencies. Any agency that assumes this lead role and incurs costs that it would otherwise not assume in order to perform this function may be reimbursed, based upon an equitable agreement with the participating agencies, on a marginal cost basis (i.e., the additional cost the transit operator incurs to perform the work).

C. Consultation Process

MTC will consult with transit agencies when defining new coordination requirements for inclusion in Res. 3866 or when updating or revising requirements already in Res. 3866.

MTC will first consult with one or more of its technical advisory committees (TACs) to receive transit agency input on the specific implementation requirements. MTC will notify TAC members of the meetings and provide agendas in advance, and facilitate TAC discussions. Affected transit operators are expected to participate. Transit agencies are responsible for ensuring that the appropriate staff attends TAC meetings, that they participate in discussions in good faith, and that they communicate with other relevant staff within their agency (including those employees whose work may be affected) and executive management so that timely and constructive agency feedback can be provided to MTC. MTC will consider TAC input when formulating draft policy. In cases where there is no relevant TAC to address the issue under consideration, MTC will formulate draft policy and solicit feedback from general advisory groups, such as the Partnership Technical Advisory Committee (PTAC) or the Transit Finance Working Group.

At its discretion, MTC may also solicit input from the Partnership Board, the Partnership Technical Advisory Committee, the Transit Finance Working Group and MTC's Policy Advisory Council prior to Commission action. Following consultation with the TAC(s) and/or other advisory groups, MTC will solicit feedback from the Partnership Transit Coordination Committee. MTC will provide notification of the proposed PTCC meeting and agenda through written communication to transit general managers and transit program coordinators and posting of the meeting materials on MTC's web site.

After consulting with transit agencies, MTC will forward staff's recommendations to the MTC Operations Committee and the Commission.

D. Sanctions

The Commission expects each transit agency to comply with the requirements outlined in this Resolution and its Attachments as a condition of eligibility for STA and TDA funds, Regional Measure 2 funds, transit capital funds (including federal transit formula funds, STP, CMAQ and

STIP funds) and other funds subject to Commission programming and allocation actions. MTC intends that the region's transit agencies will implement these requirements in good faith and cooperation among themselves and with MTC. The sanction of withholding, restricting or re-programming funds to enforce cooperation will be exercised by MTC through an action of the Commission in cases where an agency fails to meet or fails to exhibit good faith in meeting these requirements. In such cases, MTC staff will notify the agency of the possibility that a sanction may be imposed. This notification will also recommend corrective actions that the agency should take to meet the implementation requirements. The notification will be sent no less than sixty (60) days prior to forwarding an MTC staff recommendation to the Commission.

Appendix B-1 511 Transit Information Requirements

MTC provides static transit data through the 511 phone and web service and real-time transit departure information through the 511 phone and web services and the Regional Hub Signage Program. MTC requires the full participation and support of all transit agencies to deliver quality and timely information. MTC and the transit agencies have jointly developed data transfer mechanisms for static and real-time transit data and identified appropriate roles and responsibilities for all parties, as documented in “*511 Transit and Real-Time Transit Program Roles and Responsibilities*.” MTC will review these requirements on an as-needed basis with transit agency partners, and they may be updated from time to time. The document is available at: <http://www.mtc.ca.gov/planning/tcip/>. The key roles and responsibilities to provide transit agency data on 511 services are as follows:

Transit Agencies will:

Generally:

1. Participate in MTC’s 511 Regional Transit Information System (RTIS) and Real-Time Transit Technical Advisory Committee (511 TAC).
2. Support, fund and staff their roles and responsibilities related to the 511 services as described below.
3. Notify transit customers of the availability of 511 information and 511.org on transit agency web sites, in printed materials, at bus stops/rail stations, and on other transit agency information channels.

For Static Transit Information:

4. Provide accurate, complete, and timely information regarding transit routes, stops, schedules, and fares for dissemination on 511 and/or through data feeds to third parties.
5. Transmit and maintain transit schedule data and other transit service information to MTC, through provided tools, protocols and processes as discussed, updated and agreed in 511 TAC meetings, in advance of any schedule changes to allow for MTC’s timely inclusion on 511 and/or data feeds to third parties. MTC will provide a schedule identifying the necessary advance time.
6. Perform quality control review (focusing on data changed for upcoming service revisions) on a representative sample of agency service data prior to transmittal to MTC.

For Real-time Transit Information:

7. Provide prediction data to the Regional System by establishing and maintaining a data connection to the Regional System and operating and maintaining an interface application.
8. Meet requirements, as defined in “*511 Transit and Real-Time Transit Program Roles and Responsibilities*.”
9. Conduct on-going performance monitoring to ensure accurate and timely transfer of data to the Regional System and accurate provision of prediction data to the public, in collaboration with MTC.
10. Ensure that there is no impact to its provision of prediction data to 511 in the event that the transit agency provides its specific prediction data to a third party.

11. Provide service disruption information to 511 where available and logistically feasible through agreed upon formats.

MTC will:

Generally:

1. Organize and facilitate the 511 TAC.
2. Fund, operate, and maintain the 511 traveler information program for regional transit information, including 511.org, 511 phone, regional electronic Transit Information Displays (eTIDs) at transit hubs, and other relevant applications.
3. In collaboration with transit agencies, conduct performance monitoring to ensure accurate and timely transfer of both static and real-time transit data to the Regional 511 System.

For Static Transit Information:

4. Notify transit customers of the availability of transit agency websites at appropriate locations on web site pages of 511.org.

For Real-time Transit Information:

5. Share with third party vendors and the general public the real-time transit data as described in “*511 Transit and Real-Time Transit Program Roles and Responsibilities.*”
6. Provide agencies with contact information for the 511 Traveler Information Center (TIC) to allow for the posting of real-time transit service disruption/emergency information on 511.

Appendix B-2 Regional Transit Hub Signage Program Requirements

MTC and transit agencies have developed the Regional Transit Hub Signage Program Technical Standards and Guidelines (e.g. ‘the Standards’) to ensure consistency across the region as the signage is deployed and maintained. A detailed version of the Standards is available at: <http://www.mtc.ca.gov/planning/tcip/>. The Standards may be periodically updated.

The Standards include:

1. Four main sign types: directional signs, wayfinding kiosks, transit information displays, real-time transit information displays.
2. Guidance to locate signs at key decision points between transit operator services.
3. Design elements to establish a common “look” and “feel” for the signage including:
 - Orange ‘i’ icon on a green background;
 - Standard logos, icons, arrows and messages and an organizing hierarchy;
 - Standard ‘frutiger’ font;
 - Hierarchy for the location of information in each sign;
 - Consistent map orientation and colors;
 - Directional map compass and walking distance/time radius;
 - Transit stop designation through agency logo/mode icon/route number ‘bubbles’; and
 - Prominent 511 logo/message and regional transit program information.

Transit Agencies will:

1. Participate on the Transit Connectivity TAC as needed to raise and consider any further revisions to the Standards or other relevant transit connectivity policies.
2. Comply with the Standards. Where exceptions to the Standards are desired, transit operators must seek prior approval from MTC. Where ambiguity in the Standards exists, transit operators shall request clarification from MTC.
3. Comply with task responsibilities (O&M, replacement and ownership) further detailed in Appendix B-2, Attachment 1. In most cases, the transit agency that owns the property on which the sign has been installed is assigned responsibility. For signs installed on property not owned by a transit agency, the transit agency providing the most service (passenger boardings) in the area of the sign has been assigned responsibility.
4. Facilitate the permitting of signs by waiving all fees that a transit agency would usually charge for sign installation on its property or leased operating areas.
5. As transit agencies plan new facilities or prepare for major remodels of existing facilities, transit agencies will consult with MTC early in the planning process to ensure effective information is provided to transit users and consistency with the Standards is achieved. MTC will determine if a project requires application of the Standards. If yes, the responsible transit agency will implement the appropriate signage throughout the transit facility in accordance with the Standards.

MTC will:

1. In consultation with Transit Connectivity TAC, develop, document and periodically update regional sign Standards.
2. Comply with cost and task responsibilities detailed in Appendix B-2, Attachment 1.

3. Solicit feedback from transit agencies on significant changes to regional policy affecting the 24 hubs through the Transit Connectivity Technical Advisory Committee.
4. As resources permit, provide technical assistance to transit agencies wishing to extend the regional sign Standard to non-regional hubs.
5. Explore opportunities to extend constancy of wayfinding information across modes throughout the region, including through technological and other innovative means.

Appendix B-2, Attachment 1: Hub Signage Program Cost/Task Responsibilities

Hub Signage Operations & Maintenance (O & M)	Task	Cost Responsibility			Task Responsibility		
		Region	Operator	Region	Operator	Operator	
A. Physical O & M by Sign Type							
1. Directional/Wayfinding Signs (incl. hub identification signs)	a. Annual Operations and Maintenance (O&M) ¹		X			X	
	b. Lifecycle Replacement ²		X			X	
	c. Ownership ³		X			X	
2. Wayfinding Kiosks	a. Annual Operations and Maintenance (O&M) ¹		X			X	
	b. Lifecycle Replacement ²		X			X	
	c. Ownership ³		X			X	
3. Real-Time Transit Signs	a. Annual Operations and Maintenance (O&M) ¹		X			X	
	b. Lifecycle Replacement ²	X				X	
	c. Ownership ³		X			X	
4. Transit Information Displays	a. Annual Operations and Maintenance (O&M) ¹		X			X	
	b. Lifecycle Replacement		X			X	
	c. Ownership ³		X			X	
B. Information Content O & M by Sign Type							
1. Directional/Wayfinding Signs (incl. hub identification signs)	d. Static Information Content		X			X	
	d. Printed information content ⁴	X				X	
2. Wayfinding Kiosks	d. Printed information content ⁴	X				X	
	d. Electronic information content	X				X	

¹ Including electricity, cleaning, graffiti removal, and repairs.
² Including planning, procurement, coordination, and installation.
³ Insurance, liability, and warranty claims.
⁴ Including quarterly cleaning of physical sign case.

Appendix B-3 Clipper® Implementation Requirements

This Appendix defines the Commission's expectations of the transit agencies to ensure a successful operation of the Clipper® (formerly TransLink®) system in three sections:

- I. Participation Requirements
- II. Regional Clipper® Communications and Marketing Activities
- III. Fare Media Transition Schedules by Specific Operators

Section I describes general Clipper® implementation requirements for participating operators.

Section II defines expectations for communications and marketing: a program area critical to smooth implementation of a full transition to Clipper® that can only be addressed through a collaborative, regional approach.

Section III establishes the dates by which the transit agencies that are currently operating Clipper® will transition their existing prepaid fare media to Clipper®-only availability.

I. Participation Requirements

The Clipper® fare payment system was procured by MTC and has been implemented, operated and maintained under the Design Build Operate Maintain contract between MTC and Cubic Transportation Systems, Inc. for the Clipper® fare payment system (the current Clipper® Contract). The Clipper® Contract was assigned to Cubic Transportation Systems, Inc. (the current Clipper® Contractor), on July 2, 2009 and has an operating term extending through November 2, 2019. In this role as counterparty to the Clipper® Contract, MTC is sometimes referred to in this Appendix B-3 as the "Contracting Agency." Transit agencies operating Clipper® as their fare payment system are required to enter into the Memorandum of Understanding (MOU) among MTC and the transit agencies operating Clipper®.

The following describes general Clipper® implementation requirements for participating operators. An operator's failure to meet one or more of these requirements may result in non-compliance with Resolution 3866.

1. Implement and operate the Clipper® fare payment system in accordance with the Clipper® Operating Rules, as adopted and amended from time to time in accordance with the MOU. The current Clipper® Operating Rules (updated in June 2012) are incorporated herein by this reference. The Clipper® Operating Rules establish operating parameters and procedures for the consistent and efficient operation of Clipper® throughout the region and are available on MTC's website at <http://www.mtc.ca.gov/planning/tcip/>.
2. Pay its share of costs according to the MOU, including the cost allocation formula set forth in Appendix B to the MOU.
3. Abide by the revenue sharing formula in Appendix B to the MOU.

4. Make its facilities and staff available for implementation and operation of Clipper[®]. Any Operator and the Contracting Agency may agree to an Operator-Specific Implementation Plan, setting forth specific requirements regarding implementation and operation of Clipper[®] for such Operator.
5. Make determinations regarding the placement of Clipper[®] equipment on the Operator's facilities and equipment; perform necessary site preparation; attend Clipper[®] Contractor training on the use of the Clipper[®] equipment; and provide training to employees using the equipment.
6. Implement, operate and promote Clipper[®] as the primary fare payment system for each Operator. Clipper[®]'s primary market is frequent transit riders (i.e., commuters and transit passholders). Operators shall not establish other fare payment systems or fare policies that could deter or discourage these patrons' preference to use Clipper[®]. Operators shall set fares so that fares paid with Clipper[®] are equivalent or lower than fares paid either with cash or other forms of payment.

No new non-Clipper[®] prepaid fare product, other than for promotional, special event or limited-audience—e.g., tourist—fares, shall be created by any transit operator without consulting with and receiving prior approval from MTC.

Nothing in this provision is intended to discourage operators from providing leadership on new technologies or innovations that would offer improvement to fare collection operations or the customer experience. The expectation is that these new initiatives should leverage the attributes and assets of Clipper[®], not compete with Clipper[®] or undermine customers' preference to use Clipper[®].

7. Perform first-line maintenance upon Clipper[®] equipment located on their facilities or vehicles, promptly notify the Clipper[®] Contractor when second-line maintenance of Clipper[®] equipment is needed, promptly notify the Contracting Agency and the Clipper[®] Contractor of any issues affecting daily financial reconciliation or accuracy of system reports, issue all types (including, but not limited to, cards configured as senior or youth) of Clipper[®] cards and add value to existing Clipper[®] cards from all Ticket Office Terminals located at their business facilities, and provide at least the same level of front-line customer service to their patrons using Clipper[®] as to patrons using other forms of fare payment.
8. Sufficiently train and educate agency personnel who have Clipper[®]-related responsibilities so those personnel are able to carry out the requirements placed upon operators in this Resolution.
9. Assist MTC, as necessary, to develop a program for Transit Capital Priorities (TCP) funds for the purpose of procuring and installing end-of-lifecycle Clipper[®] equipment and to submit and administer grants for programmed TCP funds on a "pass-through" basis.

10. Take financial responsibility for replacement of equipment damaged in-service due to vandalism or any other cause not covered by the Clipper® Contract warranty.¹

II. Regional Clipper® Communications and Marketing Activities

1. Effective Date. For operators currently operating the Clipper® system, these Clipper® marketing and communications requirements are effective immediately. For operators not yet operating Clipper®, the requirements are effective two months after MTC's approval of the Clipper® system as Revenue Ready for that operator.
2. General Requirements. Operators shall present Clipper® to customers, employees and media as a fully operational fare payment option. This includes, but is not limited to, identification of Clipper® as a fare payment option in brochures, websites, advertisements, schedules/timetables, email newsletters, internal memos, bulletins and training manuals, and any other materials that describe an operator's fare payment options. Operators shall present Clipper® as an option so that Clipper® has equal or greater prominence than the presentation of other payment options. Each operator shall incorporate and/or modify the presentation of Clipper® in existing brochures, websites, schedules/timetables, etc. whenever the operator next updates the content of these items.

In all cases, operators' marketing and communications about Clipper®, whether in brochures, websites, advertisements or other forms, shall adhere to Clipper® brand guidelines developed by MTC with input from transit operators. The Clipper® Brand Guidelines are available at <https://www.clippercard.com/ClipperWeb/toolbox.do>.

3. Equipment Identification. If not already identified as such, operators shall identify Clipper®-compatible fare payment and Clipper®-compatible vending equipment with a decal or other visual identifier to indicate the equipment's Clipper® compatibility.
4. Operator Training. Operators shall ensure appropriate Clipper®-related training for transit operator staff including, but not limited to, vehicle operators, station agents, conductors, customer service personnel, proof of payment officers, ticket sales staff and any other personnel responsible for interacting with customers concerning payment options.
5. Marketing Coordination. Operators shall participate in the development and implementation of a Clipper® marketing and communications initiative that will begin approximately June 1, 2010. This includes, but is not limited to:
 - Staff participation in the development and implementation of the initiative;
 - Dissemination of Clipper® brochures and/or other information materials on vehicles and/or in stations in a manner consistent with the operator's dissemination of other similar operational information; and
 - Providing information about Clipper® utilizing space available on vehicles and/or in stations that is already used by the operator for dissemination of operational information (space available includes, but is not limited to, car cards, posters, and electronic displays).

¹ During the term of the existing Clipper® Contract, MTC shall procure replacement equipment on an operator's behalf, and operators shall pay for the full cost of the equipment including all installation costs and materials.

6. **Funding.** Funding for the initial phases of the communications and marketing program shall come from the marketing funds already in the Clipper® capital budget and previously assigned to individual operators.

III. Fare Media

The tables below set forth *the fare media* that the designated operator shall convert to Clipper®-only availability and *the date* by which the operator shall no longer accept such fare media in its existing form. In general, MTC has emphasized with each operator a transition of those fare products which currently represent a significant portion of that operator's boardings.

An operator will be excused from compliance with a transition date requirement for particular fare media, if the Clipper® Contractor has not met at least 80% of the cardholder support service level standards set forth in Section B.1.12 of the Clipper® Contract for the two calendar months ending one month before the scheduled transition date. The operator's transition date requirement for the affected fare media will be reset to one month after the Clipper® Contractor has met at least 80% of the Clipper® Contract's cardholder support service level standards for two consecutive calendar months.

AC Transit will transition its existing fare media by the following dates:

Fare Media	Date for Ending Acceptance of Listed Prepaid Fare Media	Comments
EasyPass	Transition complete	
31-Day Transbay Pass – Adult	Transition complete	
Bear Pass (U.C. Berkeley Employee Pass)	Transition complete	
10-Ride Ticket – Youth	Transition complete	
10-Ride Ticket – Adult	Transition complete	
31-Day Local Pass – Youth	Transition complete	
31-Day Local Pass – Adult	Transition complete	
10-Ride Ticket – Senior/Disabled	Transition complete	Product in paper form was effectively eliminated upon transition of Youth 10-Ride Ticket to Clipper®-only.

BART will transition its existing fare media by the following dates:

Fare Media	Date for Ending Sales and/or Acceptance of Listed Prepaid Fare Media	Comments
EZ Rider card as payment for transit	Transition complete	
High Value Discount (HVD) adult magnetic stripe ticket (blue)	12/31/2011	<ul style="list-style-type: none"> • Prior to 12/31/11, BART must discontinue sales of HVD tickets except as noted below; however, BART may continue accepting HVD tickets for fare payment after 12/31/2011. • BART may continue sales of HVD tickets for a limited period of time at seven My Transit Plus locations currently operating in BART stations. This exception shall remain in effect until 60 days after: <ul style="list-style-type: none"> (i) The Clipper® equivalent of HVD tickets becomes available through WageWorks and Edenred USA (parent company of Commuter Check); and (ii) The Clipper® Contractor completes the requirements in Section 2.3 of Clipper® Contract Change Order 122.
Senior magnetic stripe ticket (green)	12/31/2011	<ul style="list-style-type: none"> • Prior to 12/31/11, BART must discontinue sales of green tickets except as noted below; BART may continue accepting green tickets for fare payment after 12/31/2011. • BART may continue sales of green tickets at a limited number of existing sales locations. The number of locations and the length of time sales can continue is subject to mutual agreement by MTC and BART after public comment.
(table continues on following page)		

Fare Media	Date for Ending Sales and/or Acceptance of Listed Prepaid Fare Media	Comments
Youth and disabled magnetic stripe ticket (red)	12/31/2011	<ul style="list-style-type: none"> • Prior to 12/31/11, BART must discontinue sales of red tickets except as noted below; BART may continue accepting red tickets for fare payment after 12/31/2011. • BART may continue sales of red tickets at a limited number of existing sales locations. The number of locations and the length of time sales can continue is subject to mutual agreement by MTC and BART after public comment.
Student magnetic stripe ticket (orange)	Requirement waived	Product not available on Clipper®. Recommend that BART align its definition of youth/student discount with all other operators in region and eliminate this fare product.

Caltrain will transition its existing fare media by the following dates:

Fare Media	Date for Ending Acceptance of Listed Prepaid Fare Media	Comments
Full Fare Monthly Pass	Transition complete	
8-ride Ticket	Transition complete	
Caltrain + Muni Monthly Pass	Transition complete	
Eligible Discount Monthly Pass	Transition complete	
8-ride Eligible Discount Ticket	Transition complete	

Golden Gate Transit and Ferry will transition its existing fare media by the following dates:

Fare Media	Date for Ending Acceptance of Listed Prepaid Fare Media	Comments
\$25 Value Card	Transition complete	
\$50 Value Card	Transition complete	
\$75 Value Card	Transition complete	

San Francisco MTA will transition its existing fare media by the following dates:

Fare Media	Date for Ending Acceptance of Listed Prepaid Fare Media	Comments
Monthly Passes		
Adult BART/Muni Monthly Pass	Transition complete	
Adult Muni Monthly Pass	Transition complete	
Senior Muni Monthly Pass	Transition complete	
RTC/Disabled Monthly Pass	Transition complete	
Youth Monthly Pass	Transition complete	
Visitor/Cable Car		
1 Day Passport	Requirement waived	Product not currently available on Clipper® limited-use (LU) tickets. However, LUs are preferred implementation option.
3 Day Passport	Requirement waived	Product not currently available on Clipper® limited-use (LU) tickets. However, LUs are preferred implementation option.
7 Day Passport	Requirement waived	Product not currently available on Clipper® limited-use (LU) tickets. However, LUs are preferred implementation option.
Ticket Books/Tokens		
Adult Single Ride Ticket Book	Transition complete	
Inter-Agency Transfers		
BART Two-Way Transfer	Transition complete	
BART/Daly City Two-Way Transfer	Transition complete	
Golden Gate Ferry Two-Way Transfer	Transition complete	
Transfers		
Bus Transfers	Requirement waived	MTC and SFMTA are considering alternative strategies that could have a

Fare Media	Date for Ending Acceptance of Listed Prepaid Fare Media	Comments
		similar market share impact, including a fare differential favoring Clipper®
Metro/Subway Transfers	Transition complete	
ADA Transfers	Transition complete	

SamTrans will transition these existing fare media by the following dates:

Fare Media	Date for Ending Acceptance of Listed Prepaid Fare Media	Comments
Local Monthly Pass	Transition complete	SamTrans may continue to distribute paper form of this fare product through the county's social services agencies.
Local SF Monthly Pass	Transition complete	
Express Monthly Pass	Transition complete	
Eligible Discount Monthly Pass—senior/disabled	Transition complete	SamTrans may continue to distribute paper form of this fare product through the county's social services agencies.
Youth Monthly Pass	Transition complete	<ul style="list-style-type: none"> • SamTrans may continue to distribute paper form of this fare product through the county's social services agencies. • "Discount Youth Pass" may continue to be available in paper form through schools for eligible students only.

VTA will transition these existing fare media by the following dates:

Fare Media	Date for Ending Acceptance of Listed Prepaid Fare Media	Comments
Monthly Pass	Transition complete	Paper monthly passes will only be sold to social service agencies and providers, school districts, and nonprofit organizations which distribute the passes free or at a discount.
Monthly Express Pass	Transition complete	Paper monthly express passes will only be sold to social service agencies and providers, school districts, and nonprofit organizations which distribute the passes free or at a discount.
Day Pass Tokens	Transition complete	Day pass tokens will only be sold to social service agencies and providers, school districts, and nonprofit organizations which distribute the passes free or at a discount.

Other Operators

The following are general Clipper® implementation and fare media transition requirements for operators not yet operating Clipper®. Following MTC's approval of the Clipper® system as Revenue Ready for a given operator, MTC will work with the operator to identify more specific fare media transition plans. Unless otherwise approved by MTC, an operator shall (i) begin accepting Clipper® for fare payment by customers no more than two months following MTC's approval of the Clipper® system as Revenue Ready for the operator, and (ii) end acceptance of prepaid non-Clipper® fare media no more than one year following MTC's approval of the Clipper® system as Revenue Ready for the operator.

All of the below-listed operators (the "Phase 3 Operators") are exempt from subsection (ii) of the immediately preceding paragraph for the shorter of (a) the term of the MOU, as it may be extended hereafter, and (b) the term of the existing Clipper® Contract as it may be extended hereafter. For the duration of such exemption, the Phase 3 Operators may continue to accept prepaid non-Clipper® fare media, including passes, tickets and transfers; provided that such Operators continue to comply with Section I.6 and all other applicable provisions of this Appendix B-3.

Phase 3 Operators

Central Contra Costa Transit Authority (County Connection)
City of Fairfield, as the operator of Fairfield and Suisun Transit (FAST)
City of Petaluma, as the operator of Petaluma Transit
City of Santa Rosa, as the operator of Santa Rosa CityBus
City of Vacaville, as the operator of Vacaville City Coach
Eastern Contra Costa Transit Authority (Tri Delta Transit)
Livermore/Amador Valley Transit Authority (LAVTA Wheels)
Marin County Transit District (Marin Transit)
Napa County Transportation and Planning Agency (VINE Transit)
Solano County Transit (SolTrans)
Sonoma County Transit
Union City Transit
Water Emergency Transportation Authority (San Francisco Bay Ferry)
Western Contra Costa Transit Authority (WestCAT)

Appendix B-4 Maintenance of Existing Coordinated Services

The Commission's previously adopted Transit Coordination Implementation Plan (Resolution No. 3055) included a number of coordination programs that were not modified by the Transit Connectivity Plan. Of these, the Commission expects the transit operators to continue to support the following:

1. Regional Transit Connection (RTC) Discount Card Program – Provides identification cards to qualified elderly and disabled individuals for reduced fares on transit. Transit operators and MTC maintain memorandums of understanding about roles and responsibilities for program implementation. The RTC Discount Card is being incorporated into the Clipper® program
2. ADA Paratransit Eligibility Program – Consists of a regional application, a regional eligibility database administered by a transit agency on behalf of the region and universal acceptance across transit systems of all eligibility determinations. Transit operators have flexibility to tailor the application process to screen applicants to facilitate eligibility determinations.
3. Interagency ADA Paratransit Services – Establishes policies to promote a consistent approach to interagency paratransit passenger transfers (see Appendix A-4, Attachment 1).
4. Regional Transportation Emergency Management Plan – The Regional Transportation Emergency Management Plan (formerly know as the Trans Response Plan) is a framework to coordinate transit services during regional emergencies. Transit operators are required to participate in regional exercises to test the implementation of the plan. Transit agencies certify compliance through their annual State Transit Assistance (STA) funding claims process, and also address emergency coordination planning through their Short Range Transit Plans.
5. Regional Links/Express Bus/Feeder Bus Services – Regional Links include bus service across the Bay Bridge, Dumbarton Bridge, the San Mateo Bridge and the Richmond/San Rafael Bridge that has been incorporated into the Express Bus Services program funded with Regional Measure 2 (RM2), and will be monitored per RM2 requirements. Express Bus Services also include Owl Service which operates along the BART rail lines at night when BART is closed. Express feeder bus services to/from BART stations during peak periods are maintained through direct allocation of BART's STA funds to transit agencies as specified in the annual Fund Estimate. If STA is unavailable, BART's General Fund up to \$2.5 million is available to support these services per existing agreement. If additional funding is needed, it will be subject to discussion on an annual basis.

Appendix B-4, Attachment 1 Requirements for Interagency ADA Paratransit Services

Note: Transit operators developed guidelines for interagency ADA paratransit services. MTC adapted these guidelines for the purpose of defining coordination requirements.

Consistent with the Americans with Disabilities Act (ADA) requirement to provide paratransit services that are complementary to fixed-route transit services, Bay Area transit operators have identified a transfer-oriented network of interagency paratransit services. Interagency paratransit trips may require a transfer between connecting paratransit providers at a location specified by the transit operator. The following regional requirements are intended to improve connections between paratransit services for both passengers and paratransit providers. The requirements establish regional protocol for how the system will operate as well as specify the responsibilities of paratransit providers to assure an efficient, user-friendly system.

1. All public transit agencies in the San Francisco Bay Area will honor the regional ADA Eligibility Process [as approved by transit agencies] when certifying an individual for ADA paratransit services.
2. Eligibility for an individual requesting interagency paratransit services will be verified through the ADA Paratransit Regional Eligibility Database.
3. Transit operators will develop and make available customer information on how to access and use interagency paratransit services. This information will be made readily available in accessible formats.
4. Interagency paratransit trips will usually require a transfer between connecting paratransit providers at a location specified by the transit operator. Transit operators will transfer passengers at designated transfer locations that, to the extent possible, are also used as fixed-route transfer sites. For operational efficiency or customer service quality, use of other transfer sites is not precluded. Operators will seek to establish transfer locations that are clean, safe, sheltered and well-lit with accessible telephones and restrooms nearby. Established interagency paratransit transfer locations on transit properties will be clearly marked with a consistent sign designed and adopted at the regional level.
5. For operational efficiency or customer service reasons, transit operators may:
 - transfer passengers to a connecting paratransit provider at a transfer location, including having the passenger wait without assistance until the connecting provider arrives; or
 - provide through-trip service into an adjoining transit agency's service area (not requiring a transfer); or
 - provide transfer assistance to passengers at transfer points (waiting with the passenger until connecting provider arrives); and

- coordinate their schedules and dispatch procedures with connecting provider(s) on the day of service.
6. Coordinating Bay Area interagency paratransit reservations shall be the responsibility of paratransit providers. Subject to availability of rides, a single transit coordinator will be responsible to schedule an interagency paratransit trip (including round-trip service). For trips requiring coordination between only two transit operators, the operator in whose jurisdiction the trip originates will usually perform the function of trip coordinator to schedule the entire trip and to serve as a point of contact for passenger inquiries. For trips involving three or more paratransit providers, a regional trip coordinator may perform these functions.
 7. Transit operators shall accept reservations for interagency paratransit trips according to their local advance reservation policies. When coordinating a trip, the shorter advance reservation period of the connecting agencies will apply. In some cases, the scheduling operator will be unable to determine the availability of a requested interagency paratransit trip until the shortest advance reservation period is open. If, due to differences in advance reservation periods, trip availability cannot be determined at the time the trip is requested, the scheduling operator will inform the passenger of when to call to complete the trip reservation process. In the meantime, the scheduling operator may book available legs of the requested trip according to local advance reservation policies.
 8. Transit operators will charge a fare consistent with each individual operator's fare payment policy. All fares will be communicated to the passenger by the operator scheduling the first leg of the interagency paratransit trip at the time the ride is confirmed. Operators and MTC will work toward a regional fare payment method and/or regional fare policy for paratransit services.

Appendix B-5 Cooperative Demographic and Travel Pattern Transit Rider Survey Program Requirements

This Appendix defines the Commission's expectations of the transit agencies to ensure efficient collection of passenger demographic and travel pattern² information.

The Commission and the transit agencies have a common interest in understanding the demographics and travel patterns of transit riders. Between 2012 and March 2015, Commission staff have carried out transit surveys in partnership with 15 separate transit agencies as part of the Cooperative Demographic and Travel Pattern Transit Rider Survey Program ("Survey Program" henceforth). Collecting this information together is more cost effective than collecting it separately. The resulting consolidated data facilitates across-agency comparisons and analyses.

The key roles and responsibilities of MTC and the transit agencies on the Survey Program are as follows:

Transit agencies will:

1. Participate in the Survey Program when collecting information on transit passenger demographics AND travel patterns together.
2. Contribute to the cost of the agency-specific survey performed as part of the Survey Program. Federally-funded operators not listed below will pay no cost to survey service they provide; the following operators will pay 20 percent of the cost to survey service they provide:
 - Alameda-Contra Costa Transit District;
 - Bay Area Rapid Transit District;
 - Caltrain;
 - Golden Gate Bridge, Highway and Transportation District;
 - San Francisco Municipal Transportation Agency;
 - San Mateo County Transit District; and,
 - Santa Clara Valley Transportation Authority.
3. Contribute a limited number of agency-specific survey questions.
4. Contribute advice and suggestions to the survey procedures including, but not limited to, development of sampling plans, frequency and timing of demographic and travel pattern surveying, instrument design, and recruitment strategies.
5. Share ownership of all work products including raw and processed data.

² Defined here as: (a) the precise location of the trip origin, first transit boarding, last transit alighting, and trip destination; (b) the means of travel between the trip origin and first transit boarding and between the last transit alighting and trip destination; and, (c) the sequence of transit routes used between the first transit boarding and the last transit alighting.

MTC will:

1. Procure consultant resources to carry out the Survey Program.
2. Oversee consultant performance to ensure delivery of high quality products.
3. Contribute to the cost of the Survey Program. MTC will pay 80 percent of the cost to survey service provided by the seven agencies identified in item 2 of the “transit agencies will” list above; MTC will pay 100 percent of the cost to survey service provided by federally-funded transit providers not identified in the above list.
4. Develop a standard set of survey questions (including response options) and update these questions, as needed, in consultation with the transit agencies.
5. Develop and update a set of survey procedures including, but not limited to, development of sampling plans, instrument design, and passenger recruitment strategies.
6. Deliver survey results, including raw data, procedure documentation, and summary reports, to transit agencies in a timely manner.
7. Maintain a database of regional transit rider demographics and travel patterns.
8. Convene a working group to discuss the surveying effort (including the survey procedures) and the timing of surveys relative to capital projects, federal requirements, financial resources, customer service and other agency-led survey efforts, and schedule mark-ups (a.k.a., sign-ups, bid-dates). The group will meet no less than once a year and will develop and maintain a set of Survey Program standard operating procedures that will define operator-specific question allowances, data distribution procedures (including any necessary privacy safeguards), and other details.
9. Share ownership of all work products including raw and processed data.

APPENDIX A – 13

Regional Policies: Long-Range Planning / Plan Bay Area

**Project Review Criteria and Procedures
MTC Resolution No. 3115**



Date: October 28, 1998
W.I.: 61.1.10
Referred By: WPC

ABSTRACT

Resolution No. 3115

This resolution adopts the criteria and procedures to be employed by the MTC in the review and approval of projects and related grant applications pursuant to §§ 66518 and 66520 of the Government Code, and § 21655.6 of the Vehicle Code, and federal Intergovernmental Review requirements, and fulfill MTC's responsibilities under the memoranda of understanding with the Association of Bay Area Governments and the California Department of Transportation as authorized pursuant to MTC Resolution No. 1569.

This resolution supersedes MTC Resolution No. 1570.

Date: October 28, 1998
W.I.: 61.1.10
Referred By: WPC

Re: Project Review Criteria and Procedures

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3115

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

WHEREAS, Government Code § 66518 provides that the California Transportation Commission, when allocating funds for construction projects on the state highway system within the region, shall determine that the projects conform to the MTC's Regional Transportation Plan and its schedule of priorities; and

WHEREAS, Government Code § 66520 provides that any application to the state or federal government, for any grant of money, whether an outright or matching grant, by any city, city and county, county, or transportation district within the San Francisco Bay Area shall, if it contains a transportation element, first be submitted to MTC for review as to its compatibility with the Regional Transportation Plan (RTP), and the schedule of priorities included therein; and

WHEREAS, Vehicle Code § 21655.6 requires that the Department of Transportation (Caltrans) obtain the approval of the regional transportation planning agency prior to establishing the exclusive or preferential use of highway lanes for high-occupancy vehicles; and

WHEREAS, certain transportation projects and/or programs defined in federal regulations (49 CFR 17) are subject to Intergovernmental Review under procedures implementing Executive Order 12372; and

WHEREAS, a Memorandum of Understanding (MOU) among the Association of Bay Area Governments (ABAG), the California Department of Transportation (Caltrans), and the MTC defines their respective roles and responsibilities in the Intergovernmental Review process (MTC Resolution No. 1569); and

WHEREAS, by Resolution No. 1570 the MTC adopted criteria used to determine the "Regional vs. Local" nature of projects to be reviewed, and instituted a project classification listing to indicate the application of those criteria in selecting projects for review; and

WHEREAS, the MTC desires to establish criteria and procedures for project review and application approval appropriate to the type of transportation projects and/or programs which are the subject of such action; now, therefore, be it

RESOLVED, that the MTC finds that the criteria and procedures for project review and application approval described in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, permit the efficient and proper discharge of its responsibilities under Sections 66518 and 66520 of the Government Code and § 21655.5 of the Vehicle Code; and, be it further

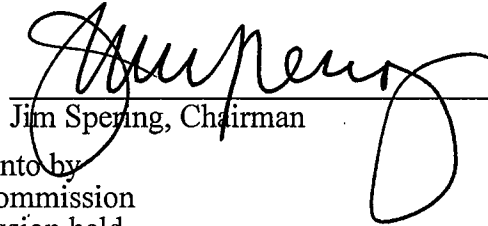
RESOLVED, that the MTC finds that those criteria and procedures satisfy Intergovernmental Review requirements and fulfill its responsibilities under the MOU; and, be it further

RESOLVED, that the MTC adopts the criteria and procedures for project review and application approval shown in Attachment A as those to be employed for such actions henceforth; and, be it further

RESOLVED, that the MTC directs staff, with the next annual cycle, to revise the project review procedures described in the Regional Transportation Plan to conform to those contained in Attachment A; and, be it further

RESOLVED, that Resolution No. 1570 is hereby superseded.

METROPOLITAN TRANSPORTATION COMMISSION



Jim Sperry, Chairman

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on October 28, 1998.

MTC Project Review and Application Approval Criteria and Procedures

I. PROJECT REVIEW — COMMISSION REVIEW AND APPLICATION APPROVAL

Any projects or program contained in the Annual/biennial Element of the Transportation Improvement Program (TIP) which fall under any of the criteria for major transportation projects listed below shall require Project Review by MTC to determine consistency with the Regional Transportation Plan and as a condition for implementation.

This shall also apply to any project or program amended into the Annual/biennial element of the TIP subsequent to its adoption.

Criteria

1. The authorizing or permitting exclusive or preferential use of highway lanes for high-occupancy vehicles, with the exception of HOV bypass lanes, by the State Department of Transportation;
2. The construction of mixed-flow highway lanes or of auxiliary lanes which do not terminate at the first subsequent interchange on the State highway system.
3. Interchange or local arterial improvements which have the potential to affect main-line operations on the State Highway System;
4. Transit projects that involve the construction of rail extensions, new stations, or parking facilities that exceed 500 parking spaces;
5. Transportation projects that have special circumstances or issues (i.e. design, environmental, financial) that warrant a review by the Commission.

Procedure:

All projects or programs contained in the Annual/Biennial Element of the current Transportation Improvement Program (TIP) falling under any one of the above criteria must be submitted to MTC by the project sponsor for project review and application approval, pursuant to Sections 66518 or 66520 of the California Government Code.

Upon receipt of an application, staff reviews the project or program documentation and, if appropriate, advises the applicant of any deficiencies or other problems likely to delay application approval. When the project sponsor's documentation and applicable environmental analysis is found to be satisfactory, staff prepares a Staff Evaluation of the project and a

Date: October 28, 1998
W.I.: 61.1.10
Referred by: WPC

Attachment A
Resolution No. 3115
Page 2 of 2

resolution that determines that the project conforms with the RTP, and supports the grant application for the amounts contained in the Annual/Biennial Element. The Staff Evaluation and resolution are presented to the Grant Review & Allocations Committee for review and, if found satisfactory, referral to the Commission for approval. The project sponsor can access TIP funding only after Commission approval of the application.

II. ADMINISTRATIVE APPROVAL

Any project or program contained in the annual/biennial element of the Transportation Improvement Program (TIP) not falling under any of the criteria for major transportation projects listed above shall be considered consistent with the Regional Transportation Plan and the schedule of priorities included therein, and will require no further review or approval action by MTC as a condition for implementation.

Procedure

In adopting the federal Transportation Improvement Program (TIP), the Annual/Biennial projects or programs eligible projects will be identified for administrative approval. Each entry in the TIP tabulation will include the name of the implementing agency, the project description (as shown in the TIP), and the total estimated cost in the Annual/Biennial Element. Unless a project is revised, no further review by MTC will be necessary after the approval of the TIP.

III. REVIEW OF LOCALLY FUNDED ROAD PROJECTS

Generally, locally funded road projects are not normally subject to project review and may be administratively approved. However, if these road projects significantly impact the State highway system, Project Review will be required to determine consistency with the Regional Transportation Plan.

Additionally, locally funded road projects that have regional significance will be listed in the TIP. *Regionally significant* projects must be included in the TIP to ensure adequacy of the federal air quality conformity analysis. *Regionally significant projects* mean capacity increasing projects that normally include principal arterial highways or fixed guideway transit facilities or that offer an alternative to regional highway travel.

Other related actions, such as an amendment of the Transportation Improvement Program, may be necessary in addition to the process described above.

APPENDIX A – 14

Regional Policies: Project Funding and Specific Funding Programs

Project Selection Criteria, policies and programming for the Surface Transportation Authorization Act, following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim, for the Cycle 1, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

MTC Resolution No. 3925



Date: October 28, 2009
W.I.: 1512
Referred by: PAC
Revised: 12/16/09-C 07/28/10-C 09/22/10-C
10/27/10-C 02/23/11-C 03/23/11-C
05/25/11-C 06/22/11-C 09/28/11-C
10/26/11-C 02/22/12-C 03/28/12-C
04/25/12-C 06/27/12-C 07/25/12-C
09/26/12-C 02/27/13-C 05/22/13-C
09/25/13-C 12/18/13-C 02/26/14-C
03/26/14-C 04/23/14-C 05/28/14-C
07/23/14-C 11/19/14-C 12/17/14-C
01/28/15-C 05/27/15-C 09/23/15-C
05/25/16-C 07/27/16-C

ABSTRACT

Resolution No. 3925, Revised

This resolution adopts the Project Selection Criteria, policies and programming for the Surface Transportation Authorization Act, following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim, for the Cycle 1, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The Project Selection Criteria contains the project categories that are to be funded with FY 2009-10 and FY 2010-11 STP/CMAQ funds to be amended into the currently adopted 2009 Transportation Improvement Program (TIP) and subsequent TIP update.

The resolution includes the following attachments:

- Attachment A – Cycle 1 STP/CMAQ Project Selection Criteria, and Programming Policies
- Attachment B – Cycle 1 Project List

The resolution was revised on December 16, 2009 to add Attachment A and to add \$437 million to Attachment B, the balance of funding to Cycle 1 programs.

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on July 28, 2010 to add approximately \$15.1 million in additional apportionment as follows:

1) Strategic Investment – Advance of SamTrans Payback (\$6.0 million); 2) Transportation for Livable Communities (\$4.1 million); 3) Regional Commitment – GGB Suicide Deterrent (\$5.0 million). In addition, the framework for second cycle is revised to program “freed up” Second Cycle Funds of \$6 million to the Climate Initiative program.

This resolution was revised on September 22, 2010 to advance \$20 million in Freeway Performance Initiative project elements to address lower than expected state programming as

ABSTRACT

MTC Resolution No. 3925, Revised

Page 2

well as the opportunity to capture more obligation authority. This action increases federal programming in First Cycle and reduces federal programming in Second Cycle by an equal amount.

This resolution was revised on October 27, 2010 to award grants from the Climate Initiatives Innovative Grant Program (\$31 million) and the Safe Routes to Schools Creative Grant Program (\$2 million). Attachment B was also updated to show projects nominated by the CMAs for the CMA Block Grant Program along with other updates reflecting TIP actions.

Attachment B was revised on February 23, 2011 to reflect the addition of new projects selected by the congestion management agencies, counties, and revisions to existing projects.

Attachment B was revised on March 23, 2011 to facilitate a fund exchange between the Green Ways to School Through Social Networking Project (TAM) with the Venetia Valley School SR2S Improvements (Marin County) and to make additional programming updates.

Attachment B was revised on May 25, 2011, to add \$2,092,000 to seven new grants for San Francisco, Fremont, South San Francisco, Sunnyvale, and Walnut Creek.

Attachment B was revised on June 22, 2011, to rescind \$1,998,000 for two projects in Hayward and Hercules.

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on September 28, 2011 to advance \$5.0 million for SFgo in the Climate Initiative Element, and \$13.3 million for the SamTrans Payback in the Regional Strategic Investment element to address higher than expected federal apportionment in the near-term, while not increasing the overall funding commitment for the Cycles 1 & 2 framework. This action increases federal programming in First Cycle and reduces federal programming commitments in Second Cycle by an equal amount.

Attachment B was revised on October 26, 2011 to provide \$376,000 to the Stewart's Point Rancheria Intertribal Electric Vehicle Project and to modify the scope of Santa Rosa's Climate Initiatives Program grant.

Attachment A (pages 6 and 17), and Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on February 22, 2012 to advance \$8,971,587 for the Lifeline Transportation Program to address higher than expected federal apportionment in the near-term and to redirect funding to the US 101 Capitol Expressway Interchange project. The

ABSTRACT

MTC Resolution No. 3925, Revised

Page 3

latter revision requires VTA to provide an equal amount of future local/RTIP funds to a TLC project. This action increases federal programming in First Cycle and reduces federal programming commitments in Second Cycle by an equal amount, while not increasing the overall funding commitment for the Cycles 1 & 2 framework.

Attachment A (pages 6 and 17), Appendix A-1 of Attachment A along with Attachment B of the resolution were revised on March 28, 2012 to add \$34 million in STP/CMAQ funds redirected from Cycle 2 FPI for the Doyle Drive / Presidio Parkway, with an equivalent amount in future San Francisco RTIP funding to be directed to regional FPI/Express Lanes. The OA Carryover identified for Cycle 1 is reduced from \$54 million to \$0 to accommodate this action and the advance of \$20 million for FPI on September 22, 2010. Additional changes were made to the project listing in Attachment B.

Attachment A (pages 6 and 17), and Appendix A-1 of Attachment A along with Attachment B of the resolution were revised on April 25, 2012 to address the following: program \$1.2 million to an ACE preventive maintenance project in lieu of an equal amount for SR2S funding for Alameda county (ACTC agrees to fund an equal amount of SR2S projects using local funds); advance and program the remaining \$2.7 million for the small/ northbay county operators (with this advance, the entire \$31 million STP/CMAQ commitment for the MTC Resolution 3814 Transit Payback as identified in Attachment A has been fulfilled); and redirect \$700,000 from the Climate Initiatives Public Outreach effort to the Spare the Air program. Additional changes were made to the project listing in Attachment B.

Attachment B to the resolution was revised on June 27, 2012 to reflect the following actions: program \$7.6 million for specific STP/CMAQ projects for the Lifeline program; program \$3.7 million to ten new Priority Development Area (PDA) Planning Grants for San Francisco, Fremont, Concord, Alameda, Alameda County, Richmond, Mountain View and Rohnert Park; and revise the SamTrans projects receiving the Caltrain Payback, among other changes.

Attachment B to the resolution was revised on July 25, 2012 to add \$0.2 million for Lifeline transportation projects.

Attachment B to the resolution was revised on September 26, 2012 to add \$50,000 to the Walnut Creek fourth cycle PDA planning grant and to move funds between two projects in the Sonoma County's County TLC Program.

ABSTRACT

MTC Resolution No. 3925, Revised

Page 4

Attachment B to the resolution was revised on February 27, 2013 to redirect \$50,000 to the City of San Jose's San Carlos Multimodal project from the Los Gatos Creek Reach 5 Trail project.

This resolution was revised on May 22, 2013 to extend the obligation deadline for the remaining Cycle 1 funds for projects subject to the dissolution of the redevelopment agencies, and delays in programming of Lifeline Transportation projects and small/northbay transit operators projects subject to the MTC Resolution 3814 transit payback commitment, and climate initiative innovative grant projects. Attachment B to the resolution was also revised to reflect the following actions: Redirect \$180,000 from the City of Concord's Monument Blvd Corridor Shared Use Trail (Phase 1) to the Monument Blvd Corridor Pedestrian and Bikeway Network (Phase 2) with no change in total funding; add the Eddy and Ellis Traffic Calming Lifeline project in San Francisco for \$1,175,105; modify the funding amounts between SamTrans' Caltrain Right-Of-Way payback commitment projects with no change in total funding; replace the Livermore plaza TLC project with the Livermore railroad depot restoration project with no change in total funding; deprogram the electric vehicle taxi climate initiative project for \$6,988,000 as a result of Better Place withdrawing from the project and retain \$988,000 for SFMTA's Electric Vehicles for Neighborhood Taxi Service project (a sub-element of the original project); and redirect: \$875,000 to extend the Dynamic Rideshare project; and redirect \$2,800,000 to increase the BAAQMD's bike sharing climate initiative project from \$4,291,000 to \$7,091,000.

Attachment B to the resolution was revised on September 25, 2013 to substitute the City of Oakland's Foothill Blvd. Streetscape Project with the Lakeside Green Streets Project.

Attachment B and Appendix A-1 to the resolution were revised on December 18, 2013 to change \$31 million from RTIP to CMAQ in the FPI program and to add a Sonoma US 101 FPI project and to update the funding amounts for the remaining FPI projects.

Attachment B was revised February 26, 2014 to reprogram Santa Clara's RTIP-TE funding from a lapsed project to two new projects in Santa Clara County, redirect \$3 million in Public Outreach Climate Initiatives Funding to the Spare the Air program and reduce funds for the Richmond Rail Connector Project.

Attachment B was revised March 26, 2014 to add \$2.7 million to the Clipper Program to Implement Phase III and make funding adjustments within the Freeway Performance Initiative Program by moving funds from the Marin US 101 component to the Solano I-80/ I-680/ SR 12 Interchange component.

ABSTRACT

MTC Resolution No. 3925, Revised

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Attachment B was revised April 23, 2014 to make changes to the Climate Initiatives Program including the addition of the Bay Area Bike Share Program (Phase II) and funding amount adjustments for two other programs.

As referred by the Planning Committee, Attachment B was revised on May 28, 2014 to program remaining reserve in the TLC/Station Area Plans/PDA Planning Program, in companion with the programming of Cycle 2 PDA planning funds.

On July 23, 2014, Attachment B was revised to capture returned savings and unspent funding from various projects including the Richmond Rail Connector and Climate Initiatives EV strategies, and redirect funding from the Freeway Performance Initiatives (FPI) program which received funding from other sources, to the Golden Gate Bridge Suicide Deterrent Net.

On November 19, 2014, Attachment B was revised to replace Vacaville's Accessible Paths to Transit Project with its SRTS Infrastructure Improvements Project.

On December 17, 2014, Attachment B was revised to de-program \$988,000 from SFMTA's Electric Vehicles for Neighborhood Taxi project, and redirect these funds to public education and outreach within the Climate Initiatives program to help address the FY 2016-17 funding shortfall.

On January 28, 2015, Attachment B was revised to de-program \$1,446,802 from the city of San Jose's Innovative Bicycle Detection System to the San Jose TDM project. A total of \$53,198 has been expended and reimbursed by FHWA and therefore remains programmed on the Bicycle Detection project.

On May 27, 2015, Attachment B was revised to add Caltrans as a co-sponsor of the Doyle Drive/Presidio Parkway project and delete the city of San Jose's Innovative Bicycle Detection System program and redirect the remaining \$53,198 to the San Jose TDM project. The City of San Jose has repaid FHWA the \$53,198 in expended and reimbursed funds freeing up the funds for redirection to the San Jose TDM project. Attachment B was also revised to reduce the existing bicycle sharing projects from a total of \$9,816,000 to \$4,403,000 and redirect \$4,500,000 to Bicycle Sharing in Emerging Communities, and \$500,000 to San Mateo Bicycle/Pedestrian Improvements. The remaining \$413,000 will be determined at a later date.

On September 23, 2015, Attachment B was revised to reprogram \$400,000 for the Climate Initiatives Outreach Program from MTC to the Bay Area Air Quality Management District, and to revise the project scope for the I-80 Freeway Performance Initiative project.

ABSTRACT

MTC Resolution No. 3925, Revised

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On May 25, 2016, Attachment B was revised to redirect \$358,500 from PDA Implementation Studies/Forums and \$1,390 in unprogrammed PDA planning funds within the Transportation for Livable Communities (TLC) program to ABAG PDA Planning and Implementation.

On July 27, 2016, Attachment B was revised to redirect \$548,388 in unobligated balances from San Francisco Department of Public Works' Folsom Street Streetscape project to the Second Street Complete Streets project within the County Transportation for Livable Communities program.

Further discussion of the Cycle 1 STP/CMAQ Project Selection Criteria and Program is contained in the memorandum to the Programming and Allocations Committee dated October 14, 2009, December 9, 2009, July 14, 2010, September 8, 2010; October 13, 2010, February 9, 2011, March 9, 2011, May 11, 2011, June 8, 2011, September 14, 2011, October 12, 2011, February 8, 2012, March 7, 2012, April 11, 2012, June 13, 2012, July 11, 2012, September 12, 2012, February 13, 2013, May 8, 2013, September 11, 2013, December 11, 2013, February 12, 2014, March 5, 2014, and April 9, 2014, and to the Planning Committee dated May 9, 2014, and to the Programming and Allocations Committee dated July 9, 2014, November 12, 2014, December 10, 2014, January 14, 2015 and May 13, 2015, and the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee dated September 9, 2015, May 11, 2016 and July 13, 2016.

Date: October 28, 2009
W.I.: 1512
Referred By: PAC

RE: New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12)
Cycle 1 STP/CMAQ Program: Project Selection Criteria, Policy, Procedures and
Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3925

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

WHEREAS, MTC is the designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area region (the region) and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of Surface Transportation Planning (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects; and

WHEREAS, MTC is the designated recipient for regional STP and CMAQ funds for the San Francisco Bay Area; and

WHEREAS, MTC has developed policies and procedures to be used in the selection of projects to be funded with STP and CMAQ funds for the Cycle 1 STP/CMAQ Program (23 U.S.C. Section 133), as set forth in Attachment A of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the procedures and criteria set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership, have or will develop a program of projects to be funded with STP and CMAQ funds in Cycle 1 for inclusion in the 2009 Transportation Improvement Program (TIP) including the subsequent TIP update, as set forth in Amendment B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the 2009 TIP and the subsequent TIP update will be subject to public review and comment; now therefore be it

RESOLVED that MTC approves the Project Selection Criteria, Policies, Procedures and Programming for the New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12) Cycle 1 STP/CMAQ funding, as set forth in Attachments A and B of this Resolution; and be it further

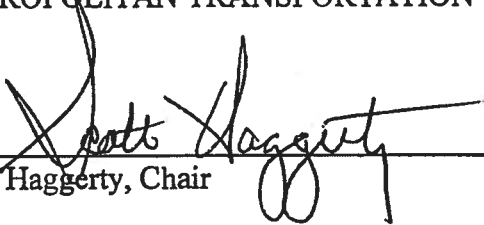
RESOLVED that the regional STP and CMAQ funding shall be pooled and redistributed on a regional basis for implementation of Cycle 1 STP/CMAQ Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be amended into in the 2009 TIP and the subsequent TIP update, subject to the final federal approval; and be it further

RESOLVED that the Executive Director is authorized to revise Attachment B as necessary to reflect the programming of projects as the projects are identified and amended in the TIP; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

Date: November 18, 2009
W.I.: 1512
Referred by: PAC
Revised: 12/16/09-C 02/22/12-C
03/28/12-C 04/25/12-C
05/22/13-C 07/23/14-C

Attachment A
Resolution No. 3925

New Surface Transportation Authorization Act

Cycle 1 STP/CMAQ Project Selection Criteria and Programming Policy

**Representing
FY 2009-10, FY 2010-11, and FY 2011-12**

Cycle 1 STP/CMAQ Policy and Programming

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BACKGROUND

With the close of SAFETEA on September 30, 2009, an overall architecture is called for to guide upcoming programming decisions for the new six-year surface transportation authorization act (New Act) funding. The Cycle 1 Project Selection Criteria and Programming Policy guides the programming of the first three year increment of federal funding (FY 2009-10, FY 2010-11 and FY 2011-12) and establishes the overall framework and funding estimate for the final three years (FY2012-13 through FY2014-2015). Until this legislation is enacted, the next one or two years of funding will be authorized through extensions of the current act and its programs and the future funding programs will likely overlap to a large extent with projects that are currently eligible for funding under Title 23 of the United States Code.

MTC receives a share of federal funding for local programming. Among the various transportation programs established by SAFETEA, the Commission has discretion over regional Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds. The *New Surface Transportation Authorization Act Cycle 1 STP/CMAQ Project Selection Criteria and Programming Policy* outlines how the region proposes to use these funds for transportation needs in the MTC region and to implement the strategies and objectives of the Regional Transportation Plan, also referred as Transportation 2035 (T2035). T2035 is the Bay Area's comprehensive roadmap to guide transportation investments in mass transit, highway, airport, seaport, bicycle and pedestrian projects over 25 years. The programs recommended for funding under the Cycle 1 Project Selection Criteria and Programming Policy are an outgrowth of the transportation needs specifically identified by T2035.

NEW ACT FUND ESTIMATE

Without a new federal surface transportation authorization act, MTC can only make preliminary estimates of revenues. Therefore, as in the past, MTC will reconcile revenue levels following enactment of the New Act, and also address any changes in eligibility of revenue categories. It is estimated that roughly \$1.4 billion is available for programming over the New Act period consisting of the following components.

STP/CMAQ and Transportation Enhancement (TE) Funds: \$1.1 billion is available over the New Act, assuming a 4% growth rate, consistent with projections for T2035. Specifically the STP/CMAQ/TE programming capacity over Cycle 1 amounts to \$485 million dollars, which is the subject of this Commission Action. This amount includes \$22 million of Transportation Enhancement Funds, which will be programmed through the Regional Transportation Improvement Program (RTIP).

American Recovery and Reinvestment Act (ARRA) Backfill funding: The region will also be the beneficiary of \$105 million in Regional Transportation Improvement Program/ Corridor Mobility Improvement Account (RTIP/CMIA) bond funding capacity as well as \$7.5 million in TE for programming consideration as a result of recent ARRA programming activities.

“Anticipated” Funding: Further, \$235 million is identified as “anticipated” over the six year period, which represents the additional increment of funding consistent with the House Transportation and Infrastructure Committee \$500 billion proposal for authorization (10% growth rate). Staff recommends programming the first three years of

this amount (estimated to \$60 million) under Cycle 1 should apportionments come in higher, once the New Act is authorized. Any increment realized would be allocated proportionately among the programs using the overall framework amounts shown under “anticipated revenue” as a guide and be taken to the Commission for approval. This approach applies only up to \$235 million in revenues over the New Act period. Any revenue exceeding this amount is to be discussed further by the Partnership and other transportation stakeholders and ultimately is up to the discretion of the Commission.

New Act "Anticipated Funds" Distribution

(millions \$s)

T 2035 Core Programs	Revenue Shares	Fund Amount
Freeway Performance Initiative (FPI)	13%	31
Climate Initiatives	20%	48
Regional Bicycle Program	8%	19
Transportation for Livable Communities (TLC)	18%	42
Transit Capital Rehabilitation	17%	39
Local Streets and Roads Rehabilitation*	23%	55
Total	100%	235

CYCLE 1 PROGRAMMING APPROACH

Resolution 3925 establishes an overall framework for this \$1.4 billion in new funding spanning the six-year new surface transportation authorization act. As a starting point for determining Cycle 1 program commitments over the first three years of the six year New Act period, staff discussed with the Partnership the full six-year range of revenues and program needs to pinpoint program issues such as delivery schedules and when the programs’ greatest needs occur, with an objective towards balancing needs over both the Cycle 1 (FY 2009-10, FY 2010-11, and FY 2011-12) and Cycle 2 (FY 2012-13, FY 2013-14, and FY 2014-15) periods. The overall six year framework is presented in Appendix A-1 showing revenues and program outlays for this \$1.4 billion in new funding

While staff is presenting this overall programming framework, the Commission is being requested to adopt funding commitments for the first three-year period of as part of this resolution (Cycle 1, ARRA Backfill, and initial contingency priorities for “anticipated” revenues). In approximately two years, the Partnership and Commission will revisit the final three years of programming as laid out by the overall policy framework, once the new transportation authorization act has been enacted giving the region the opportunity to assess developments in revenue, new program requirements and regulations; and individual program issues

Programming of “anticipated” funding will await federal authorization legislation which will establish authorization levels and the availability of this funding increment. Then this resolution

will be revised by the Commission to provide this funding to T2035 core programs as designated in these Cycle 1 STP/CMAQ policies.

GENERAL PROGRAMMING POLICIES

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 3821. The Commission's adoption of the STP/CMAQ Cycle 1 program, including policy and procedures meet the provisions of the *MTC Public Participation Plan*. MTC's advisory committees and the Bay Area Partnership have been consulted in the development of funding commitments and policies for this program; and opportunities have been provided to other stakeholders and members to comment.

Furthermore, investments made in the STP/CMAQ program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, when asked to select projects for funding at the county level, CMAs must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements.

2. **2009 Transportation Improvement Program (TIP).** Projects approved as part of the Cycle 1 STP/CMAQ program must be amended into the 2009 TIP. The federally required TIP is a comprehensive listing of all San Francisco Bay Area transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes.
3. **Minimum Grant Size.** STP/CMAQ grants per project cannot be programmed for less than \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under 1 million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). CMAs may request exceptions through the strategic plan process, especially when balancing the objective of using the Local Streets and Roads distribution formula. The objective of this requirement is to minimize the number of federal-aid projects, which place administrative burdens on project sponsors, MTC, Caltrans, and Federal Highway Administration staff.
4. **Commission Approval of Programs and Projects.** Federal funds are not accessible to a project sponsor unless they are included or "programmed" in the Transportation Improvement Program (TIP). The following steps lead up to the final TIP programming action by the Commission, which constitutes the final approval of funding to a program or project:
 - a) Program Development including the development of objectives, eligibility criteria, and program rules. With the exception of indivisible projects/programs where no subsequent project selection occurs, many programs will require the subsequent

selection of a set of projects that meet the program rules and criteria. In this case, staff further develops federal funding programs in cooperation with the Partnership including public input; and takes the final program policy/rules or any subsequent revisions to the Commission for approval.

b) Selection of Projects: A program and its policies, which are approved by the Commission, govern the selection of projects. Attachment B, "Project List", to Resolution 3925 sets forth the programs and projects to be funded under the Cycle 1 Programming Policy. Depending on project selection responsibility, there are two scenarios:

- Outside agency staff and their governing boards (i.e. Congestion Management Agencies) manage a project selection process. For example, responsibility for project selection for a given Cycle 1 funding program (i.e. County TLC Program, Local Streets and Roads Rehabilitation Shortfall Program, Regional Bicycle Program) is assigned to Congestion Management Agencies (CMAs). In this case, the Commission will revise the TIP to include the resulting projects; and Attachment B may be amended by MTC's Executive Director to reflect these revisions.
- MTC staff and the Commission manage a project selection process. For example, responsibility for the project selection for a given Cycle 1 funding program (i.e. Regional TLC Program, Climate Initiatives) where responsibility for project selection in the framework of a Cycle 1 funding program is assigned to MTC, TIP amendments and a revision to Attachment B will be taken to the Commission for its review and approval.

c) TIP Revisions: All projects selected for funding in the Cycle 1 program must be in the TIP. Therefore, MTC will take action on each project as the funds are included in a TIP or any subsequent revision to a TIP project listing. MTC's Executive Director may update Attachment B to reflect approval of the funds in the TIP.

5. **Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. Since the 2009 air quality conformity finding has been completed for the 2009 TIP, no non-exempt projects that were not incorporated in the finding will be considered for funding in the Cycle 1 Program until the development of the 2011 TIP during spring 2010. Additionally, the U.S. Environmental Protection Agency designated the Bay Area as a non-attainment area for PM 2.5 starting December 14, 2009. Within 12 months of effective date of this classification, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed "Projects of Air Quality Concern" must complete a hot-spot analysis required by the Transportation Conformity Rule. Generally Projects of Air Quality Concern are those projects result in significant increases in the number of or emissions from diesel vehicles.
6. **Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section

21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures for all projects with Federal funds.

7. **Application, Resolution of Local Support.** Project sponsors/ implementing agencies must submit a completed project application for each project proposed for funding through MTC's Funding Management System (FMS). The project application consists of two parts: 1) an application submittal and/or TIP revision request to MTC staff and 2) Resolution of Local Support approved by the project sponsor/ implementing agency's governing board or council. A template for the resolution of local support can be downloaded from the MTC website using the following link:
http://www.mtc.ca.gov/funding/STPCMAQ/STP_CMAQ_LocalSupportReso.doc
Sponsors of projects that have previously received STP/CMAQ or State Improvement Program (STIP) funds may rely on the prior Resolution of local support prepared for the same project, provided that the project scope remains unchanged.

8. **Project Screening and Compliance with Regional and Federal Requirements.** MTC staff will perform a review of projects proposed for the Cycle 1 STP/CMAQ Program to ensure 1) eligibility; 2) RTP consistency; and 3) project readiness. In addition, project sponsors must adhere to directives such as "Complete Streets" (MTC Routine Accommodations for Bicyclists and Pedestrians); and the Regional Project Funding Delivery Policy as outlined below; and provide the required non-federal matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.

- ▶ **Federal Project Eligibility:** STP has a wide range of projects that are eligible for consideration in the TIP. Eligible projects include, federal-aid highway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), mitigation related to an STP project, public transit capital improvements, pedestrian, and bicycle facilities, and transportation system management, transportation demand management, transportation control measures, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in Section 133 of Title 23 of the United States Code.

CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), public-private partnerships, alternative fuels, traffic flow improvements, transit projects (facilities, vehicles, operating assistance up to three years), bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, Inspection and maintenance programs, magnetic levitation transportation technology deployment program, and experimental pilot projects. For more detailed guidance see the *CMAQ Program Guidance* (FHWA, November 2008).

- ▶ RTP Consistency: Projects included in the Cycle 1 STP/CMAQ Program must be consistent with the adopted Regional Transportation Plan (RTP), according to federal planning regulations. Each project included in the Cycle 1 Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number or reference.

- ▶ Complete Streets (MTC Routine Accommodations of Pedestrians and Bicyclists Policy): Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets policy (Resolution No. 3765) created a checklist that is intended for use on projects to ensure that the accommodation of non-motorized travelers are considered at the earliest conception or design phase. The county Congestion Management Agencies (CMAs) ensure that project sponsors complete the checklist before projects are submitted to MTC. CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to project programming in the TIP. Other state policies include, Caltrans Complete Streets Policy Deputy Directive 64 R1 which stipulates: pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products and SB 1358 California Complete Streets Act, which requires local agency general plan circulation elements to address all travel modes.

- ▶ Regional Project Delivery Policy. Cycle 1 STP/CMAQ funding is available in the following three fiscal years: FY 2009-10, 2010-11, and 2011-12. Funds may be programmed in any one of these years, conditioned upon the availability of obligation authority (OA). This will be determined through the development of an annual obligation plan, which is developed in concert with the Partnership and project sponsors. However, funds MUST be obligated in the fiscal year programmed in the TIP, with all Cycle 1 funds to be obligated no later than January 31, 2017. Specifically, the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within the federal fiscal year that the funds are programmed in the TIP. The LTP funds advanced from Cycle 2 have an obligation deadline consistent with the LTP requirements.

All Cycle 1 funding is subject to the Regional Project Funding Delivery Policy and any subsequent revisions (MTC Resolution No. 3606). Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Funding Delivery Policy, which enforces fund obligation deadlines, and project substitution for STP and CMAQ funds. All funds are subject to award, invoicing and project close out requirements. Project sponsors must sign project supplementary agreements and award construction contracts within six months of obligation; and subsequently request reimbursements every six-twelve months to keep grants active. The failure to meet these deadlines will result in the deobligation of any unexpended fund balances for the project.

- ▶ Local Match. Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP and CMAQ is 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the non-federal match, which is subject to change.

- ▶ Fixed Program and Specific Project Selection. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional STP/CMAQ program is project specific and the STP and CMAQ funds programmed to projects are for those projects alone. The STP/CMAQ Program funding is fixed at the programmed amount; therefore, any cost increase may not be covered by additional STP and CMAQ funds. Project sponsors are responsible for securing the necessary non-federal match, and for cost increases or additional funding needed to complete the project including contingencies.

- ▶ Priority Development Areas (PDA) Based Funding Decisions: In Transportation 2035, the Commission's transportation/land use and climate change policies seek to align "focused growth" land use principles and transportation investments. As part of the ARRA program adoption last February, the Commission directed staff to begin developing a PDA investment strategy in advance of the new federal authorization. As it relates to the New Act programming, the following policies support PDA based funding strategies:
 - *Transportation for Livable Communities*: All TLC projects must be located in priority development areas with additional weight given in project evaluation depending on whether the projects are in planned or proposed PDAs and based on proposed development intensity.
 - *Climate Initiatives*: For the Innovative Grant element of the Climate Initiative, priority will be given to projects that are in PDAs, in addition to other program criteria and weighting factors.
 - *Rehabilitation – Streets and Roads and Transit*: The current distribution formula prioritizes funding for local jurisdictions that are considered high-intensity PDAs. The allocation formula for streets and roads rehabilitation contains four factors, weighted 25% each, including population, lane mileage, arterial and collector shortfall, and preventive maintenance performance. The population and lane mileage factors result in the support of PDAs. To ensure this PDA emphasis, CMAs should, in general, use the same allocation formula for streets and roads distribution within the counties. The CMAs, through a required Strategic Plan, may proposal some modifications, including deferring some jurisdiction programming to Cycle 2 or using local funds, to address the competing objective of adhering to federal grant minimums.

PROGRAMMING CATEGORIES

The below table presents the New Act, Cycle 1 STP/CMAQ Program commitments followed by their program descriptions. In October the Commission approved STP/CMAQ funding for Regional Planning and Regional Operations programs, which was directed to continuing the on-going programs from SAFETEA that have a basis in the needs identified in Transportation 2035. Specific programs, projects and their Cycle 1 funding amounts are listed in Attachment B, including anticipated Cycle 2 commitments for information purposes. Additionally Appendix A-2 presents the specifics on the schedules of the various programs under the Cycle 1 STP/CMAQ program.

Cycle 1 Funding Summary (millions \$, rounded)

Program Categories	ARRA Backfill TE/RTIP/CMIA Commitments	STP/CMAQ Commitments	3-year Total
1. SAFETEA OA Carryover	0	\$54	\$54
2. Regional Planning	0	\$23	\$23
3. Regional Operations	0	\$84	\$84
4. Freeway Performance Initiative	\$74	\$31	\$105
5. Climate Initiatives	0	\$80	\$80
6. Regional Bicycle Program	\$8	\$19	\$27
7. Transportation for Livable Communities	\$0	\$85	\$85
8. Transit Capital Rehabilitation*	\$0	\$0	\$0
9. Regional Streets and Roads Rehabilitation	\$0	\$100	\$100
10. Strategic Investments	\$31	\$9	\$40
TOTAL Commitments			\$ 598

*This program will be funded in Cycle 2 to align with the time period when needs occur.

1. SAFETEA Obligation Authority (OA) Carryover (\$54 million)

This obligation to payback OA owed to other regions in the State results in corresponding fund capacity reductions to the overall New Act program. As the MTC region enters the New Act with a negative carryover of \$54 million, it remains uncertain how soon this OA payback would be requested by Caltrans, depending on OA used by other regions in the State. It is noteworthy, that MTC’s ability to obligate quickly in the earlier years could be viewed as beneficial by Caltrans, allowing later payback of OA. In any event, it is prudent to anticipate payback during Cycle 1.

2. Regional Planning Activities (\$23 million—potentially up to \$27 million)

This program provides funding to the nine county Congestion Management Agencies (CMAs), the Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development Commission (BCDC), and MTC to support regional planning activities. The

\$23 million funding level reflects the Transportation 2035 commitment level by escalating at 4% per year from the base amount in FY 2008-09. In addition, it is proposed that the nine county CMAs will have the ability to use up to 4% of their respective block grants to supplement their planning revenues (\$4 million which would be deducted from the STP/CMAQ allocated to the Regional Bicycle, TLC, and Regional Streets and Roads programs, managed by the CMAs.) These additional funds will be programmed for CMA planning activities and deductions made to the other programs once the CMAs make a request to MTC. (See Appendix A-3)

2. Regional Operations (\$84 million)

This program includes projects which are administered at the regional level by MTC, and includes funding to continue regional operations programs for TransLink®, 511, and Incident Management. In response to the elimination of STA funding to the Regional Operations Programs, an increment of \$2.5 million has been added, as compared to Transportation 2035 assumptions for MTC project staff costs through FY 2012-13. Funding for this purpose in Cycle 2 will depend on the State of California fiscal situation. The program category is broken down into the following projects with their respective Cycle 1 grant amounts (rounded to nearest million dollars):

◆ TransLink®	\$29 million
◆ 511	\$34 million
◆ Regional Marketing	\$ 2 million
◆ Incident Management	\$18 million

4. Freeway Performance Initiative (\$105 million)

This program builds on the proven success of recent ramp metering projects that have achieved significant delay reduction on Bay Area freeways at a fraction of the cost of traditional highway widening projects. Eight metering projects are proposed, targeting high congestion corridors. These projects, listed in Appendix A-4, also include Traffic Operations System elements to better manage the system. MTC staff has been working with Caltrans and the CMAs to develop this system management program to provide sustainable and reliable congestion relief. MTC will perform overall program oversight and are currently pursuing innovative project delivery options, including design-build. This category includes \$1.9 million per year, for a total of \$5.7 million for performance monitoring activities, regional performance initiatives implementation and Regional Signal Timing Program.

5. Climate Initiatives (\$80 million)

The Cycle 1 program has four primary elements: 1) Public Education / Outreach; 2) Safe Routes to Schools; 3) Innovative Grants; and 4) Climate Action Program Evaluation. Within the total program amount, \$3 million is also proposed to fund CMAQ eligible projects in Eastern Solano County per an agreement that covers the Sacramento Air Basin. The table below presents the program components and grant amounts, followed by program descriptions:

Cycle 1 Climate Initiatives Program Components and Funding (million \$s)		
Program Components	Cycle 1 Program	%
	80	100%
Eastern Solano CMAQ	3	
Public Education / Outreach	10	13%
Safe Routes to Schools	17	23%
Innovative Grants	31	
	SFgo*	15
		60%
Climate Action Program Evaluation	4	5%
Total	80	100%

*Assumes SFgo partly funded in first cycle (\$15M) and partly in second cycle (\$5M)

Eastern Solano CMAQ Program (\$3 million): These CMAQ funds come to MTC by way of the Sacramento Metropolitan Air Quality Management District’s air basin which overlaps with the MTC region in Eastern Solano County. The Solano Transportation Authority will select projects in consultation with MTC and the Sacramento Air District per the existing memorandum of understanding.

Public Education / Outreach (\$10 million): The objective of this program is to develop a regional campaign to reduce greenhouse gas emissions, influence the public to make transportation choices to reduce these emissions, and evaluate the effectiveness of strategies used. The following specific tasks are included:

- Launch a branded, Bay Area climate campaign in 2011;
- Develop tools to encourage smart driving or other emission reduction strategies; and
- Support school and youth programs to train the next generation.

This program will be further developed by MTC staff in cooperation with the Bay Area Air Quality Management District.

Safe Routes to Schools (\$17 million): This element further implements Safe Routes to Schools (SR2S) programs region-wide with the overall goal of significantly reducing emissions related to school-related travel. It also increases the ability of Bay Area jurisdictions to compete for state and federal SR2S infrastructure grants. Within the SR2S program, \$15 million is distributed among the nine Bay Area counties based on K-12 school enrollment. An additional \$2 million would be available on a competitive basis to one or more counties to expand implementation of creative school-related emission reduction strategies and to determine their effectiveness and potential replication throughout the Bay Area. Appendix A-5 details the county distribution.

Innovative Grant Program (\$46 million - \$31 million competitive and \$15 million for SFgo): The purpose of Innovative Grant Program is to fund a smaller number of higher-cost/higher-impact/innovative projects on a broader geographic scale (i.e., citywide or countywide). The Innovative Grant Program would achieve two basic objectives:

- Test the effectiveness of three strategies that have high potential for reducing emissions, but have not been sufficiently tested for replication on a larger scale throughout the Bay Area. Included in this category are: 1) Parking management/innovative pricing policies; 2)

Acceleration of efforts to shift to cleaner, low GHG vehicles; and 3) Transportation demand management strategies.

- Generate more Bay Area innovation and engage local communities by funding up to five major transportation-related projects that expand or combine strategies to measurably reduce emissions and showcase results at specific locations to increase understanding about whether these strategies result in cost-effective emission reduction and, if successful, how the results could be replicated elsewhere. Included in this category are: 1) Initiatives defined in locally-adopted Climate Action Plans or plan equivalent; or 2) Expansion of other innovative ideas that have yet to be fully evaluated as to their cost-effectiveness

This program is regionally competitive, giving higher priority to projects that are located in priority development areas (PDAs) and projects that offer contributions from other sources to leverage the CMAQ investment and build partnerships. The process for soliciting projects includes regional workshops, an abbreviated request for interest, and a more involved request for project proposals from projects deemed most promising from the request for interest review.

The staff proposal continues to include \$20 million for the SFgo project as a component of the Climate Initiatives Program but recommends that the funding be split over the two cycles (\$15 million in Cycle 1 and \$5 million in Cycle 2) to provide more funding for the competitive innovative grant program. Should additional “anticipated” revenues become available, staff proposes to accelerate the remaining \$5 million for SFGo. Further, if SFgo receives \$5 million in other discretionary funding during Cycle 1, \$5 million will revert to the Innovative Grant program. SFgo would support implementation of one of the region's Small Starts priorities - Van Ness Avenue BRT -- by upgrading the network communications infrastructure to install transit signal priority. The SFgo project includes traffic signal controllers linked by fiber-optic interconnect conduit and related communications systems to enable transit signal priority and optimize signal timings on Van Ness Muni routes and vehicles on crossing routes.

Climate Action Program Evaluation: The evaluation element is intended to serve a twofold purpose: 1) provide additional data for ongoing evaluation efforts that estimate project/program greenhouse gas emission impacts, including co-benefits for other criteria pollutants; and 2) assess the overall effectiveness of projects and programs funded by the Climate Action Program, including public education/outreach, SR2S, and innovative grants.

While the Safe Routes to Transit (SR2T) program is not currently being recommended as a stand-alone program element, staff recommends that a focused assessment and marketing program be conducted for the RM2-funded SR2T program during Cycle 1. Staff intends to work closely with the East Bay Bicycle Coalition and TransForm to design a SR2T evaluation and marketing program that evaluates selected in-progress and approved future projects and promotes the benefits and availability of selected existing projects and projects currently under development.

6. Regional Bicycle Program (\$27 million)

Under Transportation 2035, these funds will be applied to completing the remaining unconstructed projects on the 2,100 mile Regional Bikeway Network in the MTC region. This includes completion of all on-street and grade separated bicycle and pedestrian paths in every

county. While the program does not specifically include pedestrian projects, shared use paths benefit both cyclists and pedestrians. The proposed distribution of \$19.5 million to the counties is based on a hybrid formula consisting of 50% population, 25% bikeway network capital cost, and 25% unbuilt bikeway network miles. The distribution also includes a partial payback to counties that did not receive their population share under the regionally competitive Regional Bicycle and Pedestrian Program during SAFETEA with the remaining half of the payback proposed in Cycle 2. The \$7.5 million in Transportation Enhancement portion of this program is subject to 2010 State Transportation Improvement Program rules. (See Appendix A-6 for fund distribution)

7. *Transportation for Livable Communities (TLC) (\$85 million)*

\$85 million is provided in Cycle 1 to allow for a TLC pilot program to launch a new approach based on discussions with our partners and stakeholders. In September, the Planning Committee approved several elements for the next TLC funding cycle including (1) the use of TLC funds to incentivize development in Priority Development Areas, (2) the size of TLC grants, (3) a menu of eligible program categories, including streetscapes (current program eligibility), as well as several new categories: non-transportation infrastructure, transportation demand management, and density incentives such as land banking or site assembly, and (4) split between the regional (2/3) and local (1/3) funding. TLC program funding will also support the Station Area Planning Grant program. The guidelines for the regional TLC program are included in the memorandum approved by the Commission in September 2009. (See Appendix A-7 for fund distribution)

8. *Transit Capital Rehabilitation Shortfall (\$0)*

This program would not receive New Act funding until Cycle 2 (\$125 million). This is supported by an assessment of 10-year needs and revenues showing that Federal Transit Administration formula funds exceed capped needs through FY2013. Consequently New Act funding needs will occur during Cycle 2 to address transit capital shortfalls in the region as identified in Transportation 2035. The program objective, as in the past, is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs that cannot be accommodated within the Transit Capital Priorities program.

9. *Regional Streets and Roads Rehabilitation (\$100 million)*: This program addresses rehabilitation shortfalls on the regional local streets and roads network. The program category amount includes \$15 million for Federal Aid Secondary commitments direct to counties; \$6 million for the Pavement Management Program (PMP) and Pavement Technical Assistance Program (PTAP). The balance of \$65 million will be distributed to local jurisdictions by the CMAs to fund streets and roads rehabilitation projects. Details of these three program components follow:

- Federal Aid Secondary (FAS) Program Set-Aside: With the passage of ISTEA and the dissolution of the Federal Aid Secondary (FAS) program, California statutes guarantee the continuation of minimum funding to counties, guaranteeing their prior FAS shares. This entire six-year minimum requirement will be addressed upfront in Cycle 1. The funding will be programmed directly to the respective counties. (See Attachment B for fund distribution)
- PTAP provides grants to local jurisdictions to perform regular inspections of their local streets and roads networks and to update their pavement management systems, which is a

requirement to receive certain funding. PMP implements various data collection and analysis efforts including local roads needs assessments and inventory surveys, asset management analysis, training, and research and development of pavement and non-pavement preservation management techniques. These efforts feed into a number of the region's planning and asset management efforts

- **Local Streets and Roads Shortfall Program:** Funding is distributed down to a jurisdiction level using the formula previously agreed to by the Bay Area Partnership to fund streets and roads rehabilitation needs on the federal-aid system. Each of the formula factors are weighted 25 percent and the latest calculations available will be used to determine proportional shares. Funding for street and road rehabilitation will be distributed by an approved formula that uses jurisdictions' proportionate share of the region's population, lane mileage, Metropolitan Transportation System (MTS) funding shortfall and preventive maintenance performance score. (See Appendix A-8 for fund distribution.) In the case of Santa Clara County additional flexibility shall be given with respect to the distribution formula. Specifically, the CMA needs to work with the County of Santa Clara in distributing the Local Streets and Roads Shortfall Program funds to account for the Santa Clara County expressway system.

10. Strategic Investments (\$40 million): Three projects are included under this category. The first two build on the momentum and meet the investment priorities of the Corridor Mobility and Trade Corridor programs. The third restores of partial funding to transit programs and projects that lost funding as a result of state and federal funding cuts, carrying through prior Commission commitments. A brief description of each project as well as the proposed funding amount is included below:

- *Corridor Mobility (Santa Clara Interstate 280 to Interstate 880 Direct Connector - \$32 million):* This project will provide a direct freeway connector and interchange improvements to improve traffic operations, safety, and access. This project had been a candidate for Proposition 1B funding, and is now proposed as a strategic investment. This project's funding is subject to the availability of funding in the CMIA and RTIP programs as a result of the ARRA backfill; and the project must meet the delivery deadlines associated with these fund sources.
- *Trade Corridor (Richmond Rail Connector - \$8 million):* The Richmond Rail Connector is a rail connection between the BNSF Railroad's Stockton Subdivision and Union Pacific Railroad's Martinez Subdivision near San Pablo, CA, just north of Richmond, CA. BNSF and UP, as well as the Capitol Corridor and Amtrak, all operate on the Martinez Subdivision. This project is needed to accommodate and better serve both current and future freight and passenger rail traffic on the Martinez Subdivision rail corridor while reducing the impacts on the local community. The proposed rail connector would eliminate the need for a number of long BNSF trains to continue to travel through downtown Richmond, thereby reducing traffic delays at local grade crossings, as well as vehicle emissions and noise impacts affecting Richmond residents. The \$8 million is conditioned on BNSF securing the balance of the project funds. The estimated project cost is approximately \$35 million, with 50 percent of the project costs coming from the state Proposition 1B Trade Corridors Improvement Fund (TCIF) program, and additional funds coming from BNSF Railroad. The project must

meet all criteria of TCIF program, including a minimum 1:1 match of the TCIF funds. MTC's funds will augment the local match amount contributed to or secured by BNSF for the project to leverage the TCIF funds.

- *MTC Resolution 3814 Transit Payback Commitment (\$0; \$31M in Cycle 2):* As part of the Transit Policy established in June 2007, in conjunction with Proposition 1B funding, MTC committed \$62 million in future spillover revenues for Lifeline, Small Operators, SamTrans Right-of-way Settlement, and two capital projects – BART to Warm Springs and eBART. Given the proposal to suspend funding to transit for five years, MTC is proposing to meet roughly half of this 10-year commitment through a combination of distributions to-date and the proposed cycle programming. However, the proposal would fully fund the Lifeline and Small Operator commitment while delaying any funding to the two capital projects. The table below provides the proposed distribution:

STA Spillover Funding Agreement Per Resolution 3814 PROPOSITION 1B TRANSIT FUNDING PROGRAM -- POPULATION BASED SPILLOVER DISTRIBUTION						
Apportionment Category	MTC Resolution 3814 Original Schedule	%	FY 2007-08 Spillover Distribution	Unfunded Commitment	Proposed for Funding	Remaining Commitment
Lifeline	\$ 10,000,000	16%	\$ 1,028,413	\$ 8,971,587	\$ 8,971,587	\$ -
Small Operators / North Counties	\$ 3,000,000	5%	\$ 308,524	\$ 2,691,476	\$ 2,691,476	\$ -
BART to Warm Springs	\$ 3,000,000	5%	\$ 308,524	\$ 2,691,476	\$ -	\$ 2,691,476
eBART	\$ 3,000,000	5%	\$ 308,524	\$ 2,691,476	\$ -	\$ 2,691,476
Samtrans	\$ 43,000,000	69%	\$ 4,422,174	\$ 38,577,826	\$ 19,288,913	\$ 19,288,913
Total	\$ 62,000,000	100%	\$ 6,376,158	\$ 55,623,842	\$ 30,951,976	\$ 24,671,865

Should spillover return, the spillover funds could meet this obligation and staff would revisit the need for this pay back commitment. Also, in light of critical financial issues that SamTrans is facing, MTC would program SamTrans' amount as the first priority in Cycle 2, and commit to make this money available to SamTrans in the first year of Cycle 2 (FY 2012-13).

PROGRAM MANAGEMENT AND THE CONGESTION MANAGEMENT AGENCY BLOCK GRANT

Program management responsibilities will generally be split between MTC and the congestion management agencies (CMAs) as outlined in table below. MTC management role is limited to program areas of regional scope or with a network impact. Congestion management agencies would manage programs with a local/community focus.

Program Administration

Transportation 2035 Core Programs	Manager	Block Grant
Freeway Performance Initiative (FPI) and the Regional Signal Timing Program.	MTC, Caltrans and CMAs	
Climate Initiatives (Public Outreach/ Innovative Grants/ Evaluation)	MTC and Bay Area Air Quality Management District	
Climate Initiatives – Safe Routes to School	County – TBD and MTC regional coordination and assistance	
Regional Bicycle Program	CMAs	Yes
Climate Initiatives—Eastern Solano CMAQ	Solano Transportation Authority	
TLC – Regional	MTC	
TLC – County	CMAs	Yes
Regional Streets and Roads Rehabilitation	CMAs	Yes
Transit Capital Rehabilitation	MTC	

Further, for core programs managed by the CMAs, MTC will be making funding available to the CMAs by means of a “PDA block grant” to allow more flexibility and more strategic project selection. The block grant will encompass the Regional Bicycle Program, County TLC Program, and the Local Streets and Roads Shortfall Program. Appendix A-9 presents an overview of the funding made available to the CMAs under their block grants. The block grant program will function as follows:

- **CMA Block Grant Strategic Plan:** By April 1, 2010, CMAs are asked to submit a Strategic Plan to MTC outlining their approach for programming their block grants. This Plan should include:
 - Amount of funds for CMA planning purposes and rationale behind any flexing of program amounts within the Block Grant Programs (beyond the 20% noted above). Examples might include flexibility to deliver on a complete streets approach or deliver investments that better support PDAs. This would be submitted to the Commission for approval.
 - The approach used to select Local Streets and Roads Shortfall Program projects, if it differs from the MTC distribution formula.
 - Federal Funding Minimums: Unique circumstances or hardships may allow for modifications to this policy, which need to be discussed with MTC staff beforehand and included in the plan. Also for the Local Streets and Roads Shortfall Program, in order to balance the objectives of streamlining federal fund expenditures through project minimums and the requirement that CMAs should adhere to the distribution formula down to the jurisdiction level, CMAs may propose to defer some jurisdiction programming to Cycle 2 or to use local funds.
 - Safe Routes to Schools Program (SR2S) recommended county approach, including lead agency for project selection and federal funding recipient, and any

request for additional funding to expand implementation of creative school-related emission reduction strategies. MTC will coordinate the SR2S program, including reviewed and approval of county programs by the Commission. The CMAs are requested to provide assistance in the development of objectives and the definition of agency roles for this program within their respective jurisdictions. These will vary throughout the region and even within a county. There are various lead agencies for current Safe Routes to School programs including bicycle and regional coalitions, departments of health, congestion management agencies, offices of education, and cities. As part of the CMA Block Grant Strategic Plan, the CMA would identify the lead agency for plan implementation, the allocation of funds to specific implementation actions, performance targets, and plan for sustaining the SR2S program beyond the allocation of CMAQ funds.

- Complete Streets: A CMA should explore giving priority to funding projects that demonstrate a “complete streets” design approach by including pedestrian and/or bicycle projects in the project scope.
 - Priority Development Area: The CMA should discuss its consideration of priority development areas and policies in its project selection approach.
-
- **Planning Activities:** Up to 4% may be used by CMAs for planning activities to be applied proportionately to all Block Grant programs within the county. Contract amendments to the Regional Planning agreements in March/April to capture any augmentations.
 - **Flex provision:** Up to 20% of each program’s funds may be flexed from one Block Grant program to fund another in order to recognize practical project delivery considerations and unique county priorities. CMAs can request flexibility beyond the 20% through their Strategic Plan for consideration by the Commission. Staff will provide a report on the flex provision of Cycle 1 for consideration by the Commission before programming Cycle 2.
 - **Minimum Grant Size:** STP/CMAQ grants per project cannot be programmed for less than \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under 1 million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). CMAs may request exceptions through the strategic plan process, especially when balancing the objective of using the Local Streets and Road distribution formula. The objective of this requirement is to minimize the number of federal-aid projects, which place administrative burdens on project sponsors, MTC and Federal Highway Administration staff.
 - **Unified Call for Projects:** CMAs are requested to issue one unified call for projects addressing all of their respective Block Grant programs in early 2010. Final project list is due to MTC by July 30, 2010. Goal is to reduce staff resources, coordinate all programs to respond to larger multi-modal projects, and give project sponsors the maximum time to deliver projects.

- **Project Delivery Deadlines:** CMAs must program their block grant funds over a two-year period with 50 percent programmed in FY 2010-11 and 50 percent in FY 2011-12. Expectation would be that LSR program would use capacity of the earlier year to provide more time for delivery challenges of RBP and TLC programs, but this is not a requirement. The funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606) including the Request For Authorization (RFA) submittal deadline of February 1 and the obligation deadline of April 30 of the year the funds are programmed in the TIP.

PROGRAM SCHEDULE

Cycle 1 spans apportionments over three fiscal years: FY 2009-10, FY 2010-11, and FY 2011-12. Programming in the first year will generally be for the on-going regional operations and regional planning activities which can be delivered immediately, allowing the region to meet the obligation deadlines for use of FY 2009-10 funds. This strategy, at the same time, provides several months during FY 2009-10 for program managers to select projects and for MTC to program projects into the TIP to be obligated during the remaining second and third years of the Cycle 1 period.

As a starting point, core programs' STP/CMAQ funds will need to be programmed in the TIP and delivered (obligated), 50% of their funds in each of the F 2010-11 and FY 2011-12 years. However; a program may deviate from this 50-50 percent split, depending on whether other program funding needs can be offset accordingly. Within their block grant programs, CMAs has this flexibility. Subsequently, MTC staff will work with all program managers to develop a cash flow plan based on these needs prior to the start of Federal Fiscal year 2010-11 (July 30, 2010). Ultimately, all Cycle 1 projects must be delivered (funds obligated) by January 31, 2017.

PROJECT LIST

Attachment B of Resolution 3925 contains the list of projects to be programmed under the New Surface Transportation Authorization Act, STP/CMAQ Cycle 1 Program. MTC staff will update the attachment to reflect Commission actions to revise the TIP, which address the addition of projects to the TIP, or subsequent project revisions.

New Federal Transportation Authorization Act STP/CMAQ/TE with ARRA Backfill (CMA/RTIP/TE) Outlay December 18, 2013

(amounts in millions \$)

Program and Project Investments Described in attached summary	Committed ARRA Programming	New Commitments					Anticipated Revenue ²	Total New Commitment
		ARRA ¹ Backfill CMA/RTIP/TE	STP/CMAQ Cycle 1	STP/CMAQ RTIP/TE Cycle 2	ARRA Backfill STP/CMAQ RTIP/TE Total	Amount		
	08/09	08/09	09/10 - 10/11 - 11/12	12/13 - 13/14 - 14/15	09/10-14/15	Amount		
Estimated Apportionment Revenues	662	82	561	580	1,222	235	1,457	
Annual Programs								
1 Required SAFETEA OA Carryover *								
2 On-Going Regional Planning			23	25	48		48	
3 On-Going Regional Operations			84	74	158		158	
Total			107	99	206		206	
T 2035 Core Programs								
4 Focus 1 Freeway Performance Initiative (FPI) *	19	43	82	66	191	31	222	
5 Focus 2 Climate Initiatives *			85	35	120	48	168	
6 Focus 2 Regional Bicycle Program	10	8	19	20	47	19	67	
7 Focus 2 Transportation for Livable Communities (TLC)			89	96	185	42	228	
8 Focus 3 Transit Capital Rehabilitation *	356			125	125	39	164	
9 Focus 3 Regional Streets and Roads Rehabilitation *	145		100	77	177	55	232	
Total	531	51	376	419	845	235	1,080	
Strategic Investments								
10 Safety Projects (Vasco Road and North Bay counties)	13							
11 Express Lane Network (580 and 237/880)	14							
12 Advance Prop 1B Construction (Caldecott Tunnel)	105							
13 Corridor Mobility (SCL I/C Imps)		31	1		32		32	
14 MTC Res 3814 Transit Payback Commitment			31		31		31	
15 Trade Corridor (Richmond Rail Connector)			8		8		8	
16 Suicide Deterrent System (GGBHTD Exchange)			5		5		5	
17 Doyle Drive/Presidio Parkway *			34		34		34	
Total	131	31	79		110		110	
Grand Total	662	82	561	518	1,161	235	1,395	

NOTE: Actual amounts may vary due to rounding

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¹ \$112.5 M in ARRA Backfill is included within the \$661.9 M ARRA Programming Amount (\$105 M in RTIP & CMA for Caldecott Tunnel and \$7.5M for TE)

² Anticipated revenues are based on a 10% annual authorization increase as compared to the assumed 4% in the base proposal over six years. Portion available for Cycle 1 programming is \$60 million from apportionments over the first three years.

* (1) SAFETEA OA Carryover in Cycle 1 reduced from \$54M to \$0 to accommodate \$20 M advanced for FPI from Cycle 2 to Cycle 1 and \$34M directed to Doyle Drive/Presidio Parkway

* (4) Freeway Performance Initiative (FPI) - Assumes \$34 million in San Francisco RTIP funding

* (5) Climate Initiatives Includes \$20M for SFgo for Cycle 1

* (8) Transit Capital Rehabilitation - Includes Preventive Maintenance

* (9) Regional Streets and Roads Rehabilitation - Includes PTAP and FAS of \$28M for Cycles 1 & 2

* (17) Doyle Drive / Presidio Parkway - \$34.0M for delivery in either FY 14 or FY 15. Equivalent amount of \$34.0M in future San Francisco RTIP funding to be directed to regional FPI/Express Lanes.

Appendix A-2: Cycle 1 Program and Policies Summary

PROGRAM	Eligible Projects	Level of Project Solicitation (How to Apply for funding)	Timing of Project Solicitations/ Programming	Cycle 1 Funding*
Regional Planning	Planning and programming support activities	MTC to develop funding agreements with the CMAs, BCDC and ABAG outlining the use of funds.	N/A	\$23 million
Regional Operations	This program category aims to manage the regional transportation system to improve the transportation system for users through traffic management, traveler information efforts, and transit service improvements.	MTC will program these projects directly into the TIP.	N/A	\$84 million
Freeway Performance Initiative	Ramp metering projects on the State Highway system, targeting high congestion corridors.	Projects selected in consultation with Caltrans. See Appendix A-4	N/A	\$105 million
Climate Initiative	The Cycle 1 program has four primary elements: 1) Public Education / Outreach; 2) Safe Routes to Schools; 3) Innovative Grants; and 4) Climate Action Program Evaluation. Within the total program amount, \$3 million is also proposed to fund CMAQ eligible projects in Eastern Solano County per an agreement that covers the Sacramento Air Basin.	Public Education/Outreach to be developed in cooperation with the Air District. SR2S will be developed with the CMAs. Remaining elements are regionally competitive E. Solano CMAQ Projects – CMA will solicit projects and subsequently submit an approved list of projects to MTC for final approval into the TIP.	First half of 2010	\$80 million
Regional Bicycle Program	Funding will be directed to projects that complete the Regional Bikeway Network. Projects are required to demonstrate a mode shift to bicycling and provide access to regional destinations, connections and routes.	The CMAs will select projects for the County RBP Program and subsequently submit an approved list of projects to MTC for final approval into the TIP. \$7.5M TE will be funded through the 2010 STIP.	First half of 2010	\$27 million (\$7.5M of this amount is STIP funding)

*Funding does not include anticipated funds.

PROGRAM	Eligible Projects	Level of Project Solicitation (How to Apply for funding)	Timing of Project Solicitations/ Programming	Cycle 1 Funding*
Transportation for Livable Communities (TLC)	Regional TLC Program Station Area Planning Grant Program (SAP) County TLC Program	MTC will solicit projects and program into the TIP CMAs will select projects for the County TLC Program and subsequently submit an approved list of projects to MTC for final approval into the TIP	First Call: Winter 2010; Future call TBD SAP call: Summer 2010 First half of 2010	\$85 million
Transit Capital Rehabilitation	This program addresses transit capital shortfalls in the region as identified in Transportation 2035.	To be determined during the development of Cycle 2.	Specific projects to be determined during Cycle 2.	\$0; needs occur during Cycle 2
Regional Streets and Roads Rehabilitation	\$6 million of this program will be used towards the continuation of the Pavement Technical Assistance Program (PTAP) Local roadway (pavement or non-pavement) rehabilitation projects on the Federal-Aid System (MTS)	MTC will conduct call for projects for PTAP funding. Counties will program FAS set-aside directly into the TIP. CMAs will solicit projects using the remaining balance, select projects, and subsequently submit an approved list of projects to MTC for final approval into the TIP.	Annual grant cycle First half of 2010	\$100 million
Strategic Investments	<ul style="list-style-type: none"> • Corridor Mobility (Santa Clara Interstate 280 to Interstate 880 Direct Connector - \$32 million): • Trade Corridor (Richmond Rail Connector - \$8 million) 	N/A	N/A	\$40 million
Total Cycle 1 Program:				\$544 million

*Funding does not include anticipated funds.

Appendix A-3
New Act Cycle 1 STP/CMAQ
Regional Planning Activities (PL)
December 16, 2009

(thousands \$)

County CMA Planning Activities	09-10	10-11	11-12	Total
Alameda	822	855	889	2,566
Contra Costa	650	676	703	2,029
Marin	572	595	619	1,786
Napa	572	595	619	1,786
San Francisco	598	622	647	1,867
San Mateo	572	595	619	1,786
Santa Clara	910	946	984	2,840
Solano	572	595	619	1,786
Sonoma	572	595	619	1,786
County CMA Planning SubTotal	5,840	6,074	6,318	18,232
Regional Agency Planning Activities				
ABAG	572	595	619	1,786
BCDC	286	298	310	893
MTC	572	595	619	1,786
Regional Planning SubTotal	1,430	1,488	1,548	4,465
Regional Planning Program Grand Total	7,270	7,562	7,866	22,697

Appendix A-4
New Act Cycle 1 STP/CMAQ/CMIA/RTIP
Freeway Performance Initiative (FPI) Project List
September 22, 2010

PRIOR ARRA COMMITMENTS

(thousands \$)

Caltrans EA	Route	Location	Description	Capital costs	Support costs	Total Cost	Committed ARRA	Cumulative ARRA
15340	SM 280	SB; Route 1 to Route 380	9 RMs	\$4,900	\$2,100	\$7,000	\$7,000	\$7,000
15130	SCL 280	SB; Menker to 11th	8 Ramp Meters (RMs)	\$5,000	\$2,000	\$7,000	\$7,000	\$14,000
15034	SCL 280	NB; Vine to Leland	7 RMs	\$3,400	\$1,600	\$5,000	\$5,000	\$19,000
Committed ARRA Subtotal								\$19,000

NEW ACT CYCLE 1 (FY 09/10 - FY 11/12)

Caltrans EA	Route	Location	Description	Capital costs	Support costs	Total Cost	Cycle 1 Funding *	Cycle 1 Cumulative Funding
-	-	signal timing, perf. monitoring & implementation					\$8,558	\$8,558
15300	ALA 92	EB; SM Bridge to Route 880	7 RMs	\$3,872	\$2,365	\$6,237	\$6,237	\$14,795
15420	SCL 85	Route 280 to Route 101	14 RMs + 14 TOS elements	\$8,552	\$3,135	\$11,687	\$4,687	\$19,482
15113	ALA 580	Route 880 to SCL Co. line	25 RMs + 69 TOS elements	\$12,425	\$4,416	\$16,841	\$6,841	\$26,323
15320	SCL 680	Route 101 to ALA co. line	32 RMs + 23 TOS elements	\$16,295	\$5,611	\$21,906	\$11,906	\$38,229
15310	ALA 680	CC co. line to SCL co. line	30 RMs + 67 TOS elements	\$28,112	\$8,301	\$36,413	\$36,413	\$74,642
15330	SCL 101	101/85 IC south to SBT co. line	27 RMs + 46 TOS elements	\$19,215	\$6,612	\$25,827	\$4,290	\$78,932
15350	SOL 80	SR 37 to I-505	42 RMs	\$21,000	\$7,068	\$28,068	\$28,068	\$107,000
15160	MRN 101	SF Co. Line to SON Co. Line	43 RMs	\$23,700	\$5,000	\$28,700	\$5,000	\$112,000
TOS22	SOL 80	I-505 to YOL Co. Line	19 RMs + 150 TOS elements	\$20,000	\$7,000	\$27,000	\$7,000	\$119,000
15270	CC 4	Alhambra Ave. to Loveridge Road	4 RMs + 40 TOS elements	\$6,400	\$2,500	\$8,900	\$2,500	\$121,500
15148	ALA 880	Davis St to SCL co. line	8 RMs + 60 TOS elements	\$10,000	\$3,500	\$13,500	\$3,500	\$125,000
Cycle 1 Subtotal								\$125,000

NEW ACT CYCLE 2 (FY 12/13 - FY 14/15)

EA	Route	Location	Description	costs	costs	Total Cost	Funding	Cumulative
-	-	signal timing, perf. monitoring & implementation					\$6,000	\$6,000
15160	MRN 101	SF Co. Line to SON Co. Line	43 RMs	\$23,700	\$5,000	\$28,700	\$23,700	\$29,700
TOS22	SOL 80	I-505 to YOL Co. Line	19 RMs + 150 TOS elements	\$20,000	\$7,000	\$27,000	\$20,000	\$49,700
15270	CC 4	Alhambra Ave. to Loveridge Road	4 RMs + 40 TOS elements	\$6,400	\$2,500	\$8,900	\$6,400	\$56,100
15148	ALA 880	Davis St to SCL Co. Line	8 RMs + 60 TOS elements	\$10,000	\$3,500	\$13,500	\$10,000	\$66,100
TOS19	SON 101	Marin Co. Line to Mendocino Co. Line	40 RMs + 108 TOS elements	\$24,000	\$6,900	\$30,900	\$30,900	\$97,000
Cycle 2 Subtotal								\$97,000

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* Project adjustments if needed will be taken to the Commission through a TIP amendment

* Project list updated September 22, 2010. Notable revisions include:

- (1) The elimination of SM 101 because we received state funds;
- (2) Addition of SON 101 and;
- (3) Redirected costs based on recent bid prices.

GRAND TOTAL **\$241,000**

Appendix A-5
New Act Cycle 1 STP/CMAQ
Safe Routes To School
December 16, 2009

(thousands \$)

Estimated Cost of Program	Total School Enrollment (K-12) ¹		Total Annual Funding	Cycle 1 Total Funding
	Attendance	%		
Innovative Approaches				
	TBD	TBD	\$667	\$2,000
Innovative Approaches SubTotal	TBD	TBD	\$667	\$2,000
Supplemental School Roll-out			\$5,000	\$15,000
Alameda	239,163	21%	\$1,073	\$3,220
Contra Costa	183,230	16%	\$822	\$2,467
Marin	35,260	3%	\$158	\$475
Napa	23,406	2%	\$105	\$315
San Francisco	80,177	7%	\$360	\$1,079
San Mateo	106,160	10%	\$476	\$1,429
Santa Clara	300,064	27%	\$1,346	\$4,039
Solano	69,972	6%	\$314	\$942
Sonoma	76,836	7%	\$345	\$1,034
Supplemental School Roll-out SubTotal	1,114,268	100%	\$5,000	\$15,000
Safe Routes To School Grand Total			\$5,667	\$17,000

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Notes:

1) Figures from the California Department of Education's website for FY 2008-09 and include both public and private schools

Appendix A-6
New Act Cycle 1 STP/CMAQ
Regional Bicycle Program (RBP)
December 16, 2009

(thousands \$)

County	CMAQ Funds	TE Funds *	Total Funds
Alameda	\$3,836	\$1,557	\$5,393
Contra Costa	\$2,367	\$1,009	\$3,376
Marin	\$1,649	\$294	\$1,943
Napa	\$605	\$183	\$788
San Francisco	\$1,368	\$797	\$2,165
San Mateo	\$1,739	\$827	\$2,566
Santa Clara	\$4,638	\$1,824	\$6,462
Solano	\$1,349	\$477	\$1,826
Sonoma	\$1,949	\$581	\$2,530
Totals	\$19,500	\$7,549	\$27,049

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Notes

Transportation Enhancement (TE) funds are programmed as part of the 2010 STIP, a separate Commission action

Appendix A-7
New Act Cycle 1 STP/CMAQ
Transportation for Livable Communities (TLC)
February 22, 2012

(\$ in thousands)

Estimated Cost of Program	2007 Population	Percentage	Fund Distribution
Regional TLC Program			
Competitive	6,958,473		\$60,767
Regional TLC Program Subtotal			\$60,767
County TLC Program			
Alameda	1,464,202	21.0%	\$5,962
Contra Costa	1,019,640	14.7%	\$4,152
Marin	248,096	3.6%	\$1,010
Napa	132,565	1.9%	\$540
San Francisco	764,976	11.0%	\$3,115
San Mateo	706,984	10.2%	\$2,878
Santa Clara	1,748,976	25.1%	\$7,121
Solano	408,599	5.9%	\$1,664
Sonoma	464,435	6.7%	\$1,891
County TLC Program Subtotal	6,958,473	100.0%	\$28,333
Grand Total			\$89,100

**Appendix A-8
New Act Cycle 1 STP/CMAQ
Local Streets & Roads (LS&R) Shortfall Program Fund Distribution
December 16, 2009**

ALAMEDA COUNTY

Jurisdiction	Total Share
County of Alameda	\$ 1,167,832
Alameda	\$ 872,194
Albany	\$ 122,023
Berkeley	\$ 994,629
Dublin	\$ 570,036
Emeryville	\$ 135,621
Fremont	\$ 3,028,368
Hayward	\$ 1,391,442
Livermore	\$ 1,070,502
Newark	\$ 710,725
Oakland	\$ 3,768,142
Piedmont	\$ 69,746
Pleasanton	\$ 912,261
San Leandro	\$ 840,217
Union City	\$ 896,412
COUNTY TOTAL	\$ 16,550,149

CONTRA COSTA COUNTY

Jurisdiction	Total Share
County of Contra Costa	\$ 1,608,148
Antioch	\$ 1,021,185
Brentwood	\$ 440,501
Clayton	\$ 152,858
Concord	\$ 1,149,694
Danville	\$ 369,404
El Cerrito	\$ 249,814
Hercules	\$ 278,080
Lafayette	\$ 231,129
Martinez	\$ 404,618
Moraga	\$ 280,677
Oakley	\$ 408,325
Orinda	\$ 218,486
Pinole	\$ 179,376
Pittsburg	\$ 454,372
Pleasant Hill	\$ 316,734
Richmond	\$ 1,362,912
San Pablo	\$ 180,159
San Ramon	\$ 441,969
Walnut Creek	\$ 993,717
COUNTY TOTAL	\$ 10,742,158

MARIN COUNTY

Jurisdiction	Total Share
County of Marin	\$ 873,788
Belvedere	\$ 23,556
Corte Madera	\$ 74,214
Fairfax	\$ 63,840
Larkspur	\$ 76,244
Mill Valley	\$ 128,163
Novato	\$ 371,718
Ross	\$ 19,390
San Anselmo	\$ 108,142
San Rafael	\$ 540,115
Sausalito	\$ 81,513
Tiburon	\$ 74,219
COUNTY TOTAL	\$ 2,434,904

NAPA COUNTY

Jurisdiction	Total Share
County of Napa	\$ 548,047
American Canyon	\$ 202,930
Calistoga	\$ 46,553
Napa	\$ 970,989
St. Helena	\$ 94,985
Yountville	\$ 16,489
COUNTY TOTAL	\$ 1,879,992

SAN FRANCISCO COUNTY

Jurisdiction	Total Share
San Francisco	\$ 7,745,198
COUNTY TOTAL	\$ 7,745,198

SAN MATEO COUNTY

Jurisdiction	Total Share
County of San Mateo	\$ 650,090
Atherton	\$ 98,193
Belmont	\$ 276,426
Brisbane	\$ 76,353
Burlingame	\$ 310,836
Colma	\$ 31,863
Daly City	\$ 835,767
East Palo Alto	\$ 266,321
Foster City	\$ 200,296
Half Moon Bay	\$ 78,404
Hillsborough	\$ 176,757
Menlo Park	\$ 250,119
Millbrae	\$ 242,031
Pacifica	\$ 400,648
Portola Valley	\$ 103,135
Redwood City	\$ 668,428
San Bruno	\$ 390,507
San Carlos	\$ 199,706
San Mateo	\$ 748,813
So. San Francisco	\$ 688,301
Woodside	\$ 97,202
COUNTY TOTAL	\$ 6,790,197

SANTA CLARA COUNTY*

Jurisdiction	Total Share
County of Santa Clara	\$ 1,756,931
Campbell	\$ 334,650
Cupertino	\$ 450,383
Gilroy	\$ 640,094
Los Altos	\$ 269,959
Los Altos Hills	\$ 98,166
Los Gatos	\$ 298,800
Milpitas	\$ 692,347
Monte Sereno	\$ 31,120
Morgan Hill	\$ 477,228
Mountain View	\$ 552,215
Palo Alto	\$ 572,327
San Jose	\$ 8,319,770
Santa Clara	\$ 1,211,962
Saratoga	\$ 336,183
Sunnyvale	\$ 1,191,206
COUNTY TOTAL	\$ 17,233,340

SOLANO COUNTY

Jurisdiction	Total Share
County of Solano	\$ 1,067,867
Benicia	\$ 301,570
Dixon	\$ 229,739
Fairfield	\$ 1,433,558
Rio Vista	\$ 89,091
Suisun City	\$ 457,586
Vacaville	\$ 1,216,032
Vallejo	\$ 1,669,077
COUNTY TOTAL	\$ 6,464,521

SONOMA COUNTY

Jurisdiction	Total Share
County of Sonoma	\$ 4,769,815
Cloverdale	\$ 56,626
Cotati	\$ 89,045
Healdsburg	\$ 177,125
Petaluma	\$ 1,015,233
Rohnert Park	\$ 534,215
Santa Rosa	\$ 2,032,465
Sebastopol	\$ 76,593
Sonoma	\$ 69,189
Windsor	\$ 339,235
COUNTY TOTAL	\$ 9,159,541

BAY AREA SHARES

Jurisdiction	Total Share	% Share
Alameda	16,550,149	20.9%
Contra Costa	10,742,158	13.6%
Marin	2,434,904	3.1%
Napa	1,879,992	2.4%
San Francisco	7,745,198	9.8%
San Mateo	6,790,197	8.6%
Santa Clara	17,233,340	21.8%
Solano	6,464,521	8.2%
Sonoma	9,159,541	11.6%
Total	79,000,000	100.0%

*In the case of Santa Clara County additional flexibility shall be given with respect to the distribution formula. Specifically, the CMA needs to work with the County of Santa Clara in distributing the Local Streets and Roads Shortfall Program funds to account for the Santa Clara County expressway system.

Appendix A-9
New Act Cycle 1 STP/CMAQ
CMA Block Grant Program
December 16, 2009

(thousands \$)

Counties	Regional Bicycle	County TLC	LS&R Rehab.	County Total	CMA Planning (max. 4%)
Alameda	\$3,836	\$5,962	\$16,550	\$26,348	TBD
Contra Costa	\$2,367	\$4,152	\$10,742	\$17,261	TBD
Marin	\$1,649	\$1,010	\$2,435	\$5,094	TBD
Napa	\$605	\$540	\$1,880	\$3,025	TBD
San Francisco	\$1,368	\$3,115	\$7,745	\$12,228	TBD
San Mateo	\$1,739	\$2,878	\$6,790	\$11,407	TBD
Santa Clara	\$4,638	\$7,121	\$17,233	\$28,992	TBD
Solano	\$1,349	\$1,664	\$6,465	\$9,478	TBD
Sonoma	\$1,949	\$1,891	\$9,160	\$13,000	TBD
Totals	\$19,500	\$28,333	\$79,000	\$126,833	TBD

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Notes

LSR Rehab Does not include PTAP/PMP/FAS

TLC amount reflects one third of total TLC program - to be administered by County CMAs

RBP distribution based formula: (50% population/25% cost/25% miles with reconciliation).

TE program component (\$7.5 million) is outside of the block grant.

A CMA may deviate from program targets up to 20% for use in the other program categories.

CMAs may optionally deduct up to 4% if the top of their block grant programs (STP/CMAQ) proportionately to fund planning activities. Subsequent deductions would need to be applied to the program amounts excepting the ECMAQ program and \$8M of the Transportation Enhancement Funds under the Regional Bicycle Program.

Attachment B

MTC Resolution No. 3925, Attachment B

Adopted: 10/28/09-C

Revised: 12/16/09-C

METROPOLITAN TRANSPORTATION COMMISSION

T4 New Federal Act FIRST CYCLE Programming

STP/CMAQ/TE/RTIP/CMIA Funding **

MTC Resolution 3925

Project List***

Attachment B

July 27, 2016

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

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$562,508,976	\$103,882,000	\$666,390,976
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
Regional Agency Planning Activities				
ABAG Planning	ABAG	\$1,786,000	\$0	\$1,786,000
BCDC Planning	BCDC	\$893,000	\$0	\$893,000
MTC Planning	MTC	\$1,786,000	\$0	\$1,786,000
SUBTOTAL		\$4,465,000	\$0	\$4,465,000
County CMA Planning Activities				
CMA Planning - Alameda	ACTC	\$2,566,000	\$0	\$2,566,000
CMA Planning - Contra Costa	CCTA	\$2,029,000	\$0	\$2,029,000
CMA Planning - Marin	TAM	\$1,786,000	\$0	\$1,786,000
CMA Planning - Napa	NCTPA	\$1,786,000	\$0	\$1,786,000
CMA Planning - San Francisco	SFCTA	\$1,867,000	\$0	\$1,867,000
CMA Planning - San Mateo	SMCCAG	\$1,786,000	\$0	\$1,786,000
CMA Planning - Santa Clara	VTA	\$2,840,000	\$0	\$2,840,000
CMA Planning - Solano	STA	\$1,786,000	\$0	\$1,786,000
CMA Planning - Sonoma	SCTA	\$1,786,000	\$0	\$1,786,000
SUBTOTAL		\$18,232,000	\$0	\$18,232,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)		TOTAL: \$22,697,000	\$0	\$22,697,000
** NOTE: County CMA block grant planning amounts are at the discretion of the County CMA - up to a maximum of 4% of the total block grant amount.				
2. REGIONAL OPERATIONS (RO) PROGRAMS				
Regional Operations				
Clipper® Fare Card Collections System	MTC	\$19,772,000	\$0	\$19,772,000
Clipper® Fare Card Collections System	GGBHTD	\$8,900,000	\$0	\$8,900,000
Clipper® Fare Card Collections System/Preventive Maintenance	SamTrans	\$228,000	\$0	\$228,000
511 - Traveler Information	MTC	\$34,500,000	\$0	\$34,500,000
Regional Transportation Marketing	MTC	\$2,100,000	\$0	\$2,100,000
SUBTOTAL		\$65,500,000	\$0	\$65,500,000
FSP/Incident Management	SAFE	\$18,400,000	\$0	\$18,400,000
SUBTOTAL		\$18,400,000	\$0	\$18,400,000
2. REGIONAL OPERATIONS (RO) PROGRAMS		TOTAL: \$83,900,000	\$0	\$83,900,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Freeway Performance Initiative				
Regional Performance Monitoring	MTC	\$750,000	\$0	\$750,000
Regional Performance Initiatives Implementation	SAFE	\$4,058,000	\$0	\$4,058,000
Program for Arterial System Synchronization (PASS)	MTC	\$3,750,000	\$0	\$3,750,000
SUBTOTAL		\$8,558,000	\$0	\$8,558,000
Ramp Metering and TOS Elements				
FPI - ALA I-580: SSJ Co. Line to I-880	Caltrans	\$2,690,000	\$3,535,000	\$6,225,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Caltrans	\$2,100,000	\$6,673,000	\$8,773,000
FPI - ALA I-880: SCL Co. Line to Davis Street	Caltrans	\$2,000,000	\$7,227,000	\$9,227,000
FPI - ALA SR 92 (EB): SM/Hayward Bridge to I-880	Caltrans	\$1,617,000	\$4,680,000	\$6,297,000
FPI - CC SR 4: Alhambra Avenue to Loveridge Road	Caltrans	\$15,740,000	\$0	\$15,740,000
FPI - MRN US 101: SF Co. Line to SON Co. Line	Caltrans	\$4,682,000	\$0	\$4,682,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$3,657,000	\$7,498,000	\$11,155,000
FPI - SCL SR 85: I-280 to US 101	Caltrans	\$2,068,000	\$2,258,000	\$4,326,000
FPI - SCL US 101: SBT Co. Line to SR 85	Caltrans	\$4,240,000	\$15,000,000	\$19,240,000
FPI - SOL I-80/I-680/SR12 Interchange Modifications	STA/Caltrans	\$1,000,000	\$0	\$1,000,000
FPI - SOL I-80: I-505 to YOL Co Line	Caltrans	\$3,700,000	\$0	\$3,700,000
FPI - SOL I-80: CC Co Line to I-505	Caltrans	\$3,991,000	\$18,086,000	\$22,077,000
FPI - SON 101 - MRN Co Line - Men Co Line	Caltrans	\$4,000,000	\$0	\$4,000,000
SUBTOTAL		\$51,485,000	\$64,957,000	\$116,442,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)		TOTAL: \$60,043,000	\$64,957,000	\$125,000,000
4. CLIMATE CHANGE INITIATIVES (CCI)				
Eastern Solano CMAQ Program				
Vacaville - Ulatis Creek Bicycle Pedestrian Path	Vacaville	\$810,000	\$0	\$810,000
Vacaville Intermodal Station Phase 2	Vacaville	\$975,000	\$0	\$975,000
STA - Solano Napa Commuter Information (SNCI)	STA	\$445,000	\$0	\$445,000
STA - Solano Safe Routes To School Program	STA	\$215,000	\$0	\$215,000
Solano County - Vacaville-Dixon Bicycle Route - Phase 5	Solano County	\$555,000	\$0	\$555,000
SUBTOTAL		\$3,000,000	\$0	\$3,000,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION

T4 New Federal Act FIRST CYCLE Programming

STP/CMAQ/TE/RTIP/CMIA Funding **

MTC Resolution 3925

Project List***

Attachment B

July 27, 2016

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

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1	
T4 FIRST CYCLE PROGRAMMING		\$562,508,976	\$103,882,000	\$666,390,976	
Public Education/Outreach					
Public Education Outreach including SB1339 Implementation	MTC	\$2,863,000	\$0	\$2,863,000	
Public Education Outreach including SB1339 Implementation	BAAQMD	\$400,000	\$0	\$400,000	
Electric Vehicle Promotional Campaign	MTC	\$925,000	\$0	\$925,000	
Smart Driving Pilot Program	MTC	\$500,000	\$0	\$500,000	
Spare the Air Youth Program	MTC	\$3,000,000	\$0	\$3,000,000	
Spare the Air	BAAQMD	\$3,700,000	\$0	\$3,700,000	
SUBTOTAL		\$11,388,000	\$0	\$11,388,000	
Safe Routes To Schools - Regional Competitive					
The BikeMobile: A Bike Repair and Encouragement Vehicle	ACTC	\$500,000	\$0	\$500,000	
Venetia Valley School SR2S Imps (Green Ways to School Through Social Networking)	TAM Marin County	\$383,000	\$0	\$383,000	
Bay Area School Transportation Collaborative	ACWMA	\$867,000	\$0	\$867,000	
Education and Encouragement School Route Maps	STA	\$250,000	\$0	\$250,000	
SUBTOTAL		\$2,000,000	\$0	\$2,000,000	
Safe Routes To Schools - County					
<i>Specific projects TBD by CMAs</i>					
Alameda County Safe Routes to School Program	ACTC	\$2,069,065	\$0	\$2,069,065	
ACE Preventive Maintenance (for local funds directed to Alameda SR2S)	ACE	\$1,150,935	\$0	\$1,150,935	
Brentwood School Area Safety Improvements	Brentwood	\$432,000	\$0	\$432,000	
Montalvin Manor Pedestrian and Transit Access Improvements	Contra Costa County	\$265,000	\$0	\$265,000	
San Ramon Valley Street Smarts' Safe Routes to School Program	Danville	\$365,000	\$0	\$365,000	
Moraga Way Pedestrian Pathway	Orinda	\$166,000	\$0	\$166,000	
Lisa Lane Sidewalk Project	Pleasant Hill	\$250,000	\$0	\$250,000	
Central-East County Safe Routes to School Program	Pleasant Hill	\$725,000	\$0	\$725,000	
Richmond Safe Routes to School Cycle 2 Project	Richmond	\$264,000	\$0	\$264,000	
Marin Strawberry Point School - Strawberry Drive Pedestrian Imps	TAM	\$475,000	\$0	\$475,000	
Napa County Safe Routes to School Program Expansion	NCTPA	\$315,000	\$0	\$315,000	
San Francisco Safe Routes to School Education and Outreach	SF Dept. of Public Health	\$500,000	\$0	\$500,000	
Sunset and AP Giannini Safe Routes to School Improvements	SFMTA	\$579,000	\$0	\$579,000	
San Mateo County Safe Routes to School Program	CCAG	\$1,429,000	\$0	\$1,429,000	
Mountain View VERBS Program	Mountain View	\$500,000	\$0	\$500,000	
Palo Alto Safe Routes to School	Palo Alto	\$528,000	\$0	\$528,000	
San Jose Walk N' Roll - Non Infrastructure	San Jose	\$943,000	\$0	\$943,000	
San Jose Walk N' Roll - Safe Access	San Jose	\$568,000	\$0	\$568,000	
Santa Clara VERBS Program	Santa Clara (City)	\$500,000	\$0	\$500,000	
Santa Clara County Safe Routes to School Program	Santa Clara County	\$1,000,000	\$0	\$1,000,000	
Suisun City - Grizzly Island Trail	Suisun City	\$300,000	\$0	\$300,000	
STA - Solano County Safe Routes to School Program	STA	\$642,000	\$0	\$642,000	
Sonoma County-wide Safe Routes to Schools Improvements	Sonoma County	\$1,034,000	\$0	\$1,034,000	
SUBTOTAL		\$15,000,000	\$0	\$15,000,000	
Innovative Grants					
Berkeley Transportation Action Plan (B-TAP)	Berkeley	\$2,000,000	\$0	\$2,000,000	
Shore Power Initiative	Port of Oakland	\$3,000,000	\$0	\$3,000,000	
Local Government Electric Vehicle (EV) Fleet Replacement	Alameda County	\$2,808,000	\$0	\$2,808,000	
Bicycle-Sharing Pilot Program	BAAQMD	\$4,379,000	\$0	\$4,379,000	
Bicycle-Sharing Program (Phase II)	BAAQMD/MTC	\$24,000	\$0	\$24,000	
Bicycle Sharing in Emerging Communities	TBD	\$4,500,000	\$0	\$4,500,000	
San Mateo Bicycle/Pedestrian Improvements	San Mateo (City)	\$500,000	\$0	\$500,000	
\$400,000 Redirected to OBAG 2 PCA Program in Nov 2015	Various	\$13,000	\$0	\$13,000	
Cold-In-Place (CIP) Pavement Recycling	City of Napa	\$2,000,000	\$0	\$2,000,000	
Bus Automated Vehicle Locators (AVLs)	Santa Rosa	\$600,000	\$0	\$600,000	
Dynamic Rideshare	SCTA	\$2,375,000	\$0	\$2,375,000	
eFleet: Electric Vehicle (EV) Car Sharing Electrified	SFCTA	\$1,700,000	\$0	\$1,700,000	
Public-Private Partnership TDM	SFCTA	\$750,000	\$0	\$750,000	
SFgo	SFMTA	\$20,000,000	\$0	\$20,000,000	
TDM Strategies for Redwood City	SamTrans	\$1,487,000	\$0	\$1,487,000	
San Jose Transportation Demand Management	San Jose	\$1,500,000	\$0	\$1,500,000	
Stewart's Point Rancheria Inter-tribal Electric Vehicle Implementation (Exchange)	Stewart's Point Rancheria	\$0	\$376,000	\$376,000	
SUBTOTAL		\$47,636,000	\$376,000	\$48,012,000	
Climate Action Program Evaluation					
Climate Action Program Evaluation	MTC	\$3,200,000	\$0	\$3,200,000	
SUBTOTAL		\$3,200,000	\$0	\$3,200,000	
4. CLIMATE CHANGE INITIATIVES (CCI)		TOTAL:	\$82,224,000	\$376,000	\$82,600,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION

T4 New Federal Act FIRST CYCLE Programming

STP/CMAQ/TE/RTIP/CMIA Funding **

MTC Resolution 3925

Project List***

Attachment B

July 27, 2016

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

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$562,508,976	\$103,882,000	\$666,390,976
5. REGIONAL BICYCLE PROGRAM (RBP) *				
Bike/Ped Program				
<i>Specific projects TBD by County CMAAs</i>				
Bicycle - Alameda - Block Grant RBP Implementation	ACTC	\$153,000	\$0	\$153,000
Bicycle - Contra Costa - Block Grant RBP Implementation	CCTA	\$47,000	\$0	\$47,000
Bicycle - Marin - Block Grant RBP Implementation	TAM	\$66,000	\$0	\$66,000
Bicycle - Napa - Block Grant RBP Implementation	NCTPA	\$24,000	\$0	\$24,000
Bicycle - San Francisco - Block Grant RBP Implementation	SFCTA	\$55,000	\$0	\$55,000
Bicycle - San Mateo - Block Grant RBP Implementation	SMCCAG	\$70,000	\$0	\$70,000
Bicycle - Santa Clara - Block Grant RBP Implementation	SCVTA	\$186,000	\$0	\$186,000
Bicycle - Solano - Block Grant RBP Implementation	STA	\$54,000	\$0	\$54,000
Bicycle - Sonoma - Block Grant RBP Implementation	SCTA	\$49,000	\$0	\$49,000
Albany - Buchanan Street Bicycle and Pedestrian Path	Albany	\$1,702,000	\$0	\$1,702,000
Oakland - Various Streets Resurfacing and Bike Lanes (Complete Streets)	Oakland	\$435,000	\$0	\$435,000
Pleasanton - Foothill Road at I-580 Bicycle Lane Gap Closure	Pleasanton	\$709,000	\$0	\$709,000
Union City Blvd Bicycle Lanes Phase I	Union City	\$860,000	\$0	\$860,000
Concord - Monument Blvd Corridor Shared Use Trail	Concord	\$486,000	\$0	\$486,000
Concord - Monument Blvd Corridor Pedestrian and Bikeway Network	Concord	\$180,000	\$0	\$180,000
Pittsburg - North Parkside Drive Bicycle & Pedestrian Facilities	Pittsburg	\$900,000	\$0	\$900,000
Richmond - Barrett Avenue Bicycle Lanes	Richmond	\$600,000	\$0	\$600,000
Larkspur - Dougherty Drive Bikeway	Larkspur	\$85,000	\$0	\$85,000
Sausalito - US 101 Off-Ramp/Brideway/Gate 6 Bicycle Traffic Imps	Sausalito	\$88,000	\$0	\$88,000
TAM - Central Marin Ferry Connection	TAM	\$1,410,000	\$0	\$1,410,000
Napa - Lincoln Avenue Bicycle Lanes	City of Napa	\$170,000	\$0	\$170,000
Napa - California Blvd Bicycle Lanes	City of Napa	\$200,000	\$0	\$200,000
Napa County - Valley Vine Trail Bicycle Path	NCTPA	\$211,000	\$0	\$211,000
San Francisco - Marina Green Trail Improvements	SFDPW	\$988,000	\$0	\$988,000
San Francisco - Cargo Way Bicycle Improvements	Port of San Francisco	\$185,000	\$0	\$185,000
Half Moon Bay - SR-1 Bicycle / Pedestrian Trail	Half Moon Bay	\$420,000	\$0	\$420,000
Redwood City - Bair Island Bay Trail Gap Closure	Redwood City	\$337,000	\$0	\$337,000
Redwood City - Skyway/Shoreway Bicycle Lanes and Imps.	Redwood City	\$256,000	\$0	\$256,000
South San Francisco - Bicycle Lanes Gap Closure	South San Francisco	\$261,000	\$0	\$261,000
Campbell Ave Bicycle Lane and Sidewalk	Campbell	\$424,000	\$0	\$424,000
Gilroy - Western Ronan Channel and Lions Creek Bicycle/Ped Trail	Gilroy	\$672,000	\$0	\$672,000
San Jose - Los Gatos Creek Reach 5 Trail	San Jose	\$1,200,000	\$0	\$1,200,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	\$50,000	\$0	\$50,000
Santa Clara - San Tomas Aquino Creek Trail Reach 4 Trail Imps	Santa Clara City	\$1,258,000	\$0	\$1,258,000
Santa Clara - San Tomas Aquino Creek Spur Trail Imps.	Santa Clara City	\$1,081,000	\$0	\$1,081,000
Sunnyvale - Hendy Ave Improvements (Complete Streets)	Sunnyvale	\$437,000	\$0	\$437,000
Fairfield - Linear Park Path Alternate Route (Nightingale Drive)	Fairfield	\$221,000	\$0	\$221,000
Suisun City - Grizzly Island Trail Project	Suisun City	\$814,000	\$0	\$814,000
Healdsburg - Foss Creek New Pathway Segment 6	Healdsburg	\$876,000	\$0	\$876,000
Santa Rosa - SMART/College Ave Bike/Ped Pathway	Santa Rosa	\$948,000	\$0	\$948,000
Sonoma County - SMART Hearn Ave Bike/Ped Trail	Sonoma Co. Reg Parks	\$620,000	\$0	\$620,000
Berkely Bay Trail (TE)	Bekeley	\$0	\$1,557,000	\$1,557,000
Pleasant Hill Road Bicycle/Pedestrian Safety Improvements (TE)	Lafayette	\$0	\$1,009,000	\$1,009,000
Sir Francis Drake Class II Bike Lane (TE)	Marin Couty	\$0	\$294,000	\$294,000
North Yountville Bike Route and Sidewalk Extension (TE)	Yountville	\$0	\$183,000	\$183,000
San Francisco Bicycle Parking Program (Mission/Citywide) (TE)	San Francisco MTA	\$0	\$235,000	\$235,000
Church and Duboce Bicycle / Ped Enhancements	San Francisco MTA	\$0	\$388,000	\$388,000
San Francisco - Pedestrian Safety & Encouragement Campaign	San Francisco MTA	\$0	\$174,000	\$174,000
San Mateo County Bicycle/Pedestrian Enhancements (TE)	San Mateo County	\$0	\$200,000	\$200,000
Bayshore Bicycle Lane	Brisbane	\$0	\$627,000	\$627,000
Gilroy Schools Pedestrain and Bicycle Lane Access Improvements (TE)	Gilroy	\$0	\$697,000	\$697,000
Safe Routes to Schools, Pedestrain and Bicycle Improvements (TE)	Los Altos Hills	\$0	\$467,000	\$467,000
Campbell Hacienda Avenue Streetscape and Bicycle Imps (TE)	Campbell	\$0	\$159,000	\$159,000
Milpitas Escuela Parkway Bicycle and Pedestrian Enhancements (TE)	Milpitas	\$0	\$501,000	\$501,000
Fairfield/Vacaville Station Ped and Bicycle Track Crossing Enhancements (TE)	Fairfield	\$0	\$400,000	\$400,000
Dixon West B Street Bike/Ped Undercrossing (TE)	STA	\$0	\$77,000	\$77,000
Copeland Creek Bicycle Path Reconstruction (TE)	Rohnert Park	\$0	\$581,000	\$581,000
SUBTOTAL		\$19,788,000	\$7,549,000	\$27,337,000
5. REGIONAL BICYCLE PROGRAM (RBP)		TOTAL: \$19,788,000	\$7,549,000	\$27,337,000

* NOTE: Regional Bicycle Program STP fund administered by County CMAAs as part of the Block Grant Program.

* NOTE: Regional Bicycle Program TE funds to be programmed by County CMAAs in 2010 RTIP

Attachment B

MTC Resolution No. 3925, Attachment B

Adopted: 10/28/09-C

Revised: 12/16/09-C

METROPOLITAN TRANSPORTATION COMMISSION

T4 New Federal Act FIRST CYCLE Programming

STP/CMAQ/TE/RTIP/CMIA Funding **

MTC Resolution 3925

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 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$562,508,976	\$103,882,000	\$666,390,976
6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) *				
TLC / Station Area Planning Implementation				
ABAG Station Area Planning Implementation	ABAG	\$450,000	\$0	\$450,000
MTC Station Area Planning Implementation	MTC	\$402,110	\$0	\$402,110
Station Area Plans				
Central Fremont – City Center	Fremont	\$224,000	\$0	\$224,000
South Fremont/Warm Springs BART Station	Fremont	\$276,000	\$0	\$276,000
Walnut Creek BART	Walnut Creek	\$500,000	\$0	\$500,000
San Francisco Central Corridor, So. segment of the Central Subway	San Francisco	\$68,000	\$0	\$68,000
San Francisco Market Street (Steuart St. to Octavia Blvd.)	San Francisco	\$300,000	\$0	\$300,000
Downtown South San Francisco / Caltrain Station	South San Francisco	\$600,000	\$0	\$600,000
Lawrence Station Area / Sunnyvale and Santa Clara	Sunnyvale	\$450,000	\$0	\$450,000
Priority Development Area (PDA) Planning				
Alameda Naval Air Station	Alameda (City)	\$200,000	\$0	\$200,000
Ashland East 14th Street/Mission Blvd	Alameda County	\$400,000	\$0	\$400,000
Warm Springs/South Fremont BART	Fremont	\$300,000	\$0	\$300,000
Concord Downtown BART	Concord	\$480,000	\$0	\$480,000
Concord Naval Weapons Station/N. Concord BART	Concord	\$240,000	\$0	\$240,000
South Richmond	Richmond	\$496,000	\$0	\$496,000
Treasure Island Mobility Management	San Francisco	\$500,000	\$0	\$500,000
San Francisco Central Corridor EIR Augmentation	San Francisco	\$200,000	\$0	\$200,000
El Camino/San Antonio	Mountain View	\$400,000	\$0	\$400,000
Central Rohnert Park	Rohnert Park	\$448,000	\$0	\$448,000
MTC PDA Planning Implementation	MTC	\$1,101,000	\$0	\$1,101,000
ABAG PDA Planning Implementation	ABAG	\$609,890	\$0	\$609,890
Smart Growth Technical Assistance Program				
	MTC	\$360,000	\$0	\$360,000
SUBTOTAL		\$9,005,000	\$0	\$9,005,000
Transit Oriented Development (TOD)				
SF Park Parking Pricing (<i>Transit Oriented Affordable Housing Exchange</i>)	SFMTA	\$10,000,000	\$0	\$10,000,000
SUBTOTAL		\$10,000,000	\$0	\$10,000,000
Regional Transportation for Livable Communities (TLC) Program				
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	BART	\$860,000	\$0	\$860,000
Berkeley Downtown BART Plaza and Transit Area Imps	BART / Berkeley	\$1,805,000	\$0	\$1,805,000
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	Dublin	\$647,000	\$0	\$647,000
South Hayward BART / Dixon St Streetscape and Access Imps	Hayward	\$1,800,000	\$0	\$1,800,000
Livermore RxR Depot Restoration (for Livermore Land Banking)	Livermore	\$2,500,000	\$0	\$2,500,000
Lakeside Complete Streets and Road Diet	Oakland	\$2,200,000	\$0	\$2,200,000
San Leandro BART-Downtown Pedestrian Interface Imp	San Leandro	\$4,610,000	\$0	\$4,610,000
Union City Intermodal Station East Plaza	Union City	\$4,450,000	\$0	\$4,450,000
Richmond Nevin Avenue Imps	Richmond	\$2,654,000	\$0	\$2,654,000
SF South of Market Alleyways Imp, Phase 2	San Francisco	\$1,381,000	\$0	\$1,381,000
SF 24th Street/Mission BART Plaza and Pedestrian Imps	San Francisco	\$2,109,000	\$0	\$2,109,000
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	\$2,800,000	\$0	\$2,800,000
SF Phelan Public Plaza and Transit-Oriented Development	San Francisco	\$1,120,000	\$0	\$1,120,000
San Carlos East Side Community Transit Connectivity	San Carlos	\$2,221,000	\$0	\$2,221,000
San Mateo Delaware Street Bike Path and Streetscape	San Mateo	\$605,000	\$0	\$605,000
San Jose The Alameda - A Plan for The Beautiful Way	San Jose	\$3,132,000	\$0	\$3,132,000
San Jose San Fernando Street Enhanced Bikeway and Pedestrian Access	San Jose	\$1,425,000	\$0	\$1,425,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	\$2,024,000	\$0	\$2,024,000
Vallejo Downtown Streetscape Phase 3	Vallejo	\$400,000	\$0	\$400,000
Cotati Train Depot	Cotati	\$1,516,000	\$0	\$1,516,000
Petaluma Boulevard South Road Diet	Petaluma	\$708,000	\$0	\$708,000
Santa Rosa Downtown Station Area Utility Infrastructure Upgrade	Santa Rosa	\$1,045,000	\$0	\$1,045,000
SUBTOTAL		\$42,012,000	\$0	\$42,012,000
County Transportation for Livable Communities (TLC) Program				
<i>Specific projects TBD by CMAAs</i>				

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION

T4 New Federal Act FIRST CYCLE Programming

STP/CMAQ/TE/RTIP/CMIA Funding **

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 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$562,508,976	\$103,882,000	\$666,390,976
County TLC - Alameda - Block Grant TLC Implementation	ACTC	\$238,000	\$0	\$238,000
County TLC - Contra Costa - Block Grant TLC Implementation	CCTA	\$83,000	\$0	\$83,000
County TLC - Marin - Block Grant TLC Implementation	TAM	\$40,000	\$0	\$40,000
County TLC - Napa - Block Grant TLC Implementation	NCTPA	\$22,000	\$0	\$22,000
County TLC - San Francisco - Block Grant TLC Implementation	SFCTA	\$125,000	\$0	\$125,000
County TLC - San Mateo - Block Grant TLC Implementation	SMCCAG	\$115,000	\$0	\$115,000
County TLC - Santa Clara - Block Grant TLC Implementation	SCVTA	\$285,000	\$0	\$285,000
County TLC - Solano - Block Grant TLC Implementation	STA	\$67,000	\$0	\$67,000
County TLC - Sonoma - Block Grant TLC Implementation	SCTA	\$47,000	\$0	\$47,000
BART - MacArthur Station Entry Plaza Renovation	BART	\$625,000	\$0	\$625,000
Fremont - Midtown Catalyst Project	Fremont	\$1,600,000	\$0	\$1,600,000
Livermore - Downtown Livermore Iron Horse Trail	Livermore	\$1,566,000	\$0	\$1,566,000
Livermore - Downtown Livermore Lighting Fixtures Retrofit	Livermore	\$176,000	\$0	\$176,000
Oakland - MacArthur Blvd Streetscape	Oakland	\$1,700,000	\$0	\$1,700,000
El Cerrito - Central Ave & Liberty St Streetscape	El Cerrito	\$816,000	\$0	\$816,000
Lafayette - Downtown Pedestrian, Bicycle & Streetscape	Lafayette	\$1,690,000	\$0	\$1,690,000
Richmond Transit Village: Nevin Ave and BART Station Bike/Ped Imps	Richmond	\$1,217,000	\$0	\$1,217,000
Marin County - Various Bicycle/Ped Improvements	Marin County	\$970,000	\$0	\$970,000
American Canyon - PDA Development Plan	American Canyon	\$318,000	\$0	\$318,000
American Canyon - Theresa Avenue Sidewalk Imps. Phase II	American Canyon	\$200,000	\$0	\$200,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	\$516,612	\$0	\$516,612
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	\$948,000	\$0	\$948,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	\$1,104,000	\$0	\$1,104,000
Second Street Complete Streets	SFDPW	\$548,388	\$0	\$548,388
Burlingame - Burlingame Ave. and Broadway Districts Streetscape	Burlingame	\$301,000	\$0	\$301,000
Daly City - Citywide Accessibility Improvements	Daly City	\$420,000	\$0	\$420,000
Millbrae - El Camino Real/Victoria Pedestrian Enhancement	Millbrae	\$355,000	\$0	\$355,000
San Bruno - Transit Corridor Pedestrian Connection Imps.	San Bruno	\$263,000	\$0	\$263,000
San Bruno - Street Medians and Grand Boulevard Imps	San Bruno	\$654,000	\$0	\$654,000
San Mateo - El Camino Real Phase 1 Improvements	San Mateo	\$503,000	\$0	\$503,000
Campbell - Winchester Blvd Streetscape Phase II	Campbell	\$1,500,000	\$0	\$1,500,000
Milpitas - Abel Street Pedestrian Improvements	Milpitas	\$788,000	\$0	\$788,000
VTA - US 101 Capitol Expressway (Exchange) ****	Santa Clara VTA	\$1,100,000	\$0	\$1,100,000
Santa Clara Co. - Almaden Expwy Bicycle Signal Detection (Complete Streets)	Santa Clara Co.	\$500,000	\$0	\$500,000
Saratoga - Saratoga Village Ped Enhancement Phase 2	Saratoga	\$1,161,000	\$0	\$1,161,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	\$523,000	\$0	\$523,000
Sunnyvale - Downtown Streetscape	Sunnyvale	\$594,000	\$0	\$594,000
Vallejo - Streetscapes Improvements	Vallejo	\$1,277,000	\$0	\$1,277,000
Cotati - Downtown Streetscape	Cotati	\$1,100,000	\$0	\$1,100,000
Cotati Train Depot	Cotati	\$200,000	\$0	\$200,000
SUBTOTAL		\$26,256,000	\$0	\$26,256,000
6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC)		TOTAL: \$87,273,000	\$0	\$87,273,000

* NOTE: Two thirds of the TLC Program administered by MTC. One third administered by County CMAs, as part of the Block Grant Program.

7. LOCAL STREETS AND ROADS (LSR)					
Pavement Technical Advisory Program (PTAP)		MTC	\$4,500,000	\$0	\$4,500,000
Pavement Management Program (PMP)		MTC	\$1,500,000	\$0	\$1,500,000
SUBTOTAL			\$6,000,000	\$0	\$6,000,000
Federal Aid Secondary (FAS) Commitment *					
<i>Specific projects TBD by Counties</i>					
Alameda County - Rural Roads Pavement Rehabilitation	Alameda County	\$2,135,000	\$0	\$2,135,000	
Contra Costa - Kirker Pass Road Overlay	Contra Costa County	\$1,611,000	\$0	\$1,611,000	
Marin County - Novato Boulevard Resurfacing	Marin County	\$1,006,000	\$0	\$1,006,000	
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	\$312,000	\$0	\$312,000	
Napa County - Various Streets Rehabilitation	Napa County	\$1,114,000	\$0	\$1,114,000	
San Mateo County - Pescadero Creek Road Resurfacing	San Mateo County	\$1,070,000	\$0	\$1,070,000	
Santa Clara County - Various Streets and Roads Pavement Rehabilitation	Santa Clara County	\$2,041,000	\$0	\$2,041,000	
Solano County - Pavement Overlay Program	Solano County	\$1,807,000	\$0	\$1,807,000	
Sonoma County - Various Streets and Roads Asphalt Overlay	Sonoma County	\$3,917,000	\$0	\$3,917,000	
SUBTOTAL		\$15,013,000	\$0	\$15,013,000	
Local Streets and Roads (LSR) Rehabilitation **					

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Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$562,508,976	\$103,882,000	\$666,390,976
<i>Specific projects TBD by CMAs</i>				
LS&R Rehab - Alameda - Block Grant LS&R Implementation	ACTC	\$662,000	\$0	\$662,000
LS&R Rehab - Contra Costa - Block Grant LS&R Implementation	CCTA	\$215,000	\$0	\$215,000
LS&R Rehab - Marin - Block Grant LS&R Implementation	TAM	\$97,000	\$0	\$97,000
LS&R Rehab - Napa - Block Grant LS&R Implementation	NCTPA	\$75,000	\$0	\$75,000
LS&R Rehab - San Francisco - Block Grant LS&R Implementation	SFCTA	\$310,000	\$0	\$310,000
LS&R Rehab - San Mateo - Block Grant LS&R Implementation	SMCCAG	\$272,000	\$0	\$272,000
LS&R Rehab - Santa Clara - Block Grant LS&R Implementation	SCVTA	\$689,000	\$0	\$689,000
LS&R Rehab - Solano - Block Grant LS&R Implementation	STA	\$259,000	\$0	\$259,000
LS&R Rehab - Sonoma - Block Grant LS&R Implementation	SCTA	\$229,000	\$0	\$229,000
Alameda - Otis Drive Reconstruction	Alameda (City)	\$837,000	\$0	\$837,000
Alameda County - Central County Pavement Rehabilitation	Alameda County	\$1,121,000	\$0	\$1,121,000
Albany - Pierce Street Pavement Rehabilitation	Albany	\$117,000	\$0	\$117,000
Berkeley - Sacramento Street Rehabilitation	Berkeley	\$955,000	\$0	\$955,000
Dublin - Citywide Street Resurfacing	Dublin	\$547,000	\$0	\$547,000
Fremont - Various Streets Pavement Rehabilitation	Fremont	\$2,706,550	\$0	\$2,706,550
Fremont - Osgood Road Rehabilitation	Fremont	\$431,450	\$0	\$431,450
Hayward - Various Streets Pavement Rehabilitation	Hayward	\$1,336,000	\$0	\$1,336,000
Livermore - Various Streets Rehabilitation	Livermore	\$1,028,000	\$0	\$1,028,000
Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	Newark	\$682,000	\$0	\$682,000
Oakland - Resurfacing and Bike Lanes (Complete Streets)	Oakland	\$3,617,000	\$0	\$3,617,000
Pleasanton - Various Streets Pavement Rehabilitation	Pleasanton	\$876,000	\$0	\$876,000
San Leandro - Marina Blvd Street Rehabilitation	San Leandro	\$807,000	\$0	\$807,000
Union City - Dyer Street Rehabilitation	Union City	\$861,000	\$0	\$861,000
Antioch - Hillcrest, Putnam and Contra Loma Pavement Rehab	Antioch	\$1,907,000	\$0	\$1,907,000
Brentwood - Various Streets Overlay	Brentwood	\$823,000	\$0	\$823,000
Concord - Concord Blvd Pavement Rehabilitation Sixth-Glazier	Concord	\$2,147,000	\$0	\$2,147,000
Contra Costa - Countywide Arterial Micro Surface Project	Contra Costa County	\$2,121,000	\$0	\$2,121,000
Pittsburg - Railroad Avenue Pavement Rehabilitation	Pittsburg	\$848,000	\$0	\$848,000
Richmond - Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	\$500,000	\$0	\$500,000
San Ramon - Alcosta Boulevard Pavement Rehabilitation	San Ramon	\$825,000	\$0	\$825,000
Walnut Creek - Various Arterials and Collectors Rehabilitation	Walnut Creek	\$1,856,000	\$0	\$1,856,000
Marin County - Southern Marin Road Rehabilitation	Marin County	\$1,196,000	\$0	\$1,196,000
Mill Valley - Edgewood Avenue Resurfacing	Mill Valley	\$123,000	\$0	\$123,000
San Rafael - Citywide Street Resurfacing	San Rafael	\$1,019,000	\$0	\$1,019,000
Napa - Linda Vista Pavement Overlay	City of Napa	\$654,000	\$0	\$654,000
Napa - Cape Seal Pavement Rehabilitation	City of Napa	\$625,000	\$0	\$625,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	\$526,000	\$0	\$526,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	\$3,200,000	\$0	\$3,200,000
San Francisco - Second Street Phase 1 - Sfgo Signal Rehabilitation	SFDPW	\$530,000	\$0	\$530,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	\$350,000	\$0	\$350,000
San Francisco - Citywide San Francisco Street Improvements	SFDPW	\$3,368,000	\$0	\$3,368,000
Burlingame - Street Resurfacing Program 2010-11	Burlingame	\$308,000	\$0	\$308,000
Daly City - Various Streets Rehabilitation	Daly City	\$1,058,000	\$0	\$1,058,000
Menlo Park - Various Streets Resurfacing	Menlo Park	\$385,000	\$0	\$385,000
Pacifica - Various Streets Pavement Rehabilitation	Pacifica	\$383,000	\$0	\$383,000
Redwood City - Various Streets Overlay	Redwood City	\$946,000	\$0	\$946,000
San Bruno Various Streets Resurfacing	San Bruno	\$398,000	\$0	\$398,000
San Carlos - Various Streets Pavement Rehabilitation	San Carlos	\$319,000	\$0	\$319,000
San Mateo - Various Streets Rehabilitation	San Mateo (City)	\$1,255,000	\$0	\$1,255,000
San Mateo County - Various Roads Resurfacing	San Mateo County	\$1,416,000	\$0	\$1,416,000
South San Francisco - Various Streets Resurfacing	So. San Francisco	\$712,000	\$0	\$712,000
Campbell - Citywide Arterial & Collector Street Rehab	Campbell	\$500,000	\$0	\$500,000
Cupertino - Various Streets Pavement Rehabilitation	Cupertino	\$500,000	\$0	\$500,000
Gilroy - Wren Ave and Church Street Resurfacing	Gilroy	\$614,000	\$0	\$614,000
Los Altos - San Antonio Road Microseal	Los Altos	\$259,000	\$0	\$259,000
Los Gatos - University Avenue Rehabilitation	Los Gatos	\$500,000	\$0	\$500,000
Mountain View - Church Street Improvements	Mountain View	\$530,000	\$0	\$530,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION

T4 New Federal Act FIRST CYCLE Programming

STP/CMAQ/TE/RTIP/CMIA Funding **

MTC Resolution 3925

Project List***

Attachment B

July 27, 2016

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

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$562,508,976	\$103,882,000	\$666,390,976
Palo Alto - Various Streets Pavement Overlay	Palo Alto	\$549,000	\$0	\$549,000
San Jose - Various Streets Rehabilitation	San Jose	\$7,987,000	\$0	\$7,987,000
Santa Clara City - Various Streets Rehabilitation	Santa Clara (City)	\$1,163,000	\$0	\$1,163,000
Santa Clara County Roads Pavement Rehabilitation	Santa Clara County	\$1,157,000	\$0	\$1,157,000
Santa Clara County Expressways Pavement Rehabilitation	Santa Clara County	\$530,000	\$0	\$530,000
Saratoga - Various Streets and Roads Rehabilitation	Saratoga	\$500,000	\$0	\$500,000
Sunnyvale Ave/Old San Francisco Rd Reconstruction and Ped Enhancements	Sunnyvale	\$638,000	\$0	\$638,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	\$1,117,000	\$0	\$1,117,000
Benicia - Columbus Parkway Overlay	Benicia	\$371,000	\$0	\$371,000
Fairfield - Various Streets Overlay	Fairfield	\$1,370,000	\$0	\$1,370,000
Solano County Pavement Overlay	Solano County	\$1,689,000	\$0	\$1,689,000
Suisun City - Pintail Drive Resurfacing	Suisun City	\$437,000	\$0	\$437,000
Vacaville - Various Streets Overlay	Vacaville	\$1,324,000	\$0	\$1,324,000
Vallejo - Citywide Street Overlay	Vallejo	\$1,595,000	\$0	\$1,595,000
Petaluma - Sonoma Mountain Parkway Rehabilitation	Petaluma	\$1,036,000	\$0	\$1,036,000
Rohnert Park - Arlen Dr and E. Cotati Ave Overlay	Rohnert Park	\$563,000	\$0	\$563,000
Santa Rosa - Various Streets Citywide Overlay	Santa Rosa	\$2,072,000	\$0	\$2,072,000
Sonoma County - Various Roads Pavement Preservation	Sonoma Co. TPW	\$4,912,000	\$0	\$4,912,000
Windsor - Hembree Lane Resurfacing	Windsor	\$348,000	\$0	\$348,000
SUBTOTAL		\$80,789,000	\$0	\$80,789,000
7. LOCAL STREETS AND ROADS (LSR)		TOTAL: \$101,802,000	\$0	\$101,802,000
* NOTE: Section 182.6(d)(2) of the California Streets and Highways Code requires that An amount not less than 110 percent of the amount that the county was apportioned under the Federal-Aid Secondary (FAS) program in federal fiscal year 1990-91 be apportioned for use by that county. The FAS amounts in Cycle 1 represent the total annual FAS commitments for the entire 6-year period of the new federal act beginning in FY 2009-10. San Francisco does not have any routes designated FAS, and therefore is not entitled to any FAS share. ** NOTE: Local Streets and Roads Rehab administered by County CMAAs as part of the Block Grant Program.				
8. REGIONAL STRATEGIC INVESTMENTS (RSI)				
Richmond Rail Connector	Caltrans	\$6,330,000	\$0	\$6,330,000
GGBH&TD Preventive Maintenance (for Golden Gate Bridge Suicide Deterent)	GGBH&TD	\$5,000,000	\$0	\$5,000,000
Golden Gate Bridge Suicide Deterent	GGBH&TD	\$27,000,000	\$0	\$27,000,000
Doyle Drive/Presidio Parkway *****	Caltrans/SFCTA	\$34,000,000	\$0	\$34,000,000
SamTrans Preventive Maintenance (for Caltrain Right-Of-Way Payback)	SamTrans	\$15,942,309	\$0	\$15,942,309
SamTrans Bus Replacement (for Caltrain Right-Of-Way Payback)	SamTrans	\$1,085,808	\$0	\$1,085,808
SamTrans Advanced Comm. Sys.Upgrades (for Caltrain Right-Of-Way Payback)	SamTrans	\$2,260,796	\$0	\$2,260,796
SCL I-280 I/C Improvements	VTA	\$1,000,000	\$31,000,000	\$32,000,000
SCL I-280/Winchester I/C Modifications	VTA	\$500,000	\$0	\$500,000
Small/Northbay Operators (Transit Payback Commitment)	Various			
Clipper Phase III Implementation	Various	\$2,691,476	\$0	\$2,691,476
SUBTOTAL		\$95,810,389	\$31,000,000	\$126,810,389
8. REGIONAL STRATEGIC INVESTMENTS (RSI)		TOTAL: \$95,810,389	\$31,000,000	\$126,810,389
9. LIFELINE TRANSPORTATION PROGRAM (LIFE)				
Transit Payback Commitment: Lifeline Transportation Program				
Community Based Transportation Plan Updates	ACTC	\$475,000	\$0	\$475,000
Cherryland - Hathaway Avenue Transit Access Imps	Alameda County	\$430,000	\$0	\$430,000
East Bay Bus Rapid Transit Terminus/ San Leandro BART Imps	AC Transit	\$1,225,539	\$0	\$1,225,539
Baypoint - Canal Road Bike/Ped Imps	Contra Costa County	\$1,000,000	\$0	\$1,000,000
Richmond Easy Go Low-Income Mobility Access Imps	Richmond	\$203,291	\$0	\$203,291
Advanced Communications and Information System	GGBHTD	\$233,728	\$0	\$233,728
Community Based Transportation Plan Updates	NCTPA	\$80,000	\$0	\$80,000
ADA Bus Stop Upgrades	NCTPA	\$116,794	\$0	\$116,794
Eddy and Ellis Traffic Calming	SFMTA	\$1,175,105	\$0	\$1,175,105
Redwood City - Middlefield/Woodside Rd (SR 84) Intersection Imps	Redwood City	\$339,924	\$0	\$339,924
City of San Mateo - North Central Ped Infrastructure Imps	San Mateo (City)	\$339,924	\$0	\$339,924
East San Jose Pedestrian Improvements	Santa Clara County	\$2,127,977	\$0	\$2,127,977
Fairfield-Suisun - Local Bus Replacement	Fairfield-Suisun Transit	\$481,368	\$0	\$481,368
Vacaville SRTS Infrastructure Imps	Vacaville	\$40,000	\$0	\$40,000
Healdsburg Pedestrian Safety & Access Imps	Healdsburg	\$202,937	\$0	\$202,937
Central Sonoma Valley Trail	Sonoma County	\$500,000	\$0	\$500,000
SUBTOTAL		\$8,971,587	\$0	\$8,971,587
9. LIFELINE TRANSPORTATION PROGRAM (LIFE)		TOTAL: \$8,971,587	\$0	\$8,971,587

Attachment B

MTC Resolution No. 3925, Attachment B

Adopted: 10/28/09-C

Revised: 12/16/09-C

METROPOLITAN TRANSPORTATION COMMISSION

T4 New Federal Act FIRST CYCLE Programming

STP/CMAQ/TE/RTIP/CMIA Funding **

MTC Resolution 3925

Project List***

Attachment B

July 27, 2016

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

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$562,508,976	\$103,882,000	\$666,390,976
First Cycle Total		\$562,508,976	\$103,882,000	\$666,390,976

J:\SECTION\ALLSTAFF\Resolution\RESOLUTIONS\MTC Resolutions\[RES-3925_Attach-B.xlsx]Attach B 7-27-16

** NOTE: Attachment A, T-4 First-Cycle Project Selection Criteria and Programming Policies, govern this project list. All funding changes to a program or project are subject to Commission approval.

The project phase, fiscal year and fund source will be determined at the time of programming in the TIP. MTC Staff will update the project listing (Attachment B) to reflect MTC actions as projects are included or revised in the TIP.

*** NOTE: All funds are subject to applicable regional, state and federal requirements and deadlines. Funds that miss established deadlines are considered lapsed and are no longer available for the project.

**** NOTE: Santa Clara VTA agrees to provide an equal amount of local/STIP funds for a TLC project by Fall 2014. If VTA has not programmed an equal amount, MTC will recommend programming of Santa Clara's RTIP share.

***** NOTE: Doyle Drive/Presidio Parkway - Contingent upon \$34 million in future San Francisco RTIP funds being prioritized for regional FPI/Express Lanes after Planning, Programming and Monitoring (PPM) the remaining \$88 million commitment to the Central Subway project.

APPENDIX A – 15

Regional Policies: Project Funding and Specific Funding Programs

Project Selection Criteria, policies and programming for the Surface Transportation Authorization Act, following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim, for the Cycle 2, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

MTC Resolution No. 4035



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

ABSTRACT

Resolution No. 4035, Revised

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

The resolution includes the following attachments:

- Attachment A – Project Selection Policies
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – OneBayArea Grant (OBAG) Project List

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

ABSTRACT

MTC Resolution No. 4035, Revised

Page 2

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

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

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

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

As referred by the Planning Committee, Attachments A and B-1 were revised to reflect Commission approval of the regional Priority Development Area (PDA) Planning and Implementation program and Priority Conservation Area (PCA) program.

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

ABSTRACT

MTC Resolution No. 4035, Revised

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

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4035, Revised

Page 4

As referred by the Programming and Allocations Committee, Attachment A and Attachment B-2 were revised on May 28, 2014 to change the program delivery deadline from March 31, 2016 to January 31, 2017, and to adjust two projects as requested by Congestion Management Agencies in the OneBayArea Grant Program.

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

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

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

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

ABSTRACT

MTC Resolution No. 4035, Revised

Page 5

climate initiatives program; and add the Clipper Fare Collection Back Office Equipment Replacement Project to the Transit Capital Priority Program for \$2,684,772.

On March 25, 2015, Attachments B-1 and B-2 were revised to: add FY 2016-17 regional planning funds to Attachment B-1 per Commission action in December 2014; Redirect \$1.0 million from the ALA-I-680 Freeway Performance Initiative (FPI) project to Preliminary Engineering (PE) for various FPI corridors and redirect \$270,000 in FPI Right of Way (ROW) savings to the SCL I-680 FPI project to cover an increase in Caltrans support costs; direct funding to the statewide local streets and roads needs assessment; identify specific Priority Development Area (PDA) planning grants in San Mateo County; delete the \$10.2 million Masonic Avenue Complete Streets project and add the SF Light Rail Vehicle Procurement project in San Francisco County; and redirect \$0.5 million from the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvement project to the San Tomas Expressway Box Culvert Rehabilitation project in Santa Clara County.

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

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

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

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

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

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

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

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

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

On March 23, 2016, Attachment B-1 was revised to transfer \$280,000 from MTC's 511-Traveler Information to MTC's Regional Performance Initiatives Implementation; identify

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MTC Resolution No. 4035, Revised

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funding for Service Authority for Freeways and Expressways (SAFE) separately from MTC funding (no change in total funding), direct \$1,073,000 to the Alameda County Safe Routes to School Program within the Regional Safe Routes to School Program; and identify three Priority Development Area planning grants in Santa Clara County within the Priority Development Area Planning and Implementation Program.

On May 25, 2016, Attachment B-1 was revised to redirect \$68,228 in cost savings from MTC/VTA's SR 82 Relinquishment Exploration Study to ABAG PDA Planning within the Priority Development Area (PDA) Planning and Implementation Program; redirect \$20.0 million in unobligated balances and cost savings within the Freeway Performance Initiative (FPI) for Caltrans to direct towards support and capital needs related to the close-out of active ramp metering projects and/or delivery of any outstanding ramp metering projects; transfer \$1,171,461 from Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) to its MS Sonoma Refurbishment project; and add Round 4 (\$23,457,614) of the Transit Performance Initiative (TPI) Incentive Program, which involves 14 new projects and augmentations to nine existing projects.

On July 27, 2016, Attachment B1 and B2 were revised to: reflect updated cost savings numbers within the Freeway Performance Initiative (FPI); direct \$360,000 to the San Francisco Department of Public Health's Safe Routes to School Non-Infrastructure Program, direct \$314,000 to the Solano Transportation Authority's Solano County Safe Routes to School Non-Infrastructure Program and redirect \$791,000 from San Rafael's Grand Avenue Bicycle and Pedestrian Improvements project to Marin County's North Civic Center Drive Bicycle and Pedestrian Improvements project within the Regional Safe Routes to School Program; direct \$9 million to AC Transit's Higher Capacity Bus Fleets/Increased Service Frequencies program and \$1 million to MTC's West Grand Avenue Transit Signal Priority project within the Transit Performance Initiative – Capital Investment Program; identify a transportation exchange project (Vineyard Road Improvements) for Novato's Thatcher Ranch Easement and Pacheco Hill Parkland Acquisitions in the North Bay PCA Program; redirect \$52,251 from San Francisco Department of Public Works' (SF DPW) ER Taylor Safe Routes to School project to the Second Street Complete Streets project in the One Bay Area Grant County Program; and update the Second Street Complete Streets project to reflect that it will be implemented by SF DPW.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and

ABSTRACT

MTC Resolution No. 4035, Revised

Page 8

Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013; to the Programming and Allocations Committee dated February 13, 2013, May 8, 2013, September 11, 2013, November 13, 2013, December 11, 2013, January 8, 2014, February 12, 2014, March 5, 2014, April 9, 2014; and to the Planning Committee dated May 9, 2014; and to the MTC Programming and Allocations Committee Summary Sheet dated May 14, 2014, June 11, 2014, July 9, 2014, September 10, 2014, December 10, 2014, March 11, 2015, May 13, 2015, and to the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee on June 10, 2015, July 8, 2015, September 9, 2015, October 14, 2015, November 4, 2015, December 9, 2015, January 13, 2016, February 10, 2016, March 9, 2016, April 13, 2016, May 11, 2016, and July 13, 2016.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4035

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

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

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

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

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

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

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

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

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


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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

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

Date: May 17, 2012
W.I.: 1512
Referred by: Planning
Revised: 10/24/12-C 11/28/12-C
12/19/12-C 02/27/13-C
11/20/13-C 05/28/14-C
12/17/14-C

Attachment A
Resolution No. 4035

Cycle 2 / OBAG 1 Program Project Selection Criteria and Programming Policy

**For
FY 2012-13, FY 2013-14,
FY 2014-15, FY 2015-16, and FY 2016-17**

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Cycle 2 Program Policy and Programming

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BACKGROUND

Anticipating the end of the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) on September 30, 2009, MTC approved Cycle 1 commitments (Resolution 3925) along with an overall framework to guide upcoming programming decisions for Cycle 2 to address the new six-year surface transportation authorization act funding. However, the successor to SAFETEA has not yet been enacted, and SAFETEA has been extended through continuing resolutions. Without the new federal surface transportation act, MTC may program funds forward based on reasonable estimates of revenues. It is estimated that roughly \$795 million is available for programming over the upcoming four-year Cycle 2 period.

Cycle 2 covers the four years from FY 2012-13 to FY 2016-17 pending the enactment of the new authorization and/or continuation of SAFETEA.

This attachment outlines how the region will use Cycle 2 funds for transportation needs in the MTC region. Funding decisions continue to implement the strategies and objectives of the Regional Transportation Plan (RTP), Transportation 2035, which is the Bay Area's comprehensive roadmap to guide transportation investments in surface transportation including mass transit, highway, local road, bicycle and pedestrian projects over the long term. The program investments recommended for funding in Cycle 2 are an outgrowth of the transportation needs identified by the RTP and also take into consideration the preferred transportation investment strategy of the Sustainable Communities Strategy (SCS).

Appendix A-1 provides an overview of the Cycle 2 Program commitments which contain a regional program component managed by MTC and a county program component to be managed by the counties.

CYCLE 2 REVENUE ESTIMATES AND FEDERAL PROGRAM ARCHITECTURE

MTC receives federal funding for local programming from the State for local programming in the MTC region. Among the various transportation programs established by SAFETEA, this includes regional Surface Transportation Program (STP) Congestion Mitigation and Air Quality Improvement (CMAQ) Program and to a lesser extent, Regional Transportation Improvement Program (RTIP) and Transportation Enhancement (TE) funds. The STP/CMAQ/RTIP/TE programming capacity in Cycle 2 amounts to \$795 million. The Commission programs the STP/CMAQ funds while the California Transportation Commission programs the RTIP and TE Funds. Furthermore, the Bay Area Air Quality Management District (BAAQMD) is contributing Transportation Fund for Clean Air (TFCA) funding to Cycle 2. Below are issues to be addressed as the region implements Cycle 2 programming, particularly in light that approval of Cycle 2 will precede approval of the new federal transportation act.

Revenues: A revenue growth rate of 3% over prior federal apportionments is assumed for the first year – FY 2012-13. Due to continued uncertainties with federal funding, the estimated revenues for the later years of the program, FY 2013-14 through FY 2016-17, have not been escalated, but held steady at the estimated FY 2012-13 apportionment amount. If there are significant reductions in federal apportionments over the Cycle 2 time period, as in the past, MTC will reconcile the revenue levels following enactment of the New Act by making adjustments later if needed, by postponement of projects or adjustments to subsequent programming cycles.

Fund Sources: Development of the new federal surface transportation authorization will need to be closely monitored. New federal programs, their eligibility rules, and how funding is distributed to the states and regions could potentially impact the implementation of the Cycle 2 Regional and One Bay Area Grant (OBAG) Programs. It is anticipated that any changes to the federal programs would likely overlap to a large extent with projects that are currently eligible for funding under Title 23 of the United States Code, though the actual fund sources will likely no longer be referred to as STP/CMAQ/TE in the manner we have grown accustomed. Therefore, reference to specific fund sources in the Cycle 2 programming is a proxy for replacement fund sources for which MTC has programming authority.

NEW FUNDING APPROACH FOR CYCLE 2—THE ONEBAYAREA GRANT

For Cycle 2, the OneBayArea Grant (OBAG) is a new funding approach that better integrates the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. Funding distribution to the counties will encourage land-use and housing policies that support the production of housing with supportive transportation investments. This is accomplished through the following policies:

- Using transportation dollars to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing.
- Supporting the Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs) and by initiating a pilot program in the North Bay counties that will support open space preservation in Priority Conservation Areas (PCA).
- Providing a higher proportion of funding to local agencies and additional investment flexibility by eliminating required program targets. A significant amount of funding that was used for regional programs in Cycle 1 is shifted to local programs (the OneBayArea Grant). The OBAG program allows investments in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning and outreach activities, while also providing targeted funding opportunities for Safe Routes to School (SR2S) and Priority Conservation Areas.

Project List

Attachment B of Resolution 4035 contains the list of projects to be programmed under the Cycle 2 Program. Attachments B-1 and B-2 are listings of projects receiving Cycle 2 funding, and reflects the programs and projects included in the regional and OBAG programs respectively. The listing is subject to project selection actions (conducted by MTC for most of the regional programs and by the CMAs for funds distributed to them). MTC staff will update Attachments B-1 and B-2 as projects are selected by the Commission and CMAs and are included in the federal TIP.

OneBayArea Grant Fund Distribution Formula

The formula used to distribute OneBayArea Grant funding to the counties takes into consideration the following factors: population, past housing production, future housing commitments as determined by the Association of Bay Area Governments (ABAG) Regional Housing Needs

Assessment (RHNA) and added weighting to acknowledge very low and low income housing. The formula breakdown is as follows with distributions derived from each jurisdiction’s proportionate share of the regional total for each factor:

OBAG Fund Distribution Factors

Factor Weighting	Percentage
Population	50%
RHNA* (total housing units)	12.5%
RHNA (low/very low income housing units)	12.5%
Housing Production** (total housing units)	12.5%
Housing Production (low/very low income housing units)	12.5%

* RHNA 2014-2022

**Housing Production Report 1999-2006

The objective of this formula is to provide housing incentives to complement the region’s Sustainable Community Strategy (SCS) which together with a Priority Development Area (PDA) focused investment strategy will lead to transportation investments that support focused development. The proposed One Bay Area Grant formula also uses actual housing production data from 1999-2006, which has been capped such that each jurisdiction receives credit for housing up to its RHNA allocation. Subsequent funding cycles will be based on housing production from ABAG’s next housing report to be published in 2013. The formula also recognizes jurisdictions’ RHNA and past housing production (uncapped) contributions to very low and low income housing units. The resulting OBAG fund distribution for each county is presented in Appendix A-4. Funding guarantees are also incorporated in the fund distribution to ensure that all counties receive as much funding under the new funding model as compared to what they would have received under the Cycle 1 framework.

The Commission, working with ABAG, will revisit the funding distribution formula for the next cycle (post FY 2016-17) to further evaluate how to best incentivize housing production across all income levels and other Plan Bay Area performance objectives.

CYCLE 2 GENERAL PROGRAMMING POLICIES

The following programming policies apply to all projects funded in Cycle 2:

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 3821. The Commission’s adoption of the Cycle 2 program, including policy and procedures meet the provisions of the *MTC Public Participation Plan*. MTC’s advisory committees and the Bay

Area Partnership have been consulted in the development of funding commitments and policies for this program; and opportunities to comment have been provided to other stakeholders and members of the public.

Furthermore, investments made in the Cycle 2 program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, when CMAs select projects for funding at the county level, they must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements (as set forth in Appendix A-5).

2. **Commission Approval of Programs and Projects and the Transportation Improvement Program (TIP).** Projects approved as part of the Cycle 2 Program must be amended into the federal TIP. The federally required TIP is a comprehensive listing of all San Francisco Bay Area surface transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes. It is the project sponsor's responsibility to ensure their project is properly programmed in the TIP in a timely manner. Where CMAs are responsible for project selection the Commission will revise the TIP to include the resulting projects and Attachment B to this Resolution may be amended by MTC staff to reflect these revisions. Where responsibility for project selection in the framework of a Cycle 2 funding program is assigned to MTC, TIP amendments and a revision to Attachment B will be reviewed and approved by the Commission.
3. **Minimum Grant Size.** The objective of a grant minimum requirement is to maximize the efficient use of federal funds and minimize the number of federal-aid projects which place administrative burdens on project sponsors, CMAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff. Funding grants per project must therefore be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties).

To provide flexibility, alternatively an averaging approach may be used. A CMA may program grant amounts no less than \$100,000 for any project, provided that the overall average of all grant amounts within their OBAG program meets the county minimum grant amount threshold.

Given the typical smaller scale of projects for the Safe Routes to School (SRTS) program, a lower threshold applies to the regional Safe Routes to School Program projects which have a minimum grant size of \$100,000.
4. **Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. Since the 2011 air quality conformity finding has been completed for the 2011 TIP, no non-exempt projects that were not incorporated in the finding will be considered for funding in the Cycle 2 Program until

the development of the 2013 TIP during spring 2013. Additionally, the U.S. Environmental Protection Agency has designated the Bay Area as a non-attainment area for PM 2.5. Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed “Projects of Air Quality Concern” must complete a hot-spot analysis required by the Transportation Conformity Rule. Generally Projects of Air Quality Concern (POAQC) are those projects that result in significant increases in the number of or emissions from diesel vehicles.

5. **Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures for all projects with federal funds.
6. **Application, Resolution of Local Support.** Project sponsors must submit a completed project application for each project proposed for funding through MTC’s Funding Management System (FMS). The project application consists of two parts: 1) an application submittal and/or TIP revision request to MTC staff, and 2) Resolution of Local Support approved by the project sponsor’s governing board or council. A template for the resolution of local support can be downloaded from the MTC website using the following link:
http://www.mtc.ca.gov/funding/STPCMAQ/STP_CMAQ_LocalSupportReso.doc
7. **Project Screening and Compliance with Regional and Federal Requirements.** MTC staff will perform a review of projects proposed for the Cycle 2 Program to ensure 1) eligibility; 2) consistency with the RTP; and 3) project readiness. In addition, project sponsors must adhere to directives such as “Complete Streets” (MTC Routine Accommodations for Bicyclists and Pedestrians); and the Regional Project Funding Delivery Policy as outlined below; and provide the required matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.
 - ▶ **Federal Project Eligibility:** STP has a wide range of projects that are eligible for consideration in the TIP. Eligible projects include, federal-aid highway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), mitigation related to an STP project, public transit capital improvements, pedestrian, and bicycle facilities, and transportation system management, transportation demand management, transportation control measures, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in Section 133 of Title 23 of the United States Code.

CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), alternative fuels, traffic flow improvements, transit expansion projects, bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, Inspection and maintenance

programs, magnetic levitation transportation technology deployment program, and experimental pilot projects. For more detailed guidance see the *CMAQ Program Guidance* (FHWA, November 2008).

In the event that the next surface transportation authorization materially alters these programs, MTC staff will work with project sponsors to match projects with appropriate federal fund programs. MTC reserves the right to assign specific fund sources based on availability and eligibility requirements.

- ▶ **RTP Consistency:** Projects included in the Cycle 2 Program must be consistent with the adopted Regional Transportation Plan (RTP), according to federal planning regulations. Each project included in the Cycle 2 Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number or reference.

- ▶ **Complete Streets (MTC Routine Accommodations of Pedestrians and Bicyclists) Policy:** Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets policy (Resolution No. 3765) created a checklist that is intended for use on projects to ensure that the accommodation of non-motorized travelers are considered at the earliest conception or design phase. The county Congestion Management Agencies (CMAs) ensure that project sponsors complete the checklist before projects are considered by the county for funds and submitted to MTC. CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to CMAs' project selection actions for Cycle 2.

Other state policies include, Caltrans Complete Streets Policy Deputy Directive 64 R1 which stipulates: pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products and SB 1358 California Complete Streets Act, which requires local agency general plan circulation elements to address all travel modes.

- ▶ **Project Delivery and Monitoring.** Cycle 2 funding is available in the following five federal fiscal years: FY 2012-13, 2013-14, 2014-15, FY 2015-16 and FY 2016-17. Funds may be programmed in any one of these years, conditioned upon the availability of federal apportionment and obligation authority (OA). This will be determined through the development of an annual obligation plan, which is developed in coordination with the Partnership and project sponsors. However, funds **MUST** be obligated in the fiscal year programmed in the TIP, with all Cycle 2 funds to be obligated no later than January 31, 2017. Specifically, the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within the federal fiscal year that the funds are programmed in the TIP.

All Cycle 2 funding is subject to the Regional Project Funding Delivery Policy and any subsequent revisions (MTC Resolution No. 3606 at http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf . Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by

the MTC Regional Project Funding Delivery Policy. All funds are subject to obligation, award, invoicing, reimbursement and project close out requirements. The failure to meet these deadlines may result in the de-programming and redirection to other projects.

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations and deadlines, every recipient of Cycle 2 funding will need to identify a staff position that serves as the single point of contact for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The agency is required to identify the contact information for this position at the time of programming of funds in the federal TIP. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate if requested in a consultation meeting with the county CMA, MTC and Caltrans prior to MTC approving future Cycle programming or including any funding revisions for the agency in the federal TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

By applying for and accepting Cycle 2 funding, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the funding timeframe.

- ▶ Local Match. Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP and CMAQ is currently 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the required match, which is subject to change.
- ▶ Fixed Program and Specific Project Selection. Projects are chosen for the program based on eligibility, project merit, and deliverability within established deadlines. The Cycle 2 program is project specific and the funds programmed to projects are for those projects alone. The Cycle 2 Program funding is fixed at the programmed amount; therefore, any cost increase may not be covered by additional Cycle 2 funds. Project sponsors are responsible for securing the necessary match, and for cost increases or additional funding needed to complete the project including contingencies.

REGIONAL PROGRAMS

The programs below comprise the Regional Program of Cycle 2, administered by the Commission. Funding amounts for each program are included in Attachment A-1. Individual projects will be added to Attachment B as they are selected and included in the federal TIP.

1. Regional Planning Activities

This program provides funding to the Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development Commission (BCDC), and MTC to support regional planning activities. (Note that in the past this funding category included planning funding for the CMAs. Starting with Cycle 2, CMAs will access their OneBayArea Grant to fund their planning activities rather than from this regional program category). Appendix A-2 details the fund distribution.

2. Regional Operations

This program includes projects which are administered at the regional level by MTC, and includes funding to continue regional operations programs for Clipper®, 511 Traveler information (including 511 Rideshare, 511 Bicycle, 511 Traffic, 511 Real-Time Transit and 511 transit), Freeway Service Patrol / SAFE and Incident Management. Information on these programs is available at <http://www.mtc.ca.gov/services/>.

3. Freeway Performance Initiative

This program builds on the proven success of recent ramp metering projects that have achieved significant delay reduction on Bay Area freeways and arterials at a fraction of the cost of traditional highway widening projects. Several corridors are proposed for metering projects, targeting high congestion corridors. These projects also include Traffic Operations System elements to better manage the system as well as implementing the express lane network. This category also includes funding for performance monitoring activities, regional performance initiatives implementation, Regional Signal Timing Program, Program for Arterial System Synchronization (PASS), freeway and arterial performance initiative projects and express lanes.

4. Pavement Management Program

This continues the region's Pavement Management Program (PMP) and related activities including the Pavement Technical Assistance Program (PTAP). MTC provides grants to local jurisdictions to perform regular inspections of their local streets and roads networks and to update their pavement management systems which is a requirement to receive certain funding. MTC also assists local jurisdictions in conducting associated data collection and analysis efforts including local roads needs assessments and inventory surveys and asset management analysis that feed into regional planning efforts. MTC provides, training, research and development of pavement and non-pavement preservation management techniques, and participates in the state-wide local streets and roads needs assessment effort.

5. Priority Development Area (PDA) Implementation

Funding in this program implements the following:

Regional PDA Implementation:

ABAG Funding: Funds directed to ABAG for implementation of PDAs.

Affordable TOD fund: This is a continuation of MTC's successful Transit Oriented Affordable Housing (TOAH) fund into Cycle 2 which successfully has leveraged a significant amount of outside funding. The TOD fund provides financing for the development of affordable housing and other vital community services near transit lines throughout the Bay Area. Through the Fund, developers can access flexible, affordable capital to purchase or improve available property near transit lines for the development of affordable housing, retail space and other critical services, such as child care centers, fresh food outlets and health clinics. Similar to the initial investment in the TOAH Fund, the following are program conditions: 1) MTC is able to exchange the \$10 million in federal transportation funds for local funds because they cannot be used directly for housing investment; 2) Foundation or other sources of funding would be matched by MTC funds on a minimum 3:1 basis to reach a minimum fund of \$40 million, and 3) the TOAH fund would be spent only in PDAs on projects that have the greatest potential to deliver affordable housing units with direct access to transit.

PDA Planning Grants: MTC and ABAG's PDA Planning Grant Program will place an emphasis on affordable housing production and preservation in funding agreements with grantees. Grants will be made to jurisdictions to provide support in planning for PDAs in areas such as providing housing, jobs, intensified land use, promoting alternative modes of travel to the single occupancy vehicle, and parking management. These studies will place a special focus on selected PDAs with a greater potential for residential displacement and develop and implement community risk reduction plans. Grants will be made to local jurisdictions to provide planning support as needed to meet regional housing goals. Also program funds will establish a new local planning assistance program to provide staff resources directly to jurisdictions to support local land-use planning for PDAs. The Regional PDA Planning/Implementation component will complement county PDA Planning efforts, but will target investments in jurisdictions taking on the majority of Plan Bay Area housing and job growth. Funds would be used to support planning grants and technical assistance.

MTC will commence work with state and federal government to create private sector economic incentives to increase housing production.

Local Planning & Implementation: Funds are made available to support local jurisdictions in their planning and implementation of PDAs in each of the nine counties, developed through the county PDA Investment & Growth Strategy in consultation with ABAG and MTC. Funding is distributed to the county CMAs (with funds for San Francisco distributed to the City/County of San Francisco planning department) using the OBAG distribution formula with no county receiving less than \$750,000 as shown in Appendix 5. Local jurisdictions will either directly access these funds through Caltrans Local Assistance similar to other OBAG grants provided to them by the CMAs, the CMAs may choose to provide individual grants to local jurisdictions through a single program administered by the CMA, or the CMA may request that ABAG administer the grants in cooperation with the local jurisdictions. CMA grants to local jurisdictions and the expenditure of funds by the San Francisco Planning Department are to be aligned with the recommendations and priorities identified in their adopted PDA Growth and Investment Strategy; as well as to the PDA Planning Program guidelines as they apply only to those activities relevant to those guidelines. The CMAs are limited to using no more than 5% of the funds for program administration.

6. Climate Change Initiatives

The proposed funding for the Cycle 2 Climate Initiative Program is to support the implementation of strategies identified in Plan Bay Area to achieve the required CO₂ emissions reductions per SB375 and federal criteria pollutant reductions. Staff will work with the Bay Area Air Quality Management District to implement this program.

7. Safe Routes to Schools

Within the Safe Routes to School Program (SR2S program) funding is distributed among the nine Bay Area counties based on K-12 total enrollment for private and public schools as reported by the California Department of Education for FY 2010-11. Appendix A-3 details the county fund distribution. Before programming projects into the TIP the CMAs shall provide the SR2S recommended county program scope, budget, schedule, agency roles, and federal funding recipient. CMAs may choose to augment this program with their own Cycle 2 OBAG funding.

8. Transit Capital Rehabilitation

The program objective is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs, and implement elements of the Transit Sustainability Project, consistent with the FTA Transit Capital Priorities program (MTC Resolution 4072 or successor resolution). This includes a set-aside of \$1 million to support the consolidation and transition of Vallejo and Benicia bus services to SolTrans.

9. Transit Performance Initiative: This new pilot program implements transit supportive investments in major transit corridors that can be carried out within two years. The focus is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements. Specific projects are included in Attachment B.

10. Priority Conservation Area (PCA) Program: This is a new pilot program for the development of Priority Conservation Area (PCA) plans and projects to assist counties to ameliorate outward development expansion and maintain their rural character. The PCA funding program includes one approach for the North Bay program (Marin, Napa, Solano, and Sonoma) and a second for the remaining five counties. In the North Bay, each CMA will take the lead to develop its own program building on PCA planning conducted to date and select projects for funding. For the remaining counties, MTC and ABAG will partner with the Coastal Conservancy, a California State agency, to program the PCA funds. MTC will provide \$5 million to the Coastal Conservancy to manage the call for projects in coordination with the Coastal Conservancy's own program funds in order to support a broader range of projects (i.e. land acquisition and easement projects) than can be accommodated with federal transportation dollars alone and achieve the 3:1 minimum match as required by OBAG. MTC and ABAG staff will support the administration of the program. Appendix A-8 outlines the framework for this program including goals, project screening eligibility, eligible sponsors, and project selection.

ONEBAYAREA GRANT PROGRAMMING POLICIES

The policies below apply to the OneBayArea Grant Program, administered by the county Congestion Management Agencies (CMAs) or substitute agency:

- ▶ **Program Eligibility:** The congestion management agency may program funds from its One Bay Area Grant fund distribution to projects that meet the eligibility requirements for any of the following transportation improvement types:
 - Local Streets and Roads Preservation
 - Bicycle and Pedestrian Improvements
 - Transportation for Livable Communities
 - Safe Routes To School/Transit
 - Priority Conservation Area
 - Planning and Outreach Activities

- ▶ **Fund Source Distribution:** OBAG is funded primarily from three federal fund sources: STP, CMAQ and TE. Although the new federal surface transportation authorization act now under consideration may alter the actual fund sources available for MTC's programming discretion it is anticipated that any new federal programs would overlap to a large extent with existing programs. The CMAs will be provided a breakdown of specific OBAG fund sources, with the understanding that actual fund sources may change as a result of the new federal surface transportation act. In this situation, MTC staff will work with the CMAs to realign new fund sources with the funding commitments approved by the Commission. Furthermore, due to strict funding availability and eligibility requirements, the CMAs must adhere to the fund source limitations provided. Exceptions may be granted by MTC staff based on actual fund sources available and final apportionment levels.

In determining the fund source distribution to the counties, each county was first guaranteed at least what they would otherwise received in Cycle 2 under the original Cycles 1 & 2 framework as compared to the original July 8, 2011 OBAG proposal. This resulted in the county of Marin receiving an additional \$1.1 million, county of Napa receiving \$1.3 million each, and the county of Solano receiving \$1.4 million, for a total of \$3.8 million (in CMAQ funds) off the top to hold these counties harmless. The Transportation Enhancement (TE) funds were then distributed based on the county TE shares available for OBAG as approved in the 2012 Regional Transportation Improvement Program (RTIP). STP funds were then assigned to the CMA planning and outreach activities. The remaining STP funds assigned to OBAG were then distributed to each county based on the OBAG distribution formula. The remaining funds were distributed as CMAQ per the OBAG distribution formula. The hold harmless clause resulted in a slight deviation in the OBAG formula distribution for the overall funding amounts for each county.

- ▶ **Priority Development Area (PDA) Policies**
 - PDA minimum: CMAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara) shall direct at least 70% of their OBAG

investments to the PDAs. For North Bay counties (Marin, Napa, Solano, and Sonoma) this minimum target is 50% to reflect the more rural nature of these counties. A project lying outside the limits of a PDA may count towards the minimum provided that it directly connects to or provides proximate access to a PDA. Depending on the county, CMA planning costs would partially count towards PDA targets (70% or 50%) in line with its PDA funding target. At MTC staff discretion, consideration may be given to counties that provided higher investments in PDAs in Cycle 1 as part of an overall Cycle 1 and 2 investment package. Priority Conservation Area (PCA) investments do not count towards PDA targets and must use “anywhere” funds. The PDA/’anywhere’ funding split is shown in Appendix A-4.

- PDA Boundary Delineation: Refer to <http://geocommons.com/maps/141979> which provides a GIS overlay of the PDAs in the Bay Area to exact map boundaries including transportation facilities. As ABAG considers and approves new PDA designations this map will be updated.
 - Defining “proximate access to PDAs”: The CMAs make the determination for projects to count toward the PDA minimum that are not otherwise geographically located within a PDA. For projects not geographically within a PDA, CMAs are required to map projects and designate which projects are considered to support a PDA along with policy justifications. This analysis would be subject to public review when the CMA board acts on OBAG programming decisions. This should allow decision makers, stakeholders, and the public to understand how an investment outside of a PDA is to be considered to support a PDA and to be credited towards the PDA investment minimum target. MTC staff will evaluate and report to the Commission on how well this approach achieves the OBAG objectives prior to the next programming cycle.
 - PDA Investment & Growth Strategy: By May 1, 2013, CMAs shall prepare and adopt a PDA Investment & Growth Strategy to guide transportation investments that are supportive of PDAs. An existing Investment and Growth Strategy adopted by the County will be considered as meeting this requirement if it satisfies the general terms in Appendix A-6. See Appendix A-6 for details.
- Performance and Accountability Policies: Jurisdictions need to comply with the following policies in order to be eligible recipients of OBAG funds.
- To be eligible for OBAG funds, a jurisdiction will need to address complete streets policies at the local level through the adoption of a complete streets policy resolution no later than January 31, 2013. A jurisdiction can also meet this requirement through a general plan that complies with the Complete Streets Act of 2008. Staff will provide minimum requirements based on best practices for the resolution. A county can provide its jurisdictions an extension of the deadline to June 30, 2013 as long as no programming for projects is requested of MTC until jurisdictions are in compliance. As discussed below, jurisdictions will be expected to have a general plan that complies within the Complete Streets Act of 2008 to be eligible for the next round of funding.

- A jurisdiction is required to have its general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2007-14 RHNA prior to January 31, 2013. If a jurisdiction submits its housing element to the state on a timely basis for review, but the State's comment letter identifies deficiencies that the local jurisdictions must address in order to receive HCD certification, then the local jurisdiction may submit a request to the Joint MTC Planning / ABAG Administrative Committee for a time extension to address the deficiencies and resubmit its revised draft housing element to HCD for re-consideration and certification.
- For the OBAG cycle subsequent to FY 2016-17, a jurisdiction is required to have its general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-22 RHNA prior to May 31, 2015. Additionally, a jurisdiction is required to have its general plan circulation element comply with the Complete Streets Act of 2008 prior to January 31, 2016. These deadlines must be met in order to be eligible for funding for the subsequent OBAG cycle.
- OBAG funds may not be programmed to any jurisdiction out of compliance with OBAG policies and other requirements specified in this attachment. The CMA will be responsible for tracking progress towards these requirements and affirming to MTC that a jurisdiction is in compliance prior to MTC programming OBAG funds to its projects in the TIP.
- For a transit agency project sponsor under a JPA or district (not under the governance of a local jurisdiction), the jurisdiction where the project (such as station/stop improvements) is located will need to comply with these policies before funds may be programmed to the transit agency project sponsor. However, this is not required if the project is transit/rail agency property such as, track, rolling stock or transit maintenance facility.
- CMAs will provide documentation for the following prior to programming projects in the TIP:
 - The approach used to select OBAG projects including outreach and a board adopted list of projects
 - Compliance with MTC's complete streets policy
 - A map delineating projects selected outside of PDAs indicating those that are considered to provide proximate access to a PDA including their justifications as outlined on the previous page. CMA staff is expected to use this exhibit when it presents its program of projects to explain the how "proximate access" is defined to their board and the public.
 - Self-certification that the PDA Investment and Growth Strategy, Performance and Accountability Measures, and Outreach have been met using the checklist developed by MTC and the CMAs.
- MTC staff will report on the outcome of the CMA project selection process in late 2013. This information will include, but not be limited to, the following:
 - Mix of project types selected;

- Projects funded within PDAs and outside of PDAs and how proximity and direct connections were used and justified through the county process;
 - Complete streets elements that were funded;
 - Adherence to the performance and accountability requirements;
 - Amount of funding to various jurisdictions and how this related to the distribution formula that includes population, RHNA housing allocations and housing production, as well as low-income housing factors.
 - Public participation process.
- The CMAs will also be required to present their PDA Growth Strategy to the Joint MTC Planning / ABAG Administrative Committee.
- **Project Selection:** County congestion management agencies or substitute agencies are given the responsibility to develop a project selection process along with evaluation criteria, issue a call for projects, conduct outreach, and select projects
- **Public Involvement:** The decision making authority to select projects for federal funding accompanies responsibilities to ensure that the process complies with federal statutes and regulations. In order to ensure that the CMA process for administering OBAG is in compliance, CMAs are required to lead a public outreach process as directed by Appendix A-5.
 - **Unified Call for Projects:** CMAs are requested to issue one unified call for projects for their One Bay Area grant, with a final project list due to MTC by June 30, 2013. CMA staff need to ensure that all projects are submitted using the Fund Management System (FMS) no later than July 30, 2013. The goal of this process is to reduce staff time, coordinate all programs to respond to larger multi-modal projects, and provide project sponsors the maximum time to deliver projects.
 - **Project Programming Targets and Delivery Deadlines:** CMAs must program their block grant funds over the four-year period of Cycle 2 (FY 2012-13 through FY 2015-16). The expectation is that the CMA planning activities \ project would use capacity of the first year to provide more time for delivery as contrasted to other programs which tend to have more complex environmental and design challenges, but this is not a requirement. The funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606 or its successor) including the Request for Authorization (RFA) submittal deadline and federal authorization/obligation deadline. Furthermore the following funding deadlines apply for each county, with earlier delivery strongly encouraged:
 - Half of the OBAG funds, including all funds programmed for the PE phase, must be obligated (federal authorization/E-76) by March 31, 2015.
 - All remaining OBAG funds must be obligated by January 31, 2017.

CYCLE 2 COUNTY ONE BAY AREA GRANT PROJECT GUIDANCE

The categories below comprise the Cycle 2 County One Bay Area Grant Program, administered by the county congestion management agencies. Project selection should ensure that all of the

eligibility requirements below are met. MTC staff will work with CMAs and project sponsors to resolve any eligibility issues which may arise, including air quality conformity exceptions and requirements.

1. CMA Planning and Outreach

This category provides funding to the nine county Congestion Management Agencies (CMAs) to support regional planning, programming and outreach activities. Such efforts include: county-based planning efforts for development of the RTP/SCS; development of PDA growth strategies; development and implementation of a complete streets compliance protocol; establishing land use and travel forecasting process and procedures consistent with ABAG/MTC; ensuring the efficient and effective delivery of federal-aid local projects; and undertaking the programming of assigned funding and solicitation of projects. The base funding level reflects continuing the Transportation 2035 commitment level by escalating at 3% per year from the base amount in FY 2011-12. In addition, the CMAs may request additional funding from their share of OBAG to enhance or augment additional activities at their discretion. All funding and activities will be administered through an interagency agreement between MTC and the respective CMA. Actual amounts for each CMA as augmented, are shown in Appendix A-2

2. Local Streets and Roads Preservation

This category is for the preservation of local streets and roads on the federally-eligible system. To be eligible for funding of any Local Streets and Roads (LSR) preservation project, the jurisdiction must have a certified Pavement Management Program (StreetSaver® or equivalent). The needs analysis ensures that streets recommended for treatment are cost effective. Pavement projects should be based on the needs analysis resulting from the established Pavement Management Program (PMP) for the jurisdiction. MTC is responsible for verifying the certification status. The certification status can be found at www.mtcpms.org/ptap/cert.html. Specific eligibility requirements are included below:

Pavement Rehabilitation:

Pavement rehabilitation projects including pavement segments with a PCI below 70 should be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP.

Preventive Maintenance: Only projects where pavement segments have a Pavement Condition Index (PCI) of 70 or above are eligible for preventive maintenance. Furthermore, the local agency's Pavement Management Program (PMP) must demonstrate that the preventive maintenance strategy is a cost effective method of extending the service life of the pavement.

Non-Pavement:

Eligible non-pavement activities and projects include rehabilitation or replacement of existing features on the roadway facility, such as storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps and features that bring the facility to current standards. The jurisdiction must still have a certified PMP to be eligible for improvements to non-pavement features.

Activities that are not eligible for funding include: Air quality non-exempt projects (unless granted an exception by MTC staff), capacity expansion, new roadways, roadway extensions, right of way acquisition (for future expansion), operations, routine maintenance, spot application, enhancements that are above and beyond repair or replacement of existing assets (other than bringing roadway to current standards), and any pavement application not recommended by the Pavement Management Program unless otherwise allowed above.

Federal-Aid Eligible Facilities: Federal-aid highways as defined in 23 U.S.C. 101(a)(5) are eligible for local streets and roads preservation funding. A federal-aid highway is a public road that is not classified as a rural minor collector or local road or lower. Project sponsors must confirm the eligibility of their roadway through the Highway Performance Monitoring System (HPMS) prior to the application for funding.

Federal Aid Secondary (FAS) Program Set-Aside: While passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 dissolved the Federal Aid Secondary (FAS) program, California statutes provide the continuation of minimum funding to counties, guaranteeing their prior FAS shares. The first three years of Cycle 2 were covered up-front under the Cycle 1 FAS program (covering a total 6-year period). The fourth and fifth years of Cycle 2 will be covered under the OBAG. Funding provided to the counties by the CMAs under OBAG will count toward the continuation of the FAS program requirement.

3. Bicycle and Pedestrian Improvements

The Bicycle and Pedestrian program may fund a wide range of bicycle and pedestrian improvements including Class I, II and III bicycle facilities, bicycle education, outreach, sharing and parking, sidewalks, ramps, pathways and pedestrian bridges, user safety and supporting facilities, and traffic signal actuation.

According to CMAQ eligibility requirements, bicycle and pedestrian facilities must not be exclusively recreational and reduce vehicle trips resulting in air pollution reductions. Also to meet the needs of users, hours of operation need to be reasonable and support bicycle / pedestrian needs particularly during commute periods. For example the policy that a trail be closed to users before sunrise or after sunset limits users from using the facility during the peak commute hours, particularly during times of the year with shorter days. These user restrictions indicate that the facility is recreational rather than commute oriented. Also, as contrasted with roadway projects, bicycle and pedestrian projects may be located on or off the federal-aid highway system.

4. Transportation for Livable Communities

The purpose of Transportation for Livable Communities (TLC) projects is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, high-density neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes rather than the single-occupant automobile.

General project categories include the following:

- Station Improvements such as plazas, station access pocket parks, bicycle parking

- Complete streets improvements that encourage bicycle and pedestrian access
- Transportation Demand Management projects including carsharing, vanpooling traveler coordination and information or Clipper®-related projects
- Connectivity projects connecting high density housing/jobs/mixed use to transit, such as bicycle/pedestrian paths and bridges and safe routes to transit.
- Density Incentives projects and non-transportation infrastructure improvements that include density bonuses, sewer upgrade, land banking or site assembly (these projects require funding exchanges to address federal funding eligibility limitations)
- Streetscape projects focusing on high-impact, multi-modal improvements or associated with high density housing/mixed use and transit (bulb outs, sidewalk widening , cross walk enhancements, audible signal modification, mid block crossing and signal, new stripping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refugees, way finding signage, pedestrian scaled street furniture including bus shelters, tree grates, benches, bollards, magazine racks, garbage and recycling bins, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on- site storm water management, permeable paving)
- Funding for TLC projects that incentivize local PDA Transit Oriented Development Housing

5. Safe Routes to School

The county Safe Routes to School Program continues to be a regional program. The funding is distributed directly to the CMAs by formula through the Cycle 2 regional program (see Appendix A-3). However, a CMA may use OBAG funding to augment this amount. Eligible projects include infrastructure and non-infrastructure projects that facilitate reduction in vehicular travel to and from schools. It is important to note that CMAQ is used to fund this program which is targeted towards air quality improvement rather than children's health or safety. Nevertheless CMAQ eligibility overlaps with Safe Routes to School Program projects that are eligible under the federal and state programs with few exceptions which are noted below. Refer to the following link for detailed examples of eligible projects which is followed by CMAQ funding eligibility parameters:

http://mtc.ca.gov/funding/STPCMAQ/7_SR2S_Eligibility_Matrix.pdf

Non-Infrastructure Projects

Public Education and Outreach Activities

- Public education and outreach can help communities reduce emissions and congestion by inducing drivers to change their transportation choices.
- Activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, and any other activities that help forward less-polluting transportation options.
- Air quality public education messages: Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely.
- Non-construction outreach related to safe bicycle use
- Travel Demand Management Activities including traveler information services, shuttle services, carpools, vanpools, parking pricing, etc.

Infrastructure Projects

Bicycle/Pedestrian Use:

- Constructing bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas new construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest
- Traffic calming measures

Exclusions found to be ineligible uses of CMAQ funds:

- Walking audits and other planning activities (STP based on availability will be provided for these purposes upon CMA's request)
- Crossing guards and vehicle speed feedback devices, traffic control that is primarily oriented to vehicular traffic rather than bicyclists and pedestrians
- Material incentives that lack an educational message or exceeding a nominal cost.

6. Priority Conservation Areas

This is an outgrowth of the new regional program pilot for the development of Priority Conservation Area (PCA) plans and projects to assist counties to ameliorate outward development expansion and maintain their rural character. A CMA may use OBAG funding to augment grants received from the regionally competitive program or develop its own county PCA program. Generally, eligible projects will include planning, land / easement acquisition, open space access projects, and farm-to-market capital projects.

PROGRAM SCHEDULE

Cycle 2 spans apportionments over five fiscal years: FY 20012-13, FY 2013-14, FY 2014-15 FY 2015-16 and FY 2016-17. Programming in the first year will generally be for the on-going regional operations and regional planning activities which can be delivered immediately, allowing the region to meet the obligation deadlines for use of FY 2012-13 funds. This strategy, at the same time, provides several months during FY 2012-13 for program managers to select projects and for MTC to program projects into the TIP to be obligated during the remaining second, third, fourth and fifth years of the Cycle 2 period. If CMAs wish to program any OBAG funds in the first year, MTC will try to accommodate requests depending on available federal apportionments and obligation limitations, as long as the recipient has meet the OBAG requirements.

Appendix A-1

Cycle 2 / OBAG 1 Regional and County Programs FY 2012-13 through FY 2016-17 December 2014

Cycle 2/OBAG 1 Funding Commitments

Regional Program (millions \$ - rounded)		4-Year Total	FY 2016-17 *	5-Year Total
Regional Categories				
1	Regional Planning Activities	\$7	\$1.8	\$8
2	Regional Operations	\$96	\$9.9	\$106
3	Freeway Performance Initiative	\$96	\$3.2	\$99
4	Pavement Management Program	\$7	\$1.9	\$9
5	Priority Development Activities	\$40		\$40
6	Climate Initiatives	\$20	\$0.3	\$20
7	Safe Routes To School **	\$20	\$2.7	\$23
8	Transit Capital Rehabilitation	\$150		\$150
9	Transit Performance Initiative	\$30		\$30
10	Priority Conservation Area	\$10		\$10
Regional Program Total:		\$475	\$20	\$495
				60%

* FY 17 funding does not include \$1.488 M redirected from deleted projects in Cycles 1 & 2

** Safe Routes To School assigned to County CMAs

One Bay Area Grant (OBAG 1) (millions \$ - rounded)		4-Year Total ***	FY 2016-17	5-Year Total
Counties				
1	Alameda	\$63	\$1.0	\$64
2	Contra Costa	\$45	\$0.8	\$46
3	Marin	\$10	\$0.7	\$11
4	Napa	\$6	\$0.7	\$7
5	San Francisco	\$38	\$0.8	\$39
6	San Mateo	\$26	\$0.7	\$27
7	Santa Clara	\$88	\$1.1	\$89
8	Solano	\$18	\$0.7	\$19
9	Sonoma	\$23	\$0.7	\$24
OBAG Total:**		\$320	\$7	\$327
				40%

*** 4-Year OBAG amounts revised October 2012 to reflect revised RHNA, released July 2012.

Cycle 2/OBAG 1 Total Total:*	\$795	\$27	\$822
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NOTE: Amounts may not total due to rounding

Appendix A-2

**OBAG 1
Planning & Outreach
FY 2012-13 through FY 2016-17
February 2016**

OBAG 1 - County CMA Planning

County	Agency	Cycle 2 / OBAG 1 County CMA Planning - Base					CMA-OBAG		2016-17 * Supplemental	Total
		2012-13	2013-14	2014-15	2015-16	SubTotal	Augmentation	SubTotal		
Alameda	ACTC	\$916,000	\$944,000	\$973,000	\$1,003,000	\$3,836,000	\$3,270,000	\$7,106,000	\$1,034,000	\$8,140,000
Contra Costa	CCTA	\$725,000	\$747,000	\$770,000	\$794,000	\$3,036,000	\$1,214,000	\$4,250,000	\$818,000	\$5,068,000
Marin	TAM	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$418,000	\$3,091,000	\$720,000	\$3,811,000
Napa	NCTPA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$2,673,000	\$720,000	\$3,393,000
San Francisco	SFCTA	\$667,000	\$688,000	\$709,000	\$731,000	\$2,795,000	\$773,000	\$3,568,000	\$753,000	\$4,321,000
San Mateo	SMCCAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$752,000	\$3,425,000	\$720,000	\$4,145,000
Santa Clara	VTA	\$1,014,000	\$1,045,000	\$1,077,000	\$1,110,000	\$4,246,000	\$1,754,000	\$6,000,000	\$1,145,000	\$7,145,000
Solano	STA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$333,000	\$3,006,000	\$720,000	\$3,726,000
Sonoma	SCTA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$2,673,000	\$720,000	\$3,393,000
County CMAs Total:		\$6,512,000	\$6,714,000	\$6,919,000	\$7,133,000	\$27,278,000	\$8,514,000	\$35,792,000	\$7,350,000	\$43,142,000

Regional Agency Planning

Regional Agency	Cycle 2 Regional Agency Planning - Base							2016-17 * Supplemental	Total	
	2012-13	2013-14	2014-15	2015-16	SubTotal	Augmentation	SubTotal			
ABAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$2,673,000	\$720,000	\$3,393,000	
BCDC	\$320,000	\$330,000	\$340,000	\$351,000	\$1,341,000	\$0	\$1,341,000	\$285,000	\$1,626,000	
MTC	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$2,673,000	\$795,000	\$3,468,000	
Regional Agencies Total:		\$1,596,000	\$1,646,000	\$1,696,000	\$1,749,000	\$6,687,000	\$0	\$6,687,000	\$1,800,000	\$8,487,000

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* 3% escalation from FY 2015-16 Planning Base

\$42,479,000

\$51,629,000

Appendix A-3

OBAG 1 Safe Routes to School County Distribution FY 2012-13 through FY 2016-17 November 2015

Safe Routes To School County Distribution

County	Public School Enrollment (K-12) *	Private School Enrollment (K-12) *	Total School Enrollment (K-12) *	Percentage	SubTotal	Supplemental	FY 13 - FY 17 Total
Alameda	214,626	24,537	239,163	21.5%	\$4,862,000	\$504,000	\$5,366,000
Contra Costa	166,956	16,274	183,230	16.4%	\$3,725,000	\$386,000	\$4,111,000
Marin	29,615	5,645	35,260	3.2%	\$717,000	\$74,000	\$791,000
Napa	20,370	3,036	23,406	2.1%	\$476,000	\$49,000	\$525,000
San Francisco	56,454	23,723	80,177	7.2%	\$1,630,000	\$169,000	\$1,799,000
San Mateo	89,971	16,189	106,160	9.5%	\$2,157,000	\$225,000	\$2,382,000
Santa Clara	261,945	38,119	300,064	26.9%	\$6,099,000	\$633,000	\$6,732,000
Solano	67,117	2,855	69,972	6.3%	\$1,422,000	\$148,000	\$1,570,000
Sonoma	71,049	5,787	76,836	6.9%	\$1,562,000	\$162,000	\$1,724,000
Total:	978,103	136,165	1,114,268	100%	\$22,650,000	\$2,350,000	\$25,000,000

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* From California Department of Education for FY 2010-11

Appendix A-4

Cycle 2 OBAG County Fund Distribution FY 2012-13 through FY 2015-16 October 24, 2012

OBAG Geographic Funding Distribution

County	OBAG Funds	PDA/Anywhere Split	PDA	Anywhere
Alameda	<u>\$63,065,000</u>	70/30	<u>\$44,146,000</u>	<u>\$18,919,000</u>
Contra Costa	<u>\$45,204,000</u>	70/30	<u>\$31,643,000</u>	<u>\$13,561,000</u>
Marin	<u>\$10,028,000</u>	50/50	<u>\$5,014,000</u>	<u>\$5,014,000</u>
Napa	<u>\$6,661,000</u>	50/50	<u>\$3,331,000</u>	<u>\$3,330,000</u>
San Francisco	<u>\$38,584,000</u>	70/30	<u>\$27,009,000</u>	<u>\$11,575,000</u>
San Mateo	<u>\$26,524,000</u>	70/30	<u>\$18,567,000</u>	<u>\$7,957,000</u>
Santa Clara	<u>\$88,126,000</u>	70/30	<u>\$61,688,000</u>	<u>\$26,438,000</u>
Solano	<u>\$18,769,000</u>	50/50	<u>\$9,385,000</u>	<u>\$9,384,000</u>
Sonoma	<u>\$23,039,000</u>	50/50	<u>\$11,520,000</u>	<u>\$11,519,000</u>
Total:	\$320,000,000		\$212,303,000	\$107,697,000

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OBAG amounts revised October 2012 to reflect revised RHNA, released July 2012.

Appendix A-5: One Bay Area Grant Call for Projects Guidance

The Metropolitan Transportation Commission (MTC) has delegated OBAG project selection to the nine Bay Area Congestion Management Agencies (CMAs) as they are best suited for this role because of their existing relationships with local jurisdictions, elected officials, transit agencies, community organizations and stakeholders, and members of the public within their respective counties. In order to meet federal requirements that accompany the decision-making process regarding federal transportation funding, MTC expects the CMAs to plan and execute an effective public outreach and local engagement process to solicit candidate projects to be submitted to MTC for consideration for inclusion in the Cycle 2 One Bay Area Grant Program. CMAs will also serve as the main point of contact for local sponsoring agencies and members of the public submitting projects for consideration for inclusion in the 2013 Transportation Improvement Program.

CMAs will conduct a transparent process for the Call for Projects while complying with federal regulations by carrying out the following activities:

1. Public Involvement and Outreach

- **Conduct countywide outreach to stakeholders and the public to solicit project ideas.** CMAs will be expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 3821), which can be found at http://www.mtc.ca.gov/get_involved/participation_plan.htm. CMAs are expected at a minimum to:
 - Execute effective and meaningful local engagement efforts during the call for projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, and the public through the project solicitation process.
 - Explain the local Call for Projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to be made on the list of projects to be submitted to MTC;
 - Hold public meetings and/or workshops at times which are conducive to public participation to solicit public input on project ideas to submit;
 - Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations at http://www.mtc.ca.gov/get_involved/lep.htm
 - Hold public meetings in central locations that are accessible for people with disabilities and by public transit;
 - Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting.
- **Document the outreach effort undertaken for the local call for projects.** CMAs are to provide MTC with:
 - A description of how the public was involved in the process for nominating and/or commenting on projects selected for OBAG funding. Specify whether public input was

gathered at forums held specifically for the OBAG project solicitation or as part of a separate planning or programming outreach effort;

- A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.
- A summary of comments received from the public and a description of how public comments informed the recommended list of projects submitted by the CMA.

2. Agency Coordination

- ***Work closely with local jurisdictions, transit agencies, MTC, Caltrans, federally recognized tribal governments, and stakeholders to identify projects for consideration in the OBAG Program.*** CMAs will assist with agency coordination by:
 - Communicating this Call for Projects guidance to local jurisdictions, transit agencies, federally recognized tribal governments, and other stakeholders

3. Title VI Responsibilities

- ***Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964.***
 - Assist community-based organizations, communities of concern, and any other underserved community interested in having projects submitted for funding;
 - Remove barriers for persons with limited-English proficiency to have access to the project submittal process;
 - For Title IV outreach strategies, please refer to MTC's Public Participation Plan found at: http://www.onebayarea.org/get_involved.htm
 - Additional resources are available at
 - i. <http://www.fhwa.dot.gov/civilrights/programs/tvi.htm>
 - ii. http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI
 - iii. http://www.mtc.ca.gov/get_involved/rights/index.htm

Appendix A-6: PDA Investment & Growth Strategy

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

(1) Engaging Regional/Local Agencies

- Develop or continue a process to regularly engage local planners and public works staff. Encourage community participation throughout the planning process and in determining project priorities
- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Partner with MTC and ABAG staff to ensure that regional policies are addressed in PDA plans.

(2) Planning Objectives – to Inform Project Priorities

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify transportation infrastructure needs and costs as part of their planning processes
- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.
 - *Short-term:* By May 1, 2013, receive and review information submitted to the CMA by ABAG on the progress of local jurisdictions in implementing their housing element objectives and identify current local housing policies that encourage affordable housing production and/or community stabilization.
 - *Long-term:* Starting in May 2014 and in all subsequent updates, PDA Investment & Growth Strategies will assess local jurisdiction efforts in approving sufficient housing for all income levels through the RHNA process and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals¹. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently does not provide for a mix of income-levels, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization. This analysis will be coordinated with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

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

- **Projects located in high impact project areas.** Key factors defining high impact areas include:
 - a. Housing – PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA allocations, as well as housing production

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

- b. Jobs in proximity to housing and transit (both current levels and those included in the SCS),
- c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
- d. Consistency with regional TLC design guidelines or design that encourages multi-modal access: http://www.mtc.ca.gov/planning/smart_growth/tlc/2009_TLC_Design_Guidelines.pdf
- e. Project areas with parking management and pricing policies
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC as defined by MTC (see: <http://geocommons.com/maps/110983>) or as defined by CMAs according to local priorities
- **PDA's with affordable housing preservation and creation strategies** – favorably consider projects in jurisdictions with affordable housing preservation and creation strategies or policies
- **PDA's that overlap or are colocated with: 1) populations exposed to outdoor toxic air contaminants as identified in the Air District's Community Air Risk Evaluation (CARE) Program and/or 2) freight transport infrastructure** –Favorably consider projects in these areas where local jurisdictions employ best management practices to mitigate PM and toxic air contaminants exposure.

Process/Timeline

CMA's develop PDA Investment & Growth Strategy	June 2012 – May 2013
PDA Investment & Growth Strategy Presentations by CMAs to Joint MTC Planning and ABAG Administrative Committee	Summer/Fall 2013
CMAs amend PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies	May 2014
CMAs submit annual progress reports related to PDA Growth Strategies, including status of jurisdiction progress on development/adoption of housing elements and complete streets ordinances.	May 2014, Ongoing

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Appendix A-7

Cycle 2 County PDA Implementation FY 2012-13 through FY 2015-16 November 2012

County PDA Implementation

County	Administering Agency	OBAG Formula	PDA Planning Share *	County PDA Implementation Total
Alameda	ACTC	20.2%	19.5%	\$3,905,000
Contra Costa	CCTA	14.2%	13.7%	\$2,745,000
Marin	TAM	2.8%	3.8%	\$750,000
Napa	NCTPA	1.7%	3.8%	\$750,000
San Francisco **	City/County of SF	12.3%	11.9%	\$2,380,000
San Mateo	SMCCAG	8.3%	8.0%	\$1,608,000
Santa Clara	VTA	27.6%	26.7%	\$5,349,000
Solano	STA	5.5%	5.3%	\$1,066,000
Sonoma	SCTA	7.5%	7.2%	\$1,447,000
County PDA Implementation Total:		100.0%	100.0%	\$20,000,000

J:\PROJECT\Funding\T4 - New Act\T4 - STP-CMAQ\T4 Cycle Programming\T4 Second Cycle\Cycle 2 Policy Dev\One Bay Area Grant\[Cycle 2 STP-CMAQ-TE Fund Source Distribution.xls]CMA Planning

* County minimum of \$750,000 for Marin and Napa results in actual PDA Implementation share different than OBAG formula share

** Funding for San Francisco to be provided to San Francisco City/County planning department

APPENDIX A-8: Priority Conservation Area (PCA) Program

Program Goals and Eligible Projects

The goal of the Priority Conservation Area Program is to support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands in the Bay Area, for residents and businesses. These values include globally unique ecosystems, productive agricultural lands, recreational opportunities, healthy fisheries, and climate protection (mitigation and adaptation), among others. The PCA Program should also be linked to SB 375 goals which direct MPOs to prepare sustainable community strategies which consider resource areas and farmland in the region as defined in Section 65080.01 (attached). ABAG’s FOCUS program delineates both the Priority Development Areas and the Priority Conservation Areas.

Per MTC Resolution No. 4035, the PCA program is split into two elements:

1. North Bay Program (\$5 million)
2. Peninsula, Southern and Eastern Counties Program (\$5 million)

The North Bay program framework is to be developed by the four North Bay county congestion management agencies, building on their PCA planning and priorities carried out to date. Project eligibility is limited by the eligibility of federal surface transportation funding; unless the CMA can exchange these funds or leverage new fund sources for their programs.

The Peninsula, Southern and Eastern Counties Program will be administered by the Coastal Conservancy in partnership with MTC and ABAG based on the proposal provided below. The table below outlines screening criteria, eligible applicants, and the proposed project selection and programming process for the Peninsula, Southern and Eastern Counties.

Funding Amount	<ul style="list-style-type: none"> • \$5 million
Screening Criteria	<ul style="list-style-type: none"> • PCA Designation: If a project currently isn’t in or doesn’t connect to a PCA, the applicant must file an application with ABAG requesting a PCA designation. • Regionally Significant: Indicators of regional significance include a project’s contribution to goals stated in regional habitat, agricultural or open space plans (i.e. <i>San Francisco Bay Area Upland Habitat Goals Project Report</i> at http://www.bayarealands.org/reports/), countywide Plans or ABAG’s PCA designations. Applicants should describe who will benefit from the project and regional (greater-than-local need) it serves. • Open Space Protection In Place: Linkages to or location in a Greenbelt area that is policy protected from development. Land acquisition or easement projects would be permitted in an area without open space policy protections in place. • Non-Federal Local Match: 3:1 minimum match • Meets Program Goals: Projects that meet one of the following program goals (subject to funding eligibility—see next page): <ul style="list-style-type: none"> ○ Protects or enhances “resource areas” or habitats as defined in California Government Code Section 65080.01. ○ Provides or enhances bicycle and pedestrian access to open space / parkland resources. Notable examples are the Bay and Ridge Trail Systems. ○ Supports the agricultural economy of the region.

<p>Eligible Applicants</p>	<ul style="list-style-type: none"> Local governments (cities, counties, towns), county congestion management agencies, tribes, water/utility districts, resource conservation districts, park and/or open space districts, land trusts and other land/resource protection nonprofit organizations in the nine-county San Francisco Bay Area are invited to nominate projects. Applicants are strongly encouraged to collaborate and partner with other entities on the nomination of projects, and partnerships that leverage additional funding will be given higher priority in the grant award process. Partnerships are necessary with cities, counties, or CMAs in order to access federal funds. Project must have an implementing agency that is able to receive a federal-aid grant (master agreement with Caltrans)
<p>Emphasis Areas / Eligible Projects</p>	<p>Eligible Projects</p> <ol style="list-style-type: none"> Planning Activities Pedestrian and Bicycle Facilities/ Infrastructure: On-road and off-road trail facilities, sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming, lighting and other safety related infrastructure, and ADA compliance, conversion and use of abandoned rail corridors for pedestrians and bicyclists. Visual Enhancements: Construction of turnouts, overlooks and viewing areas. Habitat / Environmental Enhancements: Vegetation management practices in transportation rights-of-way, reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats, mitigation of transportation project environmental impacts funded through the federal-aid surface transportation program. Protection (Land Acquisition or Easement) or Enhancement of Natural Resources, Open Space or Agricultural Lands: Parks and open space, staging areas or environmental facilities; or natural resources, such as listed species, identified priority habitat, wildlife corridors, wildlife corridors watersheds, or agricultural soils of importance.
<p>Project Selection</p>	<p>Coastal Conservancy* Partnership Program: MTC will provide \$5 million of federal transportation funds to the Conservancy which will be combined with the Conservancy’s program funding, and further leveraged by private foundation funding, as the basis for a regional call for projects. In addition a broader range of projects (i.e. land acquisition and easement projects) can be accommodated, which is not the case with federal transportation funds alone. The Conservancy will manage the program in collaboration with MTC and ABAG staff. This approach would harness the expertise of the coastal conservancy, expand the pool of eligible projects, and leverage up to \$10 million in additional resources through Coastal Conservancy, and the Moore Foundation**.</p>

*The Coastal Conservancy is a state agency and the primary public land conservation funding source in the Bay Area, providing funding for many different types of land conservation projects. For more information see <http://scc.ca.gov/>

**The Gordon and Betty Moore Foundation seeks to advance environmental conservation, scientific research, and patient care--around the world and in the San Francisco Bay Area. For more information see <http://www.moore.org/>

BACKGROUND

Anticipating the end of the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) on September 30, 2009, MTC approved Cycle 1 commitments (Resolution 3925) along with an overall framework to guide upcoming programming decisions for Cycle 2 to address the new six-year surface transportation authorization act funding. However, the successor to SAFETEA has not yet been enacted, and SAFETEA has been extended through continuing resolutions. Without the new federal surface transportation act, MTC may program funds forward based on reasonable estimates of revenues. It is estimated that roughly \$795 million is available for programming over the upcoming four-year Cycle 2 period.

Cycle 2 covers the four years from FY 2012-13 to FY 2016-17 pending the enactment of the new authorization and/or continuation of SAFETEA.

This attachment outlines how the region will use Cycle 2 funds for transportation needs in the MTC region. Funding decisions continue to implement the strategies and objectives of the Regional Transportation Plan (RTP), Transportation 2035, which is the Bay Area's comprehensive roadmap to guide transportation investments in surface transportation including mass transit, highway, local road, bicycle and pedestrian projects over the long term. The program investments recommended for funding in Cycle 2 are an outgrowth of the transportation needs identified by the RTP and also take into consideration the preferred transportation investment strategy of the Sustainable Communities Strategy (SCS).

Appendix A-1 provides an overview of the Cycle 2 Program commitments which contain a regional program component managed by MTC and a county program component to be managed by the counties.

CYCLE 2 REVENUE ESTIMATES AND FEDERAL PROGRAM ARCHITECTURE

MTC receives federal funding for local programming from the State for local programming in the MTC region. Among the various transportation programs established by SAFETEA, this includes regional Surface Transportation Program (STP) Congestion Mitigation and Air Quality Improvement (CMAQ) Program and to a lesser extent, Regional Transportation Improvement Program (RTIP) and Transportation Enhancement (TE) funds. The STP/CMAQ/RTIP/TE programming capacity in Cycle 2 amounts to \$795 million. The Commission programs the STP/CMAQ funds while the California Transportation Commission programs the RTIP and TE Funds. Furthermore, the Bay Area Air Quality Management District (BAAQMD) is contributing Transportation Fund for Clean Air (TFCA) funding to Cycle 2. Below are issues to be addressed as the region implements Cycle 2 programming, particularly in light that approval of Cycle 2 will precede approval of the new federal transportation act.

Revenues: A revenue growth rate of 3% over prior federal apportionments is assumed for the first year – FY 2012-13. Due to continued uncertainties with federal funding, the estimated revenues for the later years of the program, FY 2013-14 through FY 2016-17, have not been escalated, but held steady at the estimated FY 2012-13 apportionment amount. If there are significant reductions in federal apportionments over the Cycle 2 time period, as in the past, MTC will reconcile the revenue levels following enactment of the New Act by making adjustments later if needed, by postponement of projects or adjustments to subsequent programming cycles.

Fund Sources: Development of the new federal surface transportation authorization will need to be closely monitored. New federal programs, their eligibility rules, and how funding is distributed to the states and regions could potentially impact the implementation of the Cycle 2 Regional and One Bay Area Grant (OBAG) Programs. It is anticipated that any changes to the federal programs would likely overlap to a large extent with projects that are currently eligible for funding under Title 23 of the United States Code, though the actual fund sources will likely no longer be referred to as STP/CMAQ/TE in the manner we have grown accustomed. Therefore, reference to specific fund sources in the Cycle 2 programming is a proxy for replacement fund sources for which MTC has programming authority.

NEW FUNDING APPROACH FOR CYCLE 2—THE ONEBAYAREA GRANT

For Cycle 2, the OneBayArea Grant (OBAG) is a new funding approach that better integrates the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. Funding distribution to the counties will encourage land-use and housing policies that support the production of housing with supportive transportation investments. This is accomplished through the following policies:

- Using transportation dollars to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing.
- Supporting the Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs) and by initiating a pilot program in the North Bay counties that will support open space preservation in Priority Conservation Areas (PCA).
- Providing a higher proportion of funding to local agencies and additional investment flexibility by eliminating required program targets. A significant amount of funding that was used for regional programs in Cycle 1 is shifted to local programs (the OneBayArea Grant). The OBAG program allows investments in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning and outreach activities, while also providing targeted funding opportunities for Safe Routes to School (SR2S) and Priority Conservation Areas.

Project List

Attachment B of Resolution 4035 contains the list of projects to be programmed under the Cycle 2 Program. Attachments B-1 and B-2 are listings of projects receiving Cycle 2 funding, and reflects the programs and projects included in the regional and OBAG programs respectively. The listing is subject to project selection actions (conducted by MTC for most of the regional programs and by the CMAs for funds distributed to them). MTC staff will update Attachments B-1 and B-2 as projects are selected by the Commission and CMAs and are included in the federal TIP.

OneBayArea Grant Fund Distribution Formula

The formula used to distribute OneBayArea Grant funding to the counties takes into consideration the following factors: population, past housing production, future housing commitments as determined by the Association of Bay Area Governments (ABAG) Regional Housing Needs

Assessment (RHNA) and added weighting to acknowledge very low and low income housing. The formula breakdown is as follows with distributions derived from each jurisdiction’s proportionate share of the regional total for each factor:

OBAG Fund Distribution Factors

Factor Weighting	Percentage
Population	50%
RHNA* (total housing units)	12.5%
RHNA (low/very low income housing units)	12.5%
Housing Production** (total housing units)	12.5%
Housing Production (low/very low income housing units)	12.5%

* RHNA 2014-2022

**Housing Production Report 1999-2006

The objective of this formula is to provide housing incentives to complement the region’s Sustainable Community Strategy (SCS) which together with a Priority Development Area (PDA) focused investment strategy will lead to transportation investments that support focused development. The proposed One Bay Area Grant formula also uses actual housing production data from 1999-2006, which has been capped such that each jurisdiction receives credit for housing up to its RHNA allocation. Subsequent funding cycles will be based on housing production from ABAG’s next housing report to be published in 2013. The formula also recognizes jurisdictions’ RHNA and past housing production (uncapped) contributions to very low and low income housing units. The resulting OBAG fund distribution for each county is presented in Appendix A-4. Funding guarantees are also incorporated in the fund distribution to ensure that all counties receive as much funding under the new funding model as compared to what they would have received under the Cycle 1 framework.

The Commission, working with ABAG, will revisit the funding distribution formula for the next cycle (post FY 2016-17) to further evaluate how to best incentivize housing production across all income levels and other Plan Bay Area performance objectives.

CYCLE 2 GENERAL PROGRAMMING POLICIES

The following programming policies apply to all projects funded in Cycle 2:

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 3821. The Commission’s adoption of the Cycle 2 program, including policy and procedures meet the provisions of the *MTC Public Participation Plan*. MTC’s advisory committees and the Bay

Area Partnership have been consulted in the development of funding commitments and policies for this program; and opportunities to comment have been provided to other stakeholders and members of the public.

Furthermore, investments made in the Cycle 2 program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, when CMAs select projects for funding at the county level, they must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements (as set forth in Appendix A-5).

2. **Commission Approval of Programs and Projects and the Transportation Improvement Program (TIP).** Projects approved as part of the Cycle 2 Program must be amended into the federal TIP. The federally required TIP is a comprehensive listing of all San Francisco Bay Area surface transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes. It is the project sponsor's responsibility to ensure their project is properly programmed in the TIP in a timely manner. Where CMAs are responsible for project selection the Commission will revise the TIP to include the resulting projects and Attachment B to this Resolution may be amended by MTC staff to reflect these revisions. Where responsibility for project selection in the framework of a Cycle 2 funding program is assigned to MTC, TIP amendments and a revision to Attachment B will be reviewed and approved by the Commission.
3. **Minimum Grant Size.** The objective of a grant minimum requirement is to maximize the efficient use of federal funds and minimize the number of federal-aid projects which place administrative burdens on project sponsors, CMAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff. Funding grants per project must therefore be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties).

To provide flexibility, alternatively an averaging approach may be used. A CMA may program grant amounts no less than \$100,000 for any project, provided that the overall average of all grant amounts within their OBAG program meets the county minimum grant amount threshold.

Given the typical smaller scale of projects for the Safe Routes to School (SRTS) program, a lower threshold applies to the regional Safe Routes to School Program projects which have a minimum grant size of \$100,000.
4. **Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. Since the 2011 air quality conformity finding has been completed for the 2011 TIP, no non-exempt projects that were not incorporated in the finding will be considered for funding in the Cycle 2 Program until

the development of the 2013 TIP during spring 2013. Additionally, the U.S. Environmental Protection Agency has designated the Bay Area as a non-attainment area for PM 2.5. Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed “Projects of Air Quality Concern” must complete a hot-spot analysis required by the Transportation Conformity Rule. Generally Projects of Air Quality Concern (POAQC) are those projects that result in significant increases in the number of or emissions from diesel vehicles.

5. **Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures for all projects with federal funds.
6. **Application, Resolution of Local Support.** Project sponsors must submit a completed project application for each project proposed for funding through MTC’s Funding Management System (FMS). The project application consists of two parts: 1) an application submittal and/or TIP revision request to MTC staff, and 2) Resolution of Local Support approved by the project sponsor’s governing board or council. A template for the resolution of local support can be downloaded from the MTC website using the following link:
http://www.mtc.ca.gov/funding/STPCMAQ/STP_CMAQ_LocalSupportReso.doc
7. **Project Screening and Compliance with Regional and Federal Requirements.** MTC staff will perform a review of projects proposed for the Cycle 2 Program to ensure 1) eligibility; 2) consistency with the RTP; and 3) project readiness. In addition, project sponsors must adhere to directives such as “Complete Streets” (MTC Routine Accommodations for Bicyclists and Pedestrians); and the Regional Project Funding Delivery Policy as outlined below; and provide the required matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.
 - ▶ **Federal Project Eligibility:** STP has a wide range of projects that are eligible for consideration in the TIP. Eligible projects include, federal-aid highway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), mitigation related to an STP project, public transit capital improvements, pedestrian, and bicycle facilities, and transportation system management, transportation demand management, transportation control measures, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in Section 133 of Title 23 of the United States Code.

CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), alternative fuels, traffic flow improvements, transit expansion projects, bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, Inspection and maintenance

programs, magnetic levitation transportation technology deployment program, and experimental pilot projects. For more detailed guidance see the *CMAQ Program Guidance* (FHWA, November 2008).

In the event that the next surface transportation authorization materially alters these programs, MTC staff will work with project sponsors to match projects with appropriate federal fund programs. MTC reserves the right to assign specific fund sources based on availability and eligibility requirements.

- ▶ **RTP Consistency:** Projects included in the Cycle 2 Program must be consistent with the adopted Regional Transportation Plan (RTP), according to federal planning regulations. Each project included in the Cycle 2 Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number or reference.

- ▶ **Complete Streets (MTC Routine Accommodations of Pedestrians and Bicyclists) Policy:** Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets policy (Resolution No. 3765) created a checklist that is intended for use on projects to ensure that the accommodation of non-motorized travelers are considered at the earliest conception or design phase. The county Congestion Management Agencies (CMAs) ensure that project sponsors complete the checklist before projects are considered by the county for funds and submitted to MTC. CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to CMAs' project selection actions for Cycle 2.

Other state policies include, Caltrans Complete Streets Policy Deputy Directive 64 R1 which stipulates: pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products and SB 1358 California Complete Streets Act, which requires local agency general plan circulation elements to address all travel modes.

- ▶ **Project Delivery and Monitoring.** Cycle 2 funding is available in the following five federal fiscal years: FY 2012-13, 2013-14, 2014-15, FY 2015-16 and FY 2016-17. Funds may be programmed in any one of these years, conditioned upon the availability of federal apportionment and obligation authority (OA). This will be determined through the development of an annual obligation plan, which is developed in coordination with the Partnership and project sponsors. However, funds **MUST** be obligated in the fiscal year programmed in the TIP, with all Cycle 2 funds to be obligated no later than January 31, 2017. Specifically, the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within the federal fiscal year that the funds are programmed in the TIP.

All Cycle 2 funding is subject to the Regional Project Funding Delivery Policy and any subsequent revisions (MTC Resolution No. 3606 at http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf . Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by

the MTC Regional Project Funding Delivery Policy. All funds are subject to obligation, award, invoicing, reimbursement and project close out requirements. The failure to meet these deadlines may result in the de-programming and redirection to other projects.

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations and deadlines, every recipient of Cycle 2 funding will need to identify a staff position that serves as the single point of contact for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The agency is required to identify the contact information for this position at the time of programming of funds in the federal TIP. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate if requested in a consultation meeting with the county CMA, MTC and Caltrans prior to MTC approving future Cycle programming or including any funding revisions for the agency in the federal TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

By applying for and accepting Cycle 2 funding, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the funding timeframe.

- ▶ Local Match. Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP and CMAQ is currently 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the required match, which is subject to change.
- ▶ Fixed Program and Specific Project Selection. Projects are chosen for the program based on eligibility, project merit, and deliverability within established deadlines. The Cycle 2 program is project specific and the funds programmed to projects are for those projects alone. The Cycle 2 Program funding is fixed at the programmed amount; therefore, any cost increase may not be covered by additional Cycle 2 funds. Project sponsors are responsible for securing the necessary match, and for cost increases or additional funding needed to complete the project including contingencies.

REGIONAL PROGRAMS

The programs below comprise the Regional Program of Cycle 2, administered by the Commission. Funding amounts for each program are included in Attachment A-1. Individual projects will be added to Attachment B as they are selected and included in the federal TIP.

1. Regional Planning Activities

This program provides funding to the Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development Commission (BCDC), and MTC to support regional planning activities. (Note that in the past this funding category included planning funding for the CMAs. Starting with Cycle 2, CMAs will access their OneBayArea Grant to fund their planning activities rather than from this regional program category). Appendix A-2 details the fund distribution.

2. Regional Operations

This program includes projects which are administered at the regional level by MTC, and includes funding to continue regional operations programs for Clipper®, 511 Traveler information (including 511 Rideshare, 511 Bicycle, 511 Traffic, 511 Real-Time Transit and 511 transit), Freeway Service Patrol / SAFE and Incident Management. Information on these programs is available at <http://www.mtc.ca.gov/services/>.

3. Freeway Performance Initiative

This program builds on the proven success of recent ramp metering projects that have achieved significant delay reduction on Bay Area freeways and arterials at a fraction of the cost of traditional highway widening projects. Several corridors are proposed for metering projects, targeting high congestion corridors. These projects also include Traffic Operations System elements to better manage the system as well as implementing the express lane network. This category also includes funding for performance monitoring activities, regional performance initiatives implementation, Regional Signal Timing Program, Program for Arterial System Synchronization (PASS), freeway and arterial performance initiative projects and express lanes.

4. Pavement Management Program

This continues the region's Pavement Management Program (PMP) and related activities including the Pavement Technical Assistance Program (PTAP). MTC provides grants to local jurisdictions to perform regular inspections of their local streets and roads networks and to update their pavement management systems which is a requirement to receive certain funding. MTC also assists local jurisdictions in conducting associated data collection and analysis efforts including local roads needs assessments and inventory surveys and asset management analysis that feed into regional planning efforts. MTC provides, training, research and development of pavement and non-pavement preservation management techniques, and participates in the state-wide local streets and roads needs assessment effort.

5. Priority Development Area (PDA) Implementation

Funding in this program implements the following:

Regional PDA Implementation:

ABAG Funding: Funds directed to ABAG for implementation of PDAs.

Affordable TOD fund: This is a continuation of MTC's successful Transit Oriented Affordable Housing (TOAH) fund into Cycle 2 which successfully has leveraged a significant amount of outside funding. The TOD fund provides financing for the development of affordable housing and other vital community services near transit lines throughout the Bay Area. Through the Fund, developers can access flexible, affordable capital to purchase or improve available property near transit lines for the development of affordable housing, retail space and other critical services, such as child care centers, fresh food outlets and health clinics. Similar to the initial investment in the TOAH Fund, the following are program conditions: 1) MTC is able to exchange the \$10 million in federal transportation funds for local funds because they cannot be used directly for housing investment; 2) Foundation or other sources of funding would be matched by MTC funds on a minimum 3:1 basis to reach a minimum fund of \$40 million, and 3) the TOAH fund would be spent only in PDAs on projects that have the greatest potential to deliver affordable housing units with direct access to transit.

PDA Planning Grants: MTC and ABAG's PDA Planning Grant Program will place an emphasis on affordable housing production and preservation in funding agreements with grantees. Grants will be made to jurisdictions to provide support in planning for PDAs in areas such as providing housing, jobs, intensified land use, promoting alternative modes of travel to the single occupancy vehicle, and parking management. These studies will place a special focus on selected PDAs with a greater potential for residential displacement and develop and implement community risk reduction plans. Grants will be made to local jurisdictions to provide planning support as needed to meet regional housing goals. Also program funds will establish a new local planning assistance program to provide staff resources directly to jurisdictions to support local land-use planning for PDAs. The Regional PDA Planning/Implementation component will complement county PDA Planning efforts, but will target investments in jurisdictions taking on the majority of Plan Bay Area housing and job growth. Funds would be used to support planning grants and technical assistance.

MTC will commence work with state and federal government to create private sector economic incentives to increase housing production.

Local Planning & Implementation: Funds are made available to support local jurisdictions in their planning and implementation of PDAs in each of the nine counties, developed through the county PDA Investment & Growth Strategy in consultation with ABAG and MTC. Funding is distributed to the county CMAs (with funds for San Francisco distributed to the City/County of San Francisco planning department) using the OBAG distribution formula with no county receiving less than \$750,000 as shown in Appendix 5. Local jurisdictions will either directly access these funds through Caltrans Local Assistance similar to other OBAG grants provided to them by the CMAs, the CMAs may choose to provide individual grants to local jurisdictions through a single program administered by the CMA, or the CMA may request that ABAG administer the grants in cooperation with the local jurisdictions. CMA grants to local jurisdictions and the expenditure of funds by the San Francisco Planning Department are to be aligned with the recommendations and priorities identified in their adopted PDA Growth and Investment Strategy; as well as to the PDA Planning Program guidelines as they apply only to those activities relevant to those guidelines. The CMAs are limited to using no more than 5% of the funds for program administration.

6. Climate Change Initiatives

The proposed funding for the Cycle 2 Climate Initiative Program is to support the implementation of strategies identified in Plan Bay Area to achieve the required CO₂ emissions reductions per SB375 and federal criteria pollutant reductions. Staff will work with the Bay Area Air Quality Management District to implement this program.

7. Safe Routes to Schools

Within the Safe Routes to School Program (SR2S program) funding is distributed among the nine Bay Area counties based on K-12 total enrollment for private and public schools as reported by the California Department of Education for FY 2010-11. Appendix A-3 details the county fund distribution. Before programming projects into the TIP the CMAs shall provide the SR2S recommended county program scope, budget, schedule, agency roles, and federal funding recipient. CMAs may choose to augment this program with their own Cycle 2 OBAG funding.

8. Transit Capital Rehabilitation

The program objective is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs, and implement elements of the Transit Sustainability Project, consistent with the FTA Transit Capital Priorities program (MTC Resolution 4072 or successor resolution). This includes a set-aside of \$1 million to support the consolidation and transition of Vallejo and Benicia bus services to SolTrans.

9. Transit Performance Initiative: This new pilot program implements transit supportive investments in major transit corridors that can be carried out within two years. The focus is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements. Specific projects are included in Attachment B.

10. Priority Conservation Area (PCA) Program: This is a new pilot program for the development of Priority Conservation Area (PCA) plans and projects to assist counties to ameliorate outward development expansion and maintain their rural character. The PCA funding program includes one approach for the North Bay program (Marin, Napa, Solano, and Sonoma) and a second for the remaining five counties. In the North Bay, each CMA will take the lead to develop its own program building on PCA planning conducted to date and select projects for funding. For the remaining counties, MTC and ABAG will partner with the Coastal Conservancy, a California State agency, to program the PCA funds. MTC will provide \$5 million to the Coastal Conservancy to manage the call for projects in coordination with the Coastal Conservancy's own program funds in order to support a broader range of projects (i.e. land acquisition and easement projects) than can be accommodated with federal transportation dollars alone and achieve the 3:1 minimum match as required by OBAG. MTC and ABAG staff will support the administration of the program. Appendix A-8 outlines the framework for this program including goals, project screening eligibility, eligible sponsors, and project selection.

ONEBAYAREA GRANT PROGRAMMING POLICIES

The policies below apply to the OneBayArea Grant Program, administered by the county Congestion Management Agencies (CMAs) or substitute agency:

- ▶ **Program Eligibility:** The congestion management agency may program funds from its One Bay Area Grant fund distribution to projects that meet the eligibility requirements for any of the following transportation improvement types:
 - Local Streets and Roads Preservation
 - Bicycle and Pedestrian Improvements
 - Transportation for Livable Communities
 - Safe Routes To School/Transit
 - Priority Conservation Area
 - Planning and Outreach Activities

- ▶ **Fund Source Distribution:** OBAG is funded primarily from three federal fund sources: STP, CMAQ and TE. Although the new federal surface transportation authorization act now under consideration may alter the actual fund sources available for MTC's programming discretion it is anticipated that any new federal programs would overlap to a large extent with existing programs. The CMAs will be provided a breakdown of specific OBAG fund sources, with the understanding that actual fund sources may change as a result of the new federal surface transportation act. In this situation, MTC staff will work with the CMAs to realign new fund sources with the funding commitments approved by the Commission. Furthermore, due to strict funding availability and eligibility requirements, the CMAs must adhere to the fund source limitations provided. Exceptions may be granted by MTC staff based on actual fund sources available and final apportionment levels.

In determining the fund source distribution to the counties, each county was first guaranteed at least what they would otherwise received in Cycle 2 under the original Cycles 1 & 2 framework as compared to the original July 8, 2011 OBAG proposal. This resulted in the county of Marin receiving an additional \$1.1 million, county of Napa receiving \$1.3 million each, and the county of Solano receiving \$1.4 million, for a total of \$3.8 million (in CMAQ funds) off the top to hold these counties harmless. The Transportation Enhancement (TE) funds were then distributed based on the county TE shares available for OBAG as approved in the 2012 Regional Transportation Improvement Program (RTIP). STP funds were then assigned to the CMA planning and outreach activities. The remaining STP funds assigned to OBAG were then distributed to each county based on the OBAG distribution formula. The remaining funds were distributed as CMAQ per the OBAG distribution formula. The hold harmless clause resulted in a slight deviation in the OBAG formula distribution for the overall funding amounts for each county.

- ▶ **Priority Development Area (PDA) Policies**
 - PDA minimum: CMAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara) shall direct at least 70% of their OBAG

investments to the PDAs. For North Bay counties (Marin, Napa, Solano, and Sonoma) this minimum target is 50% to reflect the more rural nature of these counties. A project lying outside the limits of a PDA may count towards the minimum provided that it directly connects to or provides proximate access to a PDA. Depending on the county, CMA planning costs would partially count towards PDA targets (70% or 50%) in line with its PDA funding target. At MTC staff discretion, consideration may be given to counties that provided higher investments in PDAs in Cycle 1 as part of an overall Cycle 1 and 2 investment package. Priority Conservation Area (PCA) investments do not count towards PDA targets and must use “anywhere” funds. The PDA/’anywhere’ funding split is shown in Appendix A-4.

- PDA Boundary Delineation: Refer to <http://geocommons.com/maps/141979> which provides a GIS overlay of the PDAs in the Bay Area to exact map boundaries including transportation facilities. As ABAG considers and approves new PDA designations this map will be updated.
 - Defining “proximate access to PDAs”: The CMAs make the determination for projects to count toward the PDA minimum that are not otherwise geographically located within a PDA. For projects not geographically within a PDA, CMAs are required to map projects and designate which projects are considered to support a PDA along with policy justifications. This analysis would be subject to public review when the CMA board acts on OBAG programming decisions. This should allow decision makers, stakeholders, and the public to understand how an investment outside of a PDA is to be considered to support a PDA and to be credited towards the PDA investment minimum target. MTC staff will evaluate and report to the Commission on how well this approach achieves the OBAG objectives prior to the next programming cycle.
 - PDA Investment & Growth Strategy: By May 1, 2013, CMAs shall prepare and adopt a PDA Investment & Growth Strategy to guide transportation investments that are supportive of PDAs. An existing Investment and Growth Strategy adopted by the County will be considered as meeting this requirement if it satisfies the general terms in Appendix A-6. See Appendix A-6 for details.
- Performance and Accountability Policies: Jurisdictions need to comply with the following policies in order to be eligible recipients of OBAG funds.
- To be eligible for OBAG funds, a jurisdiction will need to address complete streets policies at the local level through the adoption of a complete streets policy resolution no later than January 31, 2013. A jurisdiction can also meet this requirement through a general plan that complies with the Complete Streets Act of 2008. Staff will provide minimum requirements based on best practices for the resolution. A county can provide its jurisdictions an extension of the deadline to June 30, 2013 as long as no programming for projects is requested of MTC until jurisdictions are in compliance. As discussed below, jurisdictions will be expected to have a general plan that complies within the Complete Streets Act of 2008 to be eligible for the next round of funding.

- A jurisdiction is required to have its general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2007-14 RHNA prior to January 31, 2013. If a jurisdiction submits its housing element to the state on a timely basis for review, but the State's comment letter identifies deficiencies that the local jurisdictions must address in order to receive HCD certification, then the local jurisdiction may submit a request to the Joint MTC Planning / ABAG Administrative Committee for a time extension to address the deficiencies and resubmit its revised draft housing element to HCD for re-consideration and certification.
- For the OBAG cycle subsequent to FY 2016-17, a jurisdiction is required to have its general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-22 RHNA prior to May 31, 2015. Additionally, a jurisdiction is required to have its general plan circulation element comply with the Complete Streets Act of 2008 prior to January 31, 2016. These deadlines must be met in order to be eligible for funding for the subsequent OBAG cycle.
- OBAG funds may not be programmed to any jurisdiction out of compliance with OBAG policies and other requirements specified in this attachment. The CMA will be responsible for tracking progress towards these requirements and affirming to MTC that a jurisdiction is in compliance prior to MTC programming OBAG funds to its projects in the TIP.
- For a transit agency project sponsor under a JPA or district (not under the governance of a local jurisdiction), the jurisdiction where the project (such as station/stop improvements) is located will need to comply with these policies before funds may be programmed to the transit agency project sponsor. However, this is not required if the project is transit/rail agency property such as, track, rolling stock or transit maintenance facility.
- CMAs will provide documentation for the following prior to programming projects in the TIP:
 - The approach used to select OBAG projects including outreach and a board adopted list of projects
 - Compliance with MTC's complete streets policy
 - A map delineating projects selected outside of PDAs indicating those that are considered to provide proximate access to a PDA including their justifications as outlined on the previous page. CMA staff is expected to use this exhibit when it presents its program of projects to explain the how "proximate access" is defined to their board and the public.
 - Self-certification that the PDA Investment and Growth Strategy, Performance and Accountability Measures, and Outreach have been met using the checklist developed by MTC and the CMAs.
- MTC staff will report on the outcome of the CMA project selection process in late 2013. This information will include, but not be limited to, the following:
 - Mix of project types selected;

- Projects funded within PDAs and outside of PDAs and how proximity and direct connections were used and justified through the county process;
 - Complete streets elements that were funded;
 - Adherence to the performance and accountability requirements;
 - Amount of funding to various jurisdictions and how this related to the distribution formula that includes population, RHNA housing allocations and housing production, as well as low-income housing factors.
 - Public participation process.
- The CMAs will also be required to present their PDA Growth Strategy to the Joint MTC Planning / ABAG Administrative Committee.
- **Project Selection:** County congestion management agencies or substitute agencies are given the responsibility to develop a project selection process along with evaluation criteria, issue a call for projects, conduct outreach, and select projects
- **Public Involvement:** The decision making authority to select projects for federal funding accompanies responsibilities to ensure that the process complies with federal statutes and regulations. In order to ensure that the CMA process for administering OBAG is in compliance, CMAs are required to lead a public outreach process as directed by Appendix A-5.
 - **Unified Call for Projects:** CMAs are requested to issue one unified call for projects for their One Bay Area grant, with a final project list due to MTC by June 30, 2013. CMA staff need to ensure that all projects are submitted using the Fund Management System (FMS) no later than July 30, 2013. The goal of this process is to reduce staff time, coordinate all programs to respond to larger multi-modal projects, and provide project sponsors the maximum time to deliver projects.
 - **Project Programming Targets and Delivery Deadlines:** CMAs must program their block grant funds over the four-year period of Cycle 2 (FY 2012-13 through FY 2015-16). The expectation is that the CMA planning activities \ project would use capacity of the first year to provide more time for delivery as contrasted to other programs which tend to have more complex environmental and design challenges, but this is not a requirement. The funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606 or its successor) including the Request for Authorization (RFA) submittal deadline and federal authorization/obligation deadline. Furthermore the following funding deadlines apply for each county, with earlier delivery strongly encouraged:
 - Half of the OBAG funds, including all funds programmed for the PE phase, must be obligated (federal authorization/E-76) by March 31, 2015.
 - All remaining OBAG funds must be obligated by January 31, 2017.

CYCLE 2 COUNTY ONE BAY AREA GRANT PROJECT GUIDANCE

The categories below comprise the Cycle 2 County One Bay Area Grant Program, administered by the county congestion management agencies. Project selection should ensure that all of the

eligibility requirements below are met. MTC staff will work with CMAs and project sponsors to resolve any eligibility issues which may arise, including air quality conformity exceptions and requirements.

1. CMA Planning and Outreach

This category provides funding to the nine county Congestion Management Agencies (CMAs) to support regional planning, programming and outreach activities. Such efforts include: county-based planning efforts for development of the RTP/SCS; development of PDA growth strategies; development and implementation of a complete streets compliance protocol; establishing land use and travel forecasting process and procedures consistent with ABAG/MTC; ensuring the efficient and effective delivery of federal-aid local projects; and undertaking the programming of assigned funding and solicitation of projects. The base funding level reflects continuing the Transportation 2035 commitment level by escalating at 3% per year from the base amount in FY 2011-12. In addition, the CMAs may request additional funding from their share of OBAG to enhance or augment additional activities at their discretion. All funding and activities will be administered through an interagency agreement between MTC and the respective CMA. Actual amounts for each CMA as augmented, are shown in Appendix A-2

2. Local Streets and Roads Preservation

This category is for the preservation of local streets and roads on the federally-eligible system. To be eligible for funding of any Local Streets and Roads (LSR) preservation project, the jurisdiction must have a certified Pavement Management Program (StreetSaver® or equivalent). The needs analysis ensures that streets recommended for treatment are cost effective. Pavement projects should be based on the needs analysis resulting from the established Pavement Management Program (PMP) for the jurisdiction. MTC is responsible for verifying the certification status. The certification status can be found at www.mtcpms.org/ptap/cert.html. Specific eligibility requirements are included below:

Pavement Rehabilitation:

Pavement rehabilitation projects including pavement segments with a PCI below 70 should be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP.

Preventive Maintenance: Only projects where pavement segments have a Pavement Condition Index (PCI) of 70 or above are eligible for preventive maintenance. Furthermore, the local agency's Pavement Management Program (PMP) must demonstrate that the preventive maintenance strategy is a cost effective method of extending the service life of the pavement.

Non-Pavement:

Eligible non-pavement activities and projects include rehabilitation or replacement of existing features on the roadway facility, such as storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps and features that bring the facility to current standards. The jurisdiction must still have a certified PMP to be eligible for improvements to non-pavement features.

Activities that are not eligible for funding include: Air quality non-exempt projects (unless granted an exception by MTC staff), capacity expansion, new roadways, roadway extensions, right of way acquisition (for future expansion), operations, routine maintenance, spot application, enhancements that are above and beyond repair or replacement of existing assets (other than bringing roadway to current standards), and any pavement application not recommended by the Pavement Management Program unless otherwise allowed above.

Federal-Aid Eligible Facilities: Federal-aid highways as defined in 23 U.S.C. 101(a)(5) are eligible for local streets and roads preservation funding. A federal-aid highway is a public road that is not classified as a rural minor collector or local road or lower. Project sponsors must confirm the eligibility of their roadway through the Highway Performance Monitoring System (HPMS) prior to the application for funding.

Federal Aid Secondary (FAS) Program Set-Aside: While passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 dissolved the Federal Aid Secondary (FAS) program, California statutes provide the continuation of minimum funding to counties, guaranteeing their prior FAS shares. The first three years of Cycle 2 were covered up-front under the Cycle 1 FAS program (covering a total 6-year period). The fourth and fifth years of Cycle 2 will be covered under the OBAG. Funding provided to the counties by the CMAs under OBAG will count toward the continuation of the FAS program requirement.

3. Bicycle and Pedestrian Improvements

The Bicycle and Pedestrian program may fund a wide range of bicycle and pedestrian improvements including Class I, II and III bicycle facilities, bicycle education, outreach, sharing and parking, sidewalks, ramps, pathways and pedestrian bridges, user safety and supporting facilities, and traffic signal actuation.

According to CMAQ eligibility requirements, bicycle and pedestrian facilities must not be exclusively recreational and reduce vehicle trips resulting in air pollution reductions. Also to meet the needs of users, hours of operation need to be reasonable and support bicycle / pedestrian needs particularly during commute periods. For example the policy that a trail be closed to users before sunrise or after sunset limits users from using the facility during the peak commute hours, particularly during times of the year with shorter days. These user restrictions indicate that the facility is recreational rather than commute oriented. Also, as contrasted with roadway projects, bicycle and pedestrian projects may be located on or off the federal-aid highway system.

4. Transportation for Livable Communities

The purpose of Transportation for Livable Communities (TLC) projects is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, high-density neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes rather than the single-occupant automobile.

General project categories include the following:

- Station Improvements such as plazas, station access pocket parks, bicycle parking

- Complete streets improvements that encourage bicycle and pedestrian access
- Transportation Demand Management projects including carsharing, vanpooling traveler coordination and information or Clipper®-related projects
- Connectivity projects connecting high density housing/jobs/mixed use to transit, such as bicycle/pedestrian paths and bridges and safe routes to transit.
- Density Incentives projects and non-transportation infrastructure improvements that include density bonuses, sewer upgrade, land banking or site assembly (these projects require funding exchanges to address federal funding eligibility limitations)
- Streetscape projects focusing on high-impact, multi-modal improvements or associated with high density housing/mixed use and transit (bulb outs, sidewalk widening , cross walk enhancements, audible signal modification, mid block crossing and signal, new stripping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refugees, way finding signage, pedestrian scaled street furniture including bus shelters, tree grates, benches, bollards, magazine racks, garbage and recycling bins, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on- site storm water management, permeable paving)
- Funding for TLC projects that incentivize local PDA Transit Oriented Development Housing

5. Safe Routes to School

The county Safe Routes to School Program continues to be a regional program. The funding is distributed directly to the CMAs by formula through the Cycle 2 regional program (see Appendix A-3). However, a CMA may use OBAG funding to augment this amount. Eligible projects include infrastructure and non-infrastructure projects that facilitate reduction in vehicular travel to and from schools. It is important to note that CMAQ is used to fund this program which is targeted towards air quality improvement rather than children's health or safety. Nevertheless CMAQ eligibility overlaps with Safe Routes to School Program projects that are eligible under the federal and state programs with few exceptions which are noted below. Refer to the following link for detailed examples of eligible projects which is followed by CMAQ funding eligibility parameters:

http://mtc.ca.gov/funding/STPCMAQ/7_SR2S_Eligibility_Matrix.pdf

Non-Infrastructure Projects

Public Education and Outreach Activities

- Public education and outreach can help communities reduce emissions and congestion by inducing drivers to change their transportation choices.
- Activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, and any other activities that help forward less-polluting transportation options.
- Air quality public education messages: Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely.
- Non-construction outreach related to safe bicycle use
- Travel Demand Management Activities including traveler information services, shuttle services, carpools, vanpools, parking pricing, etc.

Infrastructure Projects

Bicycle/Pedestrian Use:

- Constructing bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas new construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest
- Traffic calming measures

Exclusions found to be ineligible uses of CMAQ funds:

- Walking audits and other planning activities (STP based on availability will be provided for these purposes upon CMA's request)
- Crossing guards and vehicle speed feedback devices, traffic control that is primarily oriented to vehicular traffic rather than bicyclists and pedestrians
- Material incentives that lack an educational message or exceeding a nominal cost.

6. Priority Conservation Areas

This is an outgrowth of the new regional program pilot for the development of Priority Conservation Area (PCA) plans and projects to assist counties to ameliorate outward development expansion and maintain their rural character. A CMA may use OBAG funding to augment grants received from the regionally competitive program or develop its own county PCA program. Generally, eligible projects will include planning, land / easement acquisition, open space access projects, and farm-to-market capital projects.

PROGRAM SCHEDULE

Cycle 2 spans apportionments over five fiscal years: FY 20012-13, FY 2013-14, FY 2014-15 FY 2015-16 and FY 2016-17. Programming in the first year will generally be for the on-going regional operations and regional planning activities which can be delivered immediately, allowing the region to meet the obligation deadlines for use of FY 2012-13 funds. This strategy, at the same time, provides several months during FY 2012-13 for program managers to select projects and for MTC to program projects into the TIP to be obligated during the remaining second, third, fourth and fifth years of the Cycle 2 period. If CMAs wish to program any OBAG funds in the first year, MTC will try to accommodate requests depending on available federal apportionments and obligation limitations, as long as the recipient has meet the OBAG requirements.

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

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

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$451,329,000	\$40,000,000	\$491,329,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
ABAG Planning	ABAG	\$3,393,000	\$0	\$3,393,000
BCDC Planning	BCDC	\$1,626,000	\$0	\$1,626,000
MTC Planning	MTC	\$3,468,000	\$0	\$3,468,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)		TOTAL: \$8,487,000	\$0	\$8,487,000
2. REGIONAL OPERATIONS (RO)				
511 - Traveler Information	MTC	\$57,520,000	\$0	\$57,520,000
Clipper® Fare Media Collection	MTC	\$21,400,000	\$0	\$21,400,000
SUBTOTAL		\$78,920,000	\$0	\$78,920,000
Incident Management Program	MTC/SAFE	\$12,240,000	\$0	\$12,240,000
FSP/Call Box Program	MTC/SAFE	\$14,462,000	\$0	\$14,462,000
SUBTOTAL		\$26,702,000	\$0	\$26,702,000
2. REGIONAL OPERATIONS (RO)		TOTAL: \$105,622,000	\$0	\$105,622,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Regional Performance Initiatives Implementation	SAFE	\$7,750,000	\$0	\$7,750,000
Regional Performance Initiatives Corridor Implementation	MTC	\$13,314,000	\$0	\$13,314,000
Program for Arterial System Synchronization (PASS)	MTC	\$9,000,000	\$0	\$9,000,000
PASS - LAVTA Dublin Blvd Transit Performance Initiative	MTC	\$500,000	\$0	\$500,000
PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC	\$500,000	\$0	\$500,000
SUBTOTAL		\$31,064,000	\$0	\$31,064,000
Ramp Metering and TOS Elements - MTC Program				
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans	\$656,000	\$0	\$656,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	\$8,118,000	\$0	\$8,118,000
FPI - Various Corridors Caltrans Right of Way (ROW)	Caltrans	\$730,000	\$0	\$730,000
FPI - SOL I-80 Ramp Meeting and Traffic Operations	Caltrans	\$170,000	\$0	\$170,000
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	\$3,200,000	\$0	\$3,200,000
FPI - SON 101 - MRN Co Line - Men Co Line	MTC	\$350,000	\$0	\$350,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$270,000	\$0	\$270,000
Unprogrammed Future RTIP	TBD	\$0	\$34,000,000	\$34,000,000
SUBTOTAL		\$14,244,000	\$34,000,000	\$48,244,000
Ramp Metering and TOS Elements - Caltrans Program				
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from Caltrans ROW))	Caltrans	\$270,000	\$0	\$270,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from SCL 101)	Caltrans	\$3,417,000	\$0	\$3,417,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from CC 4/242)	Caltrans	\$4,686,000	\$0	\$4,686,000
FPI Caltrans - ALA I-580 - SJ Co. Line to I-238	Caltrans	\$4,808,000	\$0	\$4,808,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101	Caltrans	\$6,819,000	\$0	\$6,819,000
SUBTOTAL		\$20,000,000	\$0	\$20,000,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)		TOTAL: \$65,308,000	\$34,000,000	\$99,308,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)				
Pavement Management Program (PMP)	MTC	\$1,547,000	\$0	\$1,547,000
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	\$0	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$53,000	\$0	\$53,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)		TOTAL: \$9,100,000	\$0	\$9,100,000
5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION				
Regional PDA Implementation				
PDA Planning - ABAG	ABAG	\$2,068,228	\$0	\$2,068,228
SUBTOTAL		\$2,068,228	\$0	\$2,068,228
Transit Oriented Affordable Housing (TOAH)				
SF Park Parking Pricing (Transit Oriented Affordable Housing Exchange)	SFMTA	\$10,000,000	\$0	\$10,000,000
SUBTOTAL		\$10,000,000	\$0	\$10,000,000
Local PDA Planning				
Local PDA Planning - Alameda	ACTC	\$3,905,000	\$0	\$3,905,000
Local PDA Planning - Contra Costa	CCTA	\$2,745,000	\$0	\$2,745,000
Local PDA Planning - Marin	TAM	\$750,000	\$0	\$750,000
Local PDA Planning - City of Napa	Napa	\$275,000	\$0	\$275,000
Local PDA Planning - American Canyon	American Canyon	\$475,000	\$0	\$475,000
Local PDA Planning - San Francisco	SF City/County	\$2,380,000	\$0	\$2,380,000

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

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

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$451,329,000	\$40,000,000	\$491,329,000
Local PDA Planning - San Mateo	SMCCAG	\$218,000	\$0	\$218,000
Belmont Village Specific/Implementation Plan	Belmont	\$440,000	\$0	\$440,000
Millbrae PDA Specific Plan	Millbrae	\$500,000	\$0	\$500,000
Redwood City Downtown Sequoia Station and Streetcar Planning Study	Redwood City	\$450,000	\$0	\$450,000
Mountain View El Camino Real Streetscape Study	Mountain View	\$260,000	\$0	\$260,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	MTC/San Jose	\$640,305	\$0	\$640,305
Santa Clara El Camino Corridor Precise Plan	MTC/Santa Clara	\$100,000	\$0	\$100,000
Local PDA Planning - Palo Alto	Palo Alto	\$265,000	\$0	\$265,000
North 1st Street Urban Village Plan	San Jose	\$369,962	\$0	\$369,962
Berryessa BART Urban Village Plan	San Jose	\$331,630	\$0	\$331,630
Local PDA Planning - Santa Clara	VTA	\$3,382,103	\$0	\$3,382,103
Local PDA Planning - Solano	STA	\$1,066,000	\$0	\$1,066,000
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	\$647,000	\$0	\$647,000
Sonoma County - Sonoma Springs Area Plan	Sonoma County	\$450,000	\$0	\$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	\$350,000	\$0	\$350,000
SUBTOTAL		\$20,000,000	\$0	\$20,000,000

Regional PDA Planning				
<i>Regional PDA Implementation Priorities</i>				
Bay Area Transit Core Capacity Study	MTC	\$250,000	\$0	\$250,000
Public Lands Near Rail Corridors Assessment	MTC	\$500,000	\$0	\$500,000
PDA Implementation Studies/Forums	MTC	\$156,500	\$0	\$156,500
State Route 82 Relinquishment Exploration Study	MTC/VTA	\$206,772	\$0	\$206,772
<i>PDA Planning</i>				
Oakland Downtown Specific Plan	Oakland	\$750,000	\$0	\$750,000
South Berkeley/ Adeline/Ashby BART Specific Plan	Berkeley	\$750,000	\$0	\$750,000
Bay Fair BART Transit Village Specific Plan	San Leandro	\$440,000	\$0	\$440,000
Alameda Naval Air Station Specific Plan	Alameda	\$250,000	\$0	\$250,000
Del Norte BART Station Precise Plan	El Cerrito	\$302,500	\$0	\$302,500
Mission Bay Railyard and I-280 Alternatives	San Francisco	\$700,000	\$0	\$700,000
Santa Clara El Camino Corridor Precise Plan	Santa Clara	\$750,000	\$0	\$750,000
Sunnyvale El Camino Corridor Precise Plan	Sunnyvale	\$587,000	\$0	\$587,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	San Jose	\$750,000	\$0	\$750,000
<i>Staff Assistance</i>				
Alameda PDA TDM Plan	Alameda	\$150,000	\$0	\$150,000
Downtown Livermore Parking Implementation Plan	Livermore	\$100,000	\$0	\$100,000
Oakland Transportation Impact Review Streamlining	Oakland	\$300,000	\$0	\$300,000
Oakland Complete Streets, Design Guidance, Circulation Element Update	Oakland	\$235,000	\$0	\$235,000
Downtown Oakland Parking Management Strategy	Oakland	\$200,000	\$0	\$200,000
<i>Technical Assistance</i>				
Concord Salvio Streetscape	Concord	\$50,000	\$0	\$50,000
South Richmond Affordable Housing and Commercial Linkage	Richmond	\$60,000	\$0	\$60,000
San Mateo Planning/Growth Forum Series	San Mateo	\$25,000	\$0	\$25,000
South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	SSF	\$60,000	\$0	\$60,000
Milpitas Transit Area Parking Analysis	Milpitas	\$60,000	\$0	\$60,000
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill	\$60,000	\$0	\$60,000
Sab Jose West San Carlos Master Streetscape Plan	San Jose	\$60,000	\$0	\$60,000
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	\$60,000	\$0	\$60,000
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	\$59,000	\$0	\$59,000
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	\$60,000	\$0	\$60,000
SUBTOTAL		\$7,931,772	\$0	\$7,931,772
5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION		TOTAL: \$40,000,000	\$0	\$40,000,000

6. CLIMATE INITIATIVES PROGRAM (CIP)				
<i>Car Sharing</i>				
Hayward RFP for Car Sharing Services	Hayward	\$200,480	\$0	\$200,480
Oakland Car Share and Outreach Program	Oakland	\$320,526	\$0	\$320,526
CCTA Car Share4All	CCTA	\$973,864	\$0	\$973,864
TAM Car Share CANAL	TAM	\$125,000	\$0	\$125,000
City of San Mateo Car Sharing - A Catalyst for Change	San Mateo	\$210,000	\$0	\$210,000
Santa Rosa Car Share	SCTA	\$170,130	\$0	\$170,130
Public Education Outreach	MTC	\$312,000	\$0	\$312,000

Attachment B-1

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Adopted: 05/17/12-C

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

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

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$451,329,000	\$40,000,000	\$491,329,000
<i>Transportation Demand Management</i>				
goBerkeley Residential Shared Parking Pilot	Berkeley	\$950,000	\$0	\$950,000
Hayward Comprehensive Parking Mgmt Plan Implementation	Hayward	\$338,000	\$0	\$338,000
Oakland Demand-Responsive Parking and Mobility Mgmt Initiative	Oakland	\$1,300,000	\$0	\$1,300,000
Downtown San Mateo Parking Technology Implementation	San Mateo	\$1,500,000	\$0	\$1,500,000
Walnut Creek Parking Guidance System Pilot	Walnut Creek	\$783,000	\$0	\$783,000
Peery Park Rides	VTA/Sunnyvale	\$1,129,000	\$0	\$1,129,000
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000
6. CLIMATE INITIATIVES PROGRAM (CIP)		TOTAL: \$8,312,000	\$6,000,000	\$14,312,000
* Selected and funded by the BAAQMD. Listed here for informational purposes only				
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)				
<i>Specific projects TBD by CMAs</i>				
Contra Costa County SRTS Program - Supplemental	CCTA	\$822,000	\$0	\$822,000
Napa County SRTS Program - Supplemental	NVTA	\$105,000	\$0	\$105,000
San Francisco County SRTS Program - Supplemental	SFCTA	\$360,000	\$0	\$360,000
San Mateo County SRTS Program - Supplemental	SMCCAG	\$225,000	\$0	\$225,000
Santa Clara County SRTS Program - Supplemental	Santa Clara	\$1,346,000	\$0	\$1,346,000
Solano County SRTS Program - Supplemental	STA	\$314,000	\$0	\$314,000
Sonoma County SRTS Program - Supplemental	SCTA	\$345,000	\$0	\$345,000
Alameda County SRTS Program	ACTC	\$5,366,000	\$0	\$5,366,000
Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	\$330,000	\$0	\$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	\$504,900	\$0	\$504,900
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County	\$441,700	\$0	\$441,700
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County	\$709,800	\$0	\$709,800
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville	\$157,000	\$0	\$157,000
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette	\$100,000	\$0	\$100,000
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga	\$100,000	\$0	\$100,000
Orinda Sidewalk Imps	Orinda	\$100,000	\$0	\$100,000
Pittsburg School Area Safety Imps	Pittsburg	\$203,000	\$0	\$203,000
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill	\$395,000	\$0	\$395,000
San Ramon School Crossings Enhancements	San Ramon	\$247,600	\$0	\$247,600
San Rafael Grand Ave Bike/Ped Imps-North Civic Center Bicycle and Pedestrian Imps	San Rafael-Marin County	\$791,000	\$0	\$791,000
Napa County SRTS Non-Infrastructure Program	NVTA	\$420,000	\$0	\$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	\$1,799,000	\$0	\$1,799,000
San Mateo County SRTS Program	SMCCAG	\$2,157,000	\$0	\$2,157,000
Campbell - Virginia Avenue Sidewalks	Campbell	\$708,000	\$0	\$708,000
Mountain View - El Camino to Miramonte Complete Streets	Mountain View	\$840,000	\$0	\$840,000
Mountain View SRTS Non-Infrastructure Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto	\$1,000,000	\$0	\$1,000,000
San Jose - Walk N' Roll Phase 2	San Jose	\$1,000,000	\$0	\$1,000,000
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara	\$500,000	\$0	\$500,000
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County	\$838,000	\$0	\$838,000
Solano County SRTS Non-Infrastructure Program	STA	\$1,570,000	\$0	\$1,570,000
Sonoma County SRTS Program	Sonoma County TPW	\$1,379,000	\$0	\$1,379,000
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)		TOTAL: \$25,000,000	\$0	\$25,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM				
SolTrans - Preventive Maintenance	SolTrans	\$1,000,000	\$0	\$1,000,000
Transit Capital Rehabilitation				
<i>Specific Projects TBD by Commission</i>				
ECCTA Replace Eleven 2001 40' Buses	ECCTA	\$636,763	\$0	\$636,763
Advanced Communications and Information System (ACIS)	GGBHTD	\$828,539	\$0	\$828,539
MS Sonoma Ferry Refurbishment	GGBHTD	\$1,171,461	\$0	\$1,171,461
BART Car Exchange Preventative Maintenance	BART	\$2,831,849	\$0	\$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	\$9,994,633	\$0	\$9,994,633
Clipper Back Office Fare Collection Equipment Replacement	MTC	\$2,684,772	\$0	\$2,684,772
SFMTA - New 60' Flyer Trolley Bus Replacement	SFMTA	\$5,502,261	\$0	\$5,502,261
SFMTA - New 40' Neoplan Bus Replacement	SFMTA	\$10,000,000	\$0	\$10,000,000
VTA Preventive Maintenance (for vehicle replacement)	VTA	\$3,349,722	\$0	\$3,349,722
SUBTOTAL		\$37,000,000	\$0	\$37,000,000
Transit Performance Initiative (TPI) Incentive Program				
<i>Specific Projects TBD by Commission</i>				

Attachment B-1

MTC Res. No. 4035, Attachment B-1
 Adopted: 05/17/12-C
 Revised: 10/24/12-C

**OBAG 1 Regional Programs
 FY 2012-13 through FY 2016-17
 July 2016**

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

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$451,329,000	\$40,000,000	\$491,329,000
TPI - AC Transit Spectrum Ridership Growth	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	\$4,547,305	\$0	\$4,547,305
TPI - LAVTA - Wheels Marketing Initiatives	LAVTA	\$423,798	\$0	\$423,798
TPI - ACE Positive Train Control	SJRRC/ACE	\$502,214	\$0	\$502,214
TPI - Union City - Single Point Login Terminals on Revenue Vehicles	Union City	\$20,587	\$0	\$20,587
TPI - Union City - South Alameda County Major Corriors Travel Time Imps	Union City	\$140,000	\$0	\$140,000
TPI - CCCTA - 511 Real-Time Interface	CCCTA	\$100,000	\$0	\$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	\$685,196	\$0	\$685,196
TPI - CCCTA - Remix Software Implementation	CCCTA	\$35,451	\$0	\$35,451
TPI - ECCTA - Non-ADA Paratransit to Fixed Route Program	ECCTA	\$817,297	\$0	\$817,297
TPI - WCCTA - Purchase of Automatic Vehicle Locator System	WCCTA	\$344,513	\$0	\$344,513
TPI - GGBHTD - Building Ridership to Meet Capacity Campaign	GGBHTD	\$387,440	\$0	\$387,440
TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys	GGBHTD	\$402,572	\$0	\$402,572
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	\$99,289	\$0	\$99,289
TPI - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	\$239,808	\$0	\$239,808
TPI - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program)	Marin Transit	\$122,249	\$0	\$122,249
TPI - NVTA - Am. Canyon Priority Signal Interconnection on SR 29	NVTA	\$91,757	\$0	\$91,757
TPI - NVTA - Bus Mobility Device Retrofits	NVTA	\$120,988	\$0	\$120,988
TPI - NVTA - Preventive Maintenance (for Comprehensive Operational Analysis)	NVTA	\$96,058	\$0	\$96,058
TPI - BART Train Car Accident Repair	BART	\$1,493,189	\$0	\$1,493,189
TPI - BART - Metro Priority Track Elements	BART	\$3,459,057	\$0	\$3,459,057
TPI - BART - Concord Shop Wheel Truing	BART	\$7,165,450	\$0	\$7,165,450
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	\$44,200	\$0	\$44,200
TPI - WETA - Central Bay Operations and Maintenance	WETA	\$1,325,466	\$0	\$1,325,466
TPI - BART 24th Street Train Control Upgrade	BART	\$2,000,000	\$0	\$2,000,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	\$5,120,704	\$0	\$5,120,704
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	\$9,285,937	\$0	\$9,285,937
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	\$1,600,000	\$0	\$1,600,000
TPI - SFMTA Light Rail Vehicle Overhaul	SFMTA	\$5,337,401	\$0	\$5,337,401
TPI - Caltrain - Control Point Installation	Caltrain	\$4,091,162	\$0	\$4,091,162
TPI - Caltrain - Map-Based Real-Time Train Display	Caltrain	\$44,000	\$0	\$44,000
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	\$1,344,917	\$0	\$1,344,917
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	\$1,302,018	\$0	\$1,302,018
TPI - VTA - Montague Expressway Pedestrian Bridge at Milpitas BART	VTA	\$2,768,555	\$0	\$2,768,555
TPI - Fairfield - Expand bus service between Fairfield and Vacaville	Fairfield	\$372,216	\$0	\$372,216
TPI - SolTrans - 40' Electric Bus Purchase & Hybrid-Diesel Bus Replacement	SolTrans	\$399,223	\$0	\$399,223
TPI - Vacaville - City Coach Public Transit Marketing / Public Outreach	Vacaville	\$171,388	\$0	\$171,388
TPI - Petaluma - Transit Signal Priority, Phase I, II & III	Petaluma	\$378,692	\$0	\$378,692
TPI - Santa Rosa CityBus - Clean Diesel Bus Purchase	Santa Rosa	\$525,787	\$0	\$525,787
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	\$100,000	\$0	\$100,000
TPI - Santa Rosa - Reimagining CityBus Implementation	Santa Rosa	\$156,390	\$0	\$156,390
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	\$173,052	\$0	\$173,052
TPI - Sonoma County Transit - 40-foot CNG Bus Replacements	Sonoma County	\$199,667	\$0	\$199,667
Specific TPI Incentive Program projects - TBD	TBD	\$162,331	\$0	\$162,331
SUBTOTAL		\$60,000,000	\$0	\$60,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM		TOTAL: \$98,000,000	\$0	\$98,000,000

9. TRANSIT PERFORMANCE INITIATIVE (TPI)				
TPI - Capital Investment Program				
TPI-1 - AC Transit Line 51 Corridor Speed Protection and Restoration	AC Transit	\$10,515,624	\$0	\$10,515,624
TPI-2 - AC Transit South Alameda County Corridors Travel Time Imps	AC Transit	\$5,000,000	\$0	\$5,000,000
OBAG2 - AC Transit Higher Capacity Bus Fleets-Increased Service Freq.	AC Transit	\$9,000,000	\$0	\$9,000,000
TPI-2 - LAVTA Dublin Blvd Transit Performance Initiative	LAVTA	\$1,009,440	\$0	\$1,009,440
TPI-1 - MTC Clipper Phase III Implementation	MTC	\$8,000,000	\$0	\$8,000,000
OBAG2 - West Grand Ave Transit Signal Priority	MTC	\$1,000,000	\$0	\$1,000,000
TPI-1 - SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	\$4,133,031	\$0	\$4,133,031
TPI-2 - SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$4,784,880	\$0	\$4,784,880
TPI-2 - SFMTA Muni Forward Capital Transit Enhancements	SFMTA	\$3,205,680	\$0	\$3,205,680
TPI-1 - SFMTA N-Judah Mobility Maximization	SFMTA	\$2,383,860	\$0	\$2,383,860
TPI-1 - SFMTA Mission Mobility Maximization	SFMTA	\$5,383,109	\$0	\$5,383,109
TPI-1 - VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA	\$712,888	\$0	\$712,888
TPI-1 - VTA Light Rail Transit Signal Priority	VTA	\$1,587,176	\$0	\$1,587,176

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OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$451,329,000	\$40,000,000	\$491,329,000
TPI-2 - VTA Prev. Maint. (Mountain View Double Track Phase 1)	VTA	\$8,000,000	\$0	\$8,000,000
Unprogrammed Transit Performance Initiative Reserve	TBD	\$17,284,312	\$0	\$17,284,312
9. TRANSIT PERFORMANCE INITIATIVE (TPI)		TOTAL: \$82,000,000	\$0	\$82,000,000
10. PRIORITY CONSERVATION AREA (PCA)				
North Bay PCA Program				
<i>Specific projects TBD by North Bay CMAs</i>				
Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	\$320,000	\$0	\$320,000
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	\$100,000	\$0	\$100,000
Marin PCA - Thatcher Ranch Easement Acq. (Vineyard Rd Improvements)	Novato	\$250,000	\$0	\$250,000
Marin PCA - Pacheco Hill Parkland Acq. (Vinyard Rd. Improvements)	Novato	\$500,000	\$0	\$500,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	\$80,000	\$0	\$80,000
Napa PCA: Napa Soscol Headwaters Preserve Acq. (SilveradoTrail Phase G Overlay)	Napa County	\$1,107,000	\$0	\$1,107,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	\$143,000	\$0	\$143,000
Solano PCA - Suisun Valley Bicycle and Pedestrian Imps	Solano County	\$1,175,000	\$0	\$1,175,000
Solano PCA - Solano PCA Assessment Plan	STA	\$75,000	\$0	\$75,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	\$250,000	\$0	\$250,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$5,000,000	\$0	\$5,000,000
Peninsula, Southern and Eastern Counties PCA Program				
Bay Trail Shoreline Access Staging Area	Berkeley	\$500,000	\$0	\$500,000
Breuner Marsh Restoration and Public Access	EBRPD	\$1,000,000	\$0	\$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	\$119,711	\$0	\$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	\$712,700	\$0	\$712,700
Pier 70 - Crane Cove Park	Port of SF	\$1,000,000	\$0	\$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	\$167,589	\$0	\$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$4,500,000	\$0	\$4,500,000
10. PRIORITY CONSERVATION AREA (PCA)		TOTAL: \$9,500,000	\$0	\$9,500,000
OBAG 1 REGIONAL PROGRAMS TOTAL		TOTAL: \$451,329,000	\$40,000,000	\$491,329,000

J:\SECTION\ALLSTAFF\Resolution\RESOLUTIONS\MTC Resolutions\RES-4035_OBAG\RES-4035_Attach_B-1.xlsx]Attach B-1 07-27-16

Attachment B-2

MTC Resolution No. 4035, Attachment B-2
 Adopted: 05/17/12-C
 Revised: 10/24/12-C
 12/19/12-C 01/23/13-C 05/22/13-C
 09/25/13-C 11/20/13-C 01/22/14-C
 02/26/14-C 05/28/14-C 09/24/14-C
 12/17/14-C 03/25/15-C 07/22/15-C
 09/23/15-C 10/28/15-C 01/27/16-C
 07/27/16-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 July 2016

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$310,459,000	\$18,036,000	\$328,495,000
ALAMEDA COUNTY				
<i>Specific projects TBD by Alameda CMA</i>				
CMA Base Planning Activities - Alameda	ACTC	\$3,836,000	\$0	\$3,836,000
CMA Planning Activities Augmentation - Alameda	ACTC	\$3,270,000	\$0	\$3,270,000
CMA Planning Activities FY 2016-17 Supplement - Alameda	ACTC	\$1,034,000	\$0	\$1,034,000
Alameda County Safe Routes to School Program	ACTC	\$2,000,000	\$0	\$2,000,000
Alameda City Complete Streets	Alameda (City)	\$635,000	\$0	\$635,000
Alameda County Various Streets and Roads Preservation	Alameda County	\$1,665,000	\$0	\$1,665,000
Berkeley Downtown BART Plaza Streetscape	BART	\$340,000	\$3,726,000	\$4,066,000
Shattuck Ave Complete Streets and De-Couplet	Berkeley	\$2,777,000	\$0	\$2,777,000
Berkeley - Hearst Avenue Complete Streets	Berkeley	\$2,156,000	\$0	\$2,156,000
Dublin Boulevard Preservation	Dublin	\$470,000	\$0	\$470,000
Emeryville - Hollis Street Preservation	Emeryville	\$100,000	\$0	\$100,000
Fremont Various Streets and Roads Preservation	Fremont	\$2,105,000	\$0	\$2,105,000
Fremont City Center Multi-Modal Imps	Fremont	\$5,855,000	\$0	\$5,855,000
Hayward - Industrial Boulevard Preservation	Hayward	\$1,335,000	\$0	\$1,335,000
Livermore Various Streets Preservation	Livermore	\$1,053,000	\$0	\$1,053,000
Enterprise Drive Complete Streets and Road Diet	Newark	\$454,000	\$0	\$454,000
Oakland Complete Streets	Oakland	\$3,851,000	\$0	\$3,851,000
7th Street West Oakland Transit Village Phase 2	Oakland	\$3,288,000	\$0	\$3,288,000
Lakeside Complete Streets and Road Diet	Oakland	\$7,000,000	\$0	\$7,000,000
Oakland - Peralta and MLK Jr. Way Streetscape- Phase I	Oakland	\$5,452,000	\$0	\$5,452,000
Lake Merritt BART Bikeways	Oakland	\$571,000	\$0	\$571,000
Piedmont Complete Streets	Piedmont	\$129,000	\$0	\$129,000
Pleasanton Complete Streets	Pleasanton	\$832,000	\$0	\$832,000
San Leandro Boulevard Preservation	San Leandro	\$804,000	\$0	\$804,000
Whipple Road Complete Streets	Union City	\$669,000	\$0	\$669,000
Union City BART TLC Phase 2	Union City	\$8,692,000	\$0	\$8,692,000
ALAMEDA COUNTY TOTAL:		\$60,373,000	\$3,726,000	\$64,099,000

CONTRA COSTA COUNTY				
<i>Specific projects TBD by Contra Costa CMA</i>				
CMA Base Planning Activities - Contra Costa	CCTA	\$3,036,000	\$0	\$3,036,000
CMA Planning Activities Augmentation - Contra Costa	CCTA	\$1,214,000	\$0	\$1,214,000
CMA Planning Activities FY 2016-17 Supplement - Contra Costa	CCTA	\$818,000	\$0	\$818,000
Antioch 9th Street Preservation	Antioch	\$673,000	\$0	\$673,000
Richmond BART Station Intermodal Imps.	BART	\$2,900,000	\$0	\$2,900,000
Balfour Road Preservation	Brentwood	\$290,000	\$0	\$290,000
Clayton Various Streets Preservation	Clayton	\$386,000	\$0	\$386,000
Concord BART Station Bicycle and Ped. Access Imps.	Concord	\$0	\$1,195,000	\$1,195,000
Detroit Avenue Bicycle and Pedestrian Imps.	Concord	\$965,000	\$1,189,000	\$2,154,000
Concord Various Streets Preservation	Concord	\$757,000	\$0	\$757,000
Contra Costa County Various Streets and Roads Preservation	Contra Costa County	\$1,941,000	\$0	\$1,941,000
Danville Various Streets and Roads Preservation	Danville	\$933,000	\$0	\$933,000
El Cerrito Various Streets and Roads Preservation	El Cerrito	\$630,000	\$0	\$630,000
El Cerrito Ohlone Greenway Bike and Ped. Imps.	El Cerrito	\$3,468,000	\$0	\$3,468,000
Hercules Intermodal Transit Center	Hercules	\$2,584,000	\$0	\$2,584,000
Hercules - Refugio Valley Road Preservation	Hercules	\$702,000	\$0	\$702,000
Lafayette - Mt. Diablo Blvd West Preservation	Lafayette	\$584,000	\$0	\$584,000
Martinez Various Streets and Roads Preservation	Martinez	\$1,023,000	\$0	\$1,023,000
Moraga Various Streets and Roads Preservation	Moraga	\$709,000	\$0	\$709,000
Oakley Various Streets and Roads Preservation	Oakley	\$1,031,000	\$0	\$1,031,000
Ivy Street Preservation	Orinda	\$552,000	\$0	\$552,000
Pinole - San Pablo Avenue Preservation	Pinole	\$453,000	\$0	\$453,000
Pittsburg - Railroad Avenue Preservation	Pittsburg	\$299,000	\$0	\$299,000
Pittsburg Multimodal Station Bike/Ped Access Imps.	Pittsburg	\$1,300,000	\$0	\$1,300,000
Golf Club Road Roundabout and Bike/Ped Imps.	Pleasant Hill	\$4,770,000	\$0	\$4,770,000
Pleasant Hill - Contra Costa Boulevard Preservation	Pleasant Hill	\$799,000	\$0	\$799,000
Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	\$413,000	\$0	\$413,000
Richmond Local Streets and Roads Preservation	Richmond	\$3,030,000	\$0	\$3,030,000
San Pablo Various Streets and Roads Preservation	San Pablo	\$454,000	\$0	\$454,000
San Pablo Avenue Bicycle and Pedestrian Imps.	San Pablo	\$5,978,000	\$0	\$5,978,000
San Ramon Valley Blvd Preservation	San Ramon	\$291,000	\$0	\$291,000
Walnut Creek North Main Street Preservation	Walnut Creek	\$655,000	\$0	\$655,000
CONTRA COSTA COUNTY TOTAL:		\$43,638,000	\$2,384,000	\$46,022,000

MARIN COUNTY				
<i>Specific projects TBD by Marin CMA</i>				
CMA Base Planning Activities - Marin	TAM	\$2,673,000	\$0	\$2,673,000

Attachment B-2

MTC Resolution No. 4035, Attachment B-2
 Adopted: 05/17/12-C
 Revised: 10/24/12-C
 12/19/12-C 01/23/13-C 05/22/13-C
 09/25/13-C 11/20/13-C 01/22/14-C
 02/26/14-C 05/28/14-C 09/24/14-C
 12/17/14-C 03/25/15-C 07/22/15-C
 09/23/15-C 10/28/15-C 01/27/16-C
 07/27/16-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 July 2016

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$310,459,000	\$18,036,000	\$328,495,000
CMA Planning Activities Augmentation - Marin	TAM	\$418,000	\$0	\$418,000
CMA Planning Activities FY 2016-17 Supplement - Marin	TAM	\$720,000	\$0	\$720,000
Central Marin Ferry Bike/Ped Connection	TAM	\$1,500,000	\$0	\$1,500,000
Bolinas Avenue and Sir Francis Drake Intersection Imps.	Ross	\$274,000	\$0	\$274,000
San Rafael Various Streets and Roads Preservation	San Rafael	\$457,000	\$0	\$457,000
San Rafael Transit Center Pedestrian Access Imps.	San Rafael	\$1,900,000	\$0	\$1,900,000
Fairfax Parkade Circulation and Safety Imps.	Fairfax	\$0	\$300,000	\$300,000
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$243,000	\$407,000	\$650,000
Donahue Street Preservation	Marin County	\$1,077,000	\$0	\$1,077,000
DeLong Ave. and Ignacio Blvd Preservation	Novato	\$779,000	\$0	\$779,000
MARIN COUNTY	TOTAL:	\$10,041,000	\$707,000	\$10,748,000
NAPA COUNTY				
<i>Specific projects TBD by Napa - NCTPA</i>	TBD	\$0	\$0	\$0
CMA Base Planning Activities - Napa	NCTPA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Napa	NCTPA	\$720,000	\$0	\$720,000
Napa City North/South Bike Connection	Napa (City)	\$300,000	\$0	\$300,000
California Boulevard Roundabouts	Napa (City)	\$2,463,000	\$431,000	\$2,894,000
Silverado Trail Phase "H" Preservation	Napa County	\$794,000	\$0	\$794,000
NAPA COUNTY	TOTAL:	\$6,950,000	\$431,000	\$7,381,000
SAN FRANCISCO COUNTY				
		\$3,393,000		\$0.46
<i>Specific projects TBD by San Francisco CMA</i>		\$0	\$0	\$0
CMA Base Planning Activities - San Francisco	SFCTA	\$2,795,000	\$0	\$2,795,000
CMA Planning Activities Augmentation - San Francisco	SFCTA	\$773,000	\$0	\$773,000
CMA Planning Activities FY 2016-17 Supplement- San Francisco	SFCTA	\$753,000	\$0	\$753,000
Longfellow Safe Routes to School	SF DPW	\$670,307	\$0	\$670,307
ER Taylor Safe Routes to School	SF DPW	\$400,115	\$0	\$400,115
Chinatown Broadway Complete Streets Phase IV	SF DPW	\$3,477,801	\$1,910,000	\$5,387,801
Mansell Corridor Complete Streets	SFCTA	\$1,762,239	\$0	\$1,762,239
Additional Light Rail Vehicles to Expand Muni Rail	SFMTA	\$10,227,539	\$0	\$10,227,539
Second Street Complete Streets	SFMTA SF DPW	\$10,567,999	\$0	\$10,567,999
Transbay Center Bicycle and Pedestrian Imps.	TJPA	\$6,000,000	\$0	\$6,000,000
SAN FRANCISCO COUNTY	TOTAL:	\$37,427,000	\$1,910,000	\$39,337,000
SAN MATEO COUNTY				
<i>Specific projects TBD by San Mateo CMA</i>		\$0	\$0	\$0
CMA Base Planning Activities - San Mateo	SMCCAG	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - San Mateo	SMCCAG	\$752,000	\$0	\$752,000
CMA Planning Activities FY 2016-17 Supplement - San Mateo	SMCCAG	\$720,000	\$0	\$720,000
PDA Planning Augmentation - San Mateo	SMCCAG	\$84,000	\$0	\$84,000
Atherton Various Streets and Roads Preservation	Atherton	\$285,000	\$0	\$285,000
Belmont Various Streets and Roads Preservation	Belmont	\$534,000	\$0	\$534,000
Old County Road Bike and Pedestrian Imps	Belmont	\$270,000	\$0	\$270,000
Ralston Road Pedestrian Improvements	Belmont	\$250,000	\$0	\$250,000
Carolan Avenue Complete Streets and Road Diet	Burlingame	\$986,000	\$0	\$986,000
US 101 / Broadway Interchange Bike/Ped Imps	Caltrans	\$3,613,000	\$0	\$3,613,000
Daly City Various Streets and Roads Preservation	Daly City	\$562,000	\$0	\$562,000
John Daly Boulevard Bicycle and Pedestrian Imps.	Daly City	\$1,290,000	\$0	\$1,290,000
Bay Road Bike and Ped Imps. Phase II and III	East Palo Alto	\$1,000,000	\$0	\$1,000,000
Menlo Park Various Streets and Roads Preservation	Menlo Park	\$427,000	\$0	\$427,000
Menlo Park Various Streets Bicycle and Pedestrian Imps	Menlo Park	\$499,000	\$0	\$499,000
Millbrae Various Streets and Roads Prerservation	Millbrae	\$445,000	\$0	\$445,000
San Pedro Creek Bridge Replacement Bike/Ped Imps	Pacifica	\$1,141,000	\$0	\$1,141,000
Pacifica Linda Mar Blvd Preservation	Pacifica	\$431,000	\$0	\$431,000
Palmetto Avenue Streetscape	Pacifica	\$1,000,000	\$0	\$1,000,000
Portola Valley Various Streets and Roads Preservation	Portola Valley	\$224,000	\$0	\$224,000
Redwood City Various Streets and Roads Preservation	Redwood City	\$548,000	\$0	\$548,000
Middlefield Road Bicycle and Pedestrian Imps	Redwood City	\$1,752,000	\$0	\$1,752,000
San Bruno Avenue Pedestrian Improvements	San Bruno	\$123,000	\$0	\$123,000
San Bruno Avenue Street Median Imps	San Bruno	\$735,000	\$0	\$735,000
Crestview Drive Pavement Rehabilitation	San Carlos	\$412,000	\$0	\$412,000
San Carlos Streetscape and Pedestrian Imps	San Carlos	\$1,000,000	\$0	\$1,000,000
El Camino Real Ped Upgrades (Grand Boulevard Initiative)	San Carlos	\$182,000	\$0	\$182,000

Attachment B-2

MTC Resolution No. 4035, Attachment B-2
 Adopted: 05/17/12-C
 Revised: 10/24/12-C
 12/19/12-C 01/23/13-C 05/22/13-C
 09/25/13-C 11/20/13-C 01/22/14-C
 02/26/14-C 05/28/14-C 09/24/14-C
 12/17/14-C 03/25/15-C 07/22/15-C
 09/23/15-C 10/28/15-C 01/27/16-C
 07/27/16-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 July 2016

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$310,459,000	\$18,036,000	\$328,495,000
Mount Diablo Ave. Rehabilitation	San Mateo (City)	\$270,000	\$0	\$270,000
North Central Pedestrian Imps	San Mateo (City)	\$1,000,000	\$0	\$1,000,000
San Mateo Citywide Crosswalk Improvements	San Mateo (City)	\$368,000	\$0	\$368,000
Semicircular Road Bicycle and Pedestrian Access Imps	San Mateo County	\$320,000	\$0	\$320,000
South San Francisco Citywide Sidewalk Gap Closures	South San Francisco	\$357,000	\$0	\$357,000
South San Francisco Grand Blvd Pedestrian Imps	South San Francisco	\$1,000,000	\$0	\$1,000,000
South San Francisco Grand Blvd Complete Streets	South San Francisco	\$0	\$1,991,000	\$1,991,000
SAN MATEO COUNTY	TOTAL:	\$25,253,000	\$1,991,000	\$27,244,000

SANTA CLARA COUNTY				
<i>Specific projects TBD by Santa Clara CMA</i>				
CMA Base Planning Activities - Santa Clara	VTA	\$1,145,000	\$0	\$1,145,000
CMA Planning Activities Augmentation - Santa Clara	VTA	\$4,246,000	\$0	\$4,246,000
CMA Planning Activities Augmentation - Santa Clara	VTA	\$1,754,000	\$0	\$1,754,000
CMA Planning Activities FY 2016-17 Supplement - Santa Clara	VTA	\$1,145,000	\$0	\$1,145,000
Hamilton Avenue Preservation	Campbell	\$279,000	\$0	\$279,000
Campbell Avenue Bicycle and Pedestrian Imps.	Campbell	\$3,718,000	\$0	\$3,718,000
Stevens Creek Boulevard Preservation	Cupertino	\$735,000	\$0	\$735,000
Ronan Channel / Lions Creek Multi-Use Trail	Gilroy	\$1,034,000	\$0	\$1,034,000
Eagleberry Street Preservation	Gilroy	\$808,000	\$0	\$808,000
Los Altos Various Streets and Roads Preservation	Los Altos	\$312,000	\$0	\$312,000
El Monte Road Preservation	Los Altos Hills	\$186,000	\$0	\$186,000
Hillside Road Preservation	Los Gatos	\$139,000	\$0	\$139,000
Milpitas Various Streets and Roads Preservation	Milpitas	\$1,652,000	\$0	\$1,652,000
Monte Sereno Various Streets and Roads Preservation	Monte Sereno	\$250,000	\$0	\$250,000
Monterey Road Preservation	Morgan Hill	\$1,379,000	\$0	\$1,379,000
Mountain View Various Streets Preservation and Bike Lanes	Mountain View	\$1,166,000	\$0	\$1,166,000
Palo Alto Various Streets and Roads Preservation	Palo Alto	\$956,000	\$0	\$956,000
US 101/Adobe Creek Bicycle and Pedestrian Bridge	Palo Alto	\$0	\$4,350,000	\$4,350,000
San Jose Citywide Bikeway Program	San Jose	\$1,150,000	\$0	\$1,150,000
San Jose Citywide Pavement Management Program	San Jose	\$11,531,000	\$0	\$11,531,000
San Jose Citywide SRTS Infrastructure Program	San Jose	\$1,150,000	\$0	\$1,150,000
San Jose Citywide Smart Intersections Program	San Jose	\$1,150,000	\$0	\$1,150,000
Downtown San Jose Bike Lanes and De-Couplet	San Jose	\$1,500,000	\$0	\$1,500,000
East San Jose Bicycle/Pedestrian Transit Connection	San Jose	\$2,000,000	\$0	\$2,000,000
Jackson Avenue Bicycle and Pedestrian Imps.	San Jose	\$1,500,000	\$0	\$1,500,000
San Jose Pedestrian-Oriented Traffic Safety Signals	San Jose	\$3,000,000	\$0	\$3,000,000
St. Johns Bikeway and Pedestrian Improvements	San Jose	\$1,185,000	\$0	\$1,185,000
The Alameda "Beautiful Way" Grand Boulevard Phase 2	San Jose	\$3,150,000	\$0	\$3,150,000
Santa Clara Various Streets and Roads Preservation	Santa Clara (City)	\$1,891,000	\$0	\$1,891,000
San Tomas Expressway Box Culvert Rehabilitation	Santa Clara County	\$8,350,000	\$0	\$8,350,000
Capitol Expressway Traffic ITS and Bike/Ped Imps.	Santa Clara County	\$7,735,000	\$0	\$7,735,000
San Tomas Aquino Spur Multi-Use Trail Phase 2	Santa Clara County	\$3,234,000	\$0	\$3,234,000
Saratoga Village Sidewalk Preservation	Saratoga	\$162,000	\$0	\$162,000
Saratoga Ave-Prospect Rd Complete Streets	Saratoga	\$4,205,000	\$0	\$4,205,000
Duane Avenue Preservation	Sunnyvale	\$1,576,000	\$0	\$1,576,000
East & West Channel Multi-Use Trails	Sunnyvale	\$3,440,000	\$0	\$3,440,000
Fair Oaks Avenue Bikeway and Streetscape	Sunnyvale	\$956,000	\$0	\$956,000
Maude Avenue Bikeway and Streetscape	Sunnyvale	\$695,000	\$0	\$695,000
Sunnyvale Safe Routes to School Ped Infrastructure Imps	Sunnyvale	\$1,569,000	\$0	\$1,569,000
Sunnyvale-Saratoga Road Bike/Ped Safety Enhancements	Sunnyvale	\$524,000	\$0	\$524,000
Milpitas BART Station Montague Expwy Ped Overcrossing	VTA	\$744,000	\$0	\$744,000
VTA/San Jose: Upper Penitencia Creek Multi-Use Trail	VTA	\$1,514,000	\$0	\$1,514,000
Santa Clara Caltrain Station Bike/Ped Undercrossing	VTA	\$1,251,000	\$0	\$1,251,000
SANTA CLARA COUNTY	TOTAL:	\$86,066,000	\$4,350,000	\$90,416,000

SOLANO COUNTY				
<i>Specific projects TBD by Solano CMA</i>				
CMA Base Planning Activities - Solano	STA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - Solano	STA	\$333,000	\$0	\$333,000
CMA Planning Activities FY 2016-17 Supplement - Solano	STA	\$720,000	\$0	\$720,000
Local PDA Planning Augmentation	STA	\$511,000	\$0	\$511,000
East 2nd Street Preservation	Benicia	\$495,000	\$0	\$495,000
Benicia Safe Routes to Schools Infrastructure Imps	Benicia	\$100,000	\$0	\$100,000
West A Street Preservation	Dixon	\$584,000	\$0	\$584,000

Attachment B-2

MTC Resolution No. 4035, Attachment B-2
 Adopted: 05/17/12-C
 Revised: 10/24/12-C
 12/19/12-C 01/23/13-C 05/22/13-C
 09/25/13-C 11/20/13-C 01/22/14-C
 02/26/14-C 05/28/14-C 09/24/14-C
 12/17/14-C 03/25/15-C 07/22/15-C
 09/23/15-C 10/28/15-C 01/27/16-C
 07/27/16-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 July 2016

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$310,459,000	\$18,036,000	\$328,495,000
Dixon SRTS Infrastructure Imps	Dixon	\$100,000	\$0	\$100,000
Beck Avenue Preservation	Fairfield	\$1,424,000	\$0	\$1,424,000
SR 12 Pedestrian Crossing Improvements	Rio Vista	\$100,000	\$0	\$100,000
Solano County - Various Streets and Roads Preservation	Solano County	\$1,389,000	\$0	\$1,389,000
Vaca-Dixon Bike Route Phase 5	Solano County	\$1,800,000	\$0	\$1,800,000
West B Street Bicycle/Pedestrian RxR Undercrossing	STA	\$1,394,000	\$1,141,000	\$2,535,000
Eastern Solano / SNCI Rideshare Program	STA	\$533,000	\$0	\$533,000
Solano Transit Ambassador Program	STA	\$250,000	\$0	\$250,000
Driftwood Drive Path	Suisun City	\$439,045	\$0	\$439,045
Walters Road/Pintail Drive Preservation	Suisun City	\$356,000	\$0	\$356,000
Suisun/Fairfield Intercity Rail Station Access Imps	Suisun City	\$415,000	\$0	\$415,000
Vacaville SRTS Infrastructure Imps	Vacaville	\$303,207	\$0	\$303,207
Vacaville - Various Streets and Roads Preservation	Vacaville	\$1,231,000	\$0	\$1,231,000
Allison Bicycle/Pedestrian Imps.	Vacaville	\$450,000	\$0	\$450,000
Ulatis Creek Bicycle/Pedestrian Pathway and Streetscape	Vacaville	\$60,020	\$0	\$60,020
Vallejo SRTS Infrastructure Imps	Vallejo	\$247,728	\$0	\$247,728
Vallejo Downtown Streetscape - Phases 3 and 4	Vallejo	\$2,440,000	\$0	\$2,440,000
SOLANO COUNTY TOTAL:		\$18,348,000	\$1,141,000	\$19,489,000
SONOMA COUNTY				
<i>Specific projects TBD by Sonoma - SCTA</i>				
CMA Base Planning Activities - Sonoma	SCTA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Sonoma	SCTA	\$720,000	\$0	\$720,000
Cloverdale Safe Routes to Schools Phase 2	Cloverdale	\$250,000	\$0	\$250,000
Cotati Old Redwood Highway South Preservation (CS)	Cotati	\$250,000	\$0	\$250,000
Healdsburg Various Streets and Roads Preservation	Healdsburg	\$250,000	\$0	\$250,000
Petaluma Complete Streets	Petaluma	\$1,848,000	\$0	\$1,848,000
Rohnert Park Various Streets Preservation	Rohnert Park	\$1,103,000	\$0	\$1,103,000
Rohnert Park Bicycle and Pedestrian Improvements	Rohnert Park	\$500,000	\$0	\$500,000
Downtown Santa Rosa Streetscape	Santa Rosa	\$360,000	\$353,000	\$713,000
Santa Rosa Complete Streets Road Diet on Transit Corridors	Santa Rosa	\$2,460,000	\$0	\$2,460,000
Sebastopol Various Streets and Roads Preservation	Sebastopol	\$250,000	\$0	\$250,000
SMART Larkspur Extension (Regional Project)	SMART	\$6,100,000	\$0	\$6,100,000
SMART Clipper Card Service	MTC	\$500,000	\$0	\$500,000
SMART Bicycle/Pedestrian Pathway	SMART	\$0	\$1,043,000	\$1,043,000
Sonoma Various Streets and Roads Preservation	Sonoma (City)	\$250,000	\$0	\$250,000
Sonoma County Various Streets and Roads Preservation	Sonoma County	\$3,377,000	\$0	\$3,377,000
Windsor Road/Jaquar Lane Bicycle/Pedestrian Imps.	Windsor	\$630,000	\$0	\$630,000
Conde Lane/Johnson Street Pedestrian Imps.	Windsor	\$432,000	\$0	\$432,000
Windsor Rd/Bell Rd/Market St Pedestrian Imps.	Windsor	\$410,000	\$0	\$410,000
SONOMA COUNTY TOTAL:		\$22,363,000	\$1,396,000	\$23,759,000
Cycle 2 Total		\$310,459,000	\$18,036,000	\$328,495,000

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APPENDIX A – 16

Regional Policies: Project Funding and Specific Funding Programs

**Project Selection Policies and Project Programming
for the Second Round of the One Bay Area Grant Program
(OBAG2)**

MTC Resolution No. 4202



Date: November 18, 2015
W.I.: 1512
Referred by: Programming & Allocations
Revised: 07/27/16-C

ABSTRACT

Resolution No. 4202

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 – Project Selection Criteria and Programming Policy
- Attachment B-1 – Regional Program Project List
- Attachment B-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.

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 and July 13, 2016.

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

Date: November 18, 2015
W.I.: 1512
Referred by: P&A
Revised: 07/27/16-C

Attachment A
Resolution No. 4202

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

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

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- Appendix A-10 Checklist for CMA and Local Jurisdiction Compliance with MTC Resolution 4202

The One Bay Area Grant Program (OBAG 2) is the second round of the federal funding program designed to support the implementation of *Plan Bay Area*, the region's first Sustainable Communities Strategy (SCS). OBAG 2 covers the five-year period from FY 2017-18 to FY 2021-22. The proposed revenue estimates, funding approach, programming policies, project guidance, and timeline for OBAG 2 are outlined in this attachment.

BACKGROUND

The inaugural One Bay Area Grant Program (OBAG 1) was approved by the Commission in May 2012 (MTC Resolution 4035). The OBAG 1 program incorporated the following program features:

- Targeting project investments to the region's Priority Development Areas (PDAs);
- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing;
- Supporting open space preservation in Priority Conservation Areas (PCAs); and
- Providing a larger and more flexible funding pot to deliver transportation projects in categories such as Transportation for Livable Communities (TLC), bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing dedicated funding opportunities for Safe Routes to School activities and PCAs.

The early outcomes of the OBAG 1 program are documented in the One Bay Area Grant Report Card located at: (http://files.mtc.ca.gov/pdf/OBAG_Report_Card.pdf). The key findings of the report highlight a variety of improvements as compared to previous federal highway funding programs, including: increased grant and project size, complexity, and multi-modality; significant investments in active transportation and TLC projects; region wide achievement of PDA investment targets; and compliance with local performance and accountability requirements. Considering the positive results achieved in OBAG 1, and in order to further extend the timeframe for OBAG to meet its policy goals, OBAG 2 maintains largely the same framework and policies.

REVENUE ESTIMATES AND PROGRAM ARCHITECTURE

OBAG 2 funding is based on anticipated future federal transportation program apportionments from the regional Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Programs. Originally, the programming capacity estimated for OBAG 2 amounted to \$790 million (down from \$827 million programmed with OBAG 1). The estimated decrease in revenues between program cycles reflects annual apportionment amounts in the federal surface transportation act (Moving Ahead for Progress in the 21st Century Act, or MAP-21) authorized after approval of OBAG 1 not keeping pace with estimated growth rates, as well as changes in state and federal programs that impacted estimated regional funding levels (such as the elimination of the Transportation Enhancements (TE) program). Subsequent to the Commission's original adoption of OBAG 2, Congress approved the Fixing America's Surface Transportation (FAST) Act, providing an additional

estimated \$72 million during the OBAG 2 period. The revised total STP/CMAQ funding for OBAG 2 is \$862 million.

The OBAG 2 program continues to integrate the region's federal transportation program with California's climate statutes and the Sustainable Communities Strategy (SCS), and contributes to the implementation of the goals and objectives of the Regional Transportation Plan. Funding distribution formulas to the counties will continue to encourage land-use, housing and complete streets policies that support the production of housing with supportive transportation investments. This is accomplished through the following principles:

1. Realistic Revenue Assumptions:

OBAG 2 funding is based on anticipated future federal transportation program apportionments. In past years, the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement programs (STP/CMAQ) have not grown, and changes in the federal and state programs (such as elimination of the Transportation Enhancement (TE) program) resulted in decreases that were not anticipated when OBAG 1 was developed. For the initial OBAG 2 estimates, a 2% annual escalation rate above current federal revenues was assumed, consistent with the mark-up of the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act by the Senate Environment and Public Works Committee. Even with the 2% escalation, revenues for OBAG 2 were expected to be 4% less than OBAG 1 revenues. Following the Commission's original adoption of OBAG 2, an additional \$72 million in FAST Act revenue was made available, for a total of \$862 million for OBAG 2 - an increase of 4% over the OBAG 1 funding level.

If there are significant changes in federal apportionments over the OBAG 2 time period, MTC will return to the Commission to recommend adjustments to the program. These adjustments could include increasing or decreasing funding amounts for one or more programs, postponement of projects, expansion of existing programs, development of new programs, or adjustments to subsequent programming cycles.

Upon enactment and extension of the federal surface transportation authorizations expected during the OBAG funding period, MTC will need to closely monitor any new federal programs, their eligibility rules, and how funding is distributed to the states and regions. It is anticipated that any changes to the current federal programs would likely overlap to a large extent with projects that are currently eligible for funding under 23 U.S.C., although the actual fund sources may no longer mirror the current STP and CMAQ programs. Therefore, any reference to a specific fund source in the OBAG 2 programming serves as a proxy for replacement fund sources for which MTC has discretionary project selection and programming authority.

OBAG 2 programming capacity is based on apportionment rather than obligation authority. Because obligation authority (the amount actually received) is less than the apportionment level, there is typically a carryover balance from year to year of unfunded

commitments. MTC's current negative obligation authority imbalance is \$51 million, and has held steady the past few years as a result of the region's excellent delivery record. Successful project delivery has allowed MTC to capture additional, unused obligation authority (OA) from other states, enabling the region to deliver additional projects each year. Because this negative balance has held steady, there does not appear to be a need to true-up the difference at this time. MTC staff will continue to monitor this OA shortfall throughout the OBAG 2 period and make adjustments as necessary in the next round of programming.

2. Support Existing Programs:

Originally, the OBAG program was expected to face declining revenues from \$827 million in OBAG 1 to \$790 million in OBAG 2. Therefore, no new programs were introduced with OBAG 2 and the anticipated funding reduction was spread among the various transportation needs supported in OBAG 1. With the \$72 million in additional revenues from the FAST Act, funding for OBAG 2 increased to \$862 million.

The OBAG 2 program categories and commitments for the regional and county programs are outlined in Appendix A-1.

3. Support Plan Bay Area's Sustainable Communities Strategy by Linking OBAG Funding to Housing:

County Program Distribution Formula

OBAG 1's county distribution formula leveraged transportation dollars to reward jurisdictions that produce housing and accept housing allocations through the Regional Housing Need Allocation (RHNA) process. The formula also considered the share of affordable housing within housing production and RHNA allocations.

In OBAG 2, the county distribution formula is updated to use the latest housing data from the Association of Bay Area Government (ABAG). The formula is also based on housing over a longer time frame, considering housing production between 1999 and 2006 (weighted 30%) and between 2007 and 2014 (weighted 70%) in order to mitigate the effect of the recent recession and major swings in housing permit approvals.

The OBAG 2 formula places additional emphasis on housing production and the share of affordable housing within both production and RHNA. The formula also expands the definition of affordable housing to include housing for moderate-income households in addition to low- and very low-income households. Furthermore, housing production is capped at the total RHNA allocation.

The distribution formula factors for OBAG 2 are detailed in the table below.

OBAG 2 County Distribution Formula Factors

	Population	Housing RHNA	Housing Production	Housing Affordability *
OBAG 2	50%	20%	30%	60%

*OBAG 2 housing affordability factor includes housing at the very low, low and moderate income levels which are weighted within both housing production and RHNA allocation.

The distribution formula is further adjusted to ensure that CMA base planning funds are no more than 50% of the total distribution for that county. The resulting proposed county program formula distributions are presented in Appendix A-2.

Priority Development Areas (PDAs)

OBAG 2 continues to support the SCS for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs).

- PDA Investment targets remain at OBAG 1 levels: 50% for the four North Bay counties and 70% for the remaining counties.
- PDA Investment and Growth Strategies should play a strong role in guiding the County CMA project selection and be aligned with the Plan Bay Area update cycle.

Priority Conservation Areas (PCAs)

OBAG 2 maintains the two separate Priority Conservation Area (PCA) programs as introduced in OBAG 1, with one program dedicating funding to the four North Bay counties and one competitive program for the remaining counties.

4. Continue Flexibility and Local Transportation Investment Decision Making:

OBAG 2 continues to provide the same base share of the funding pot (40%) to the county CMAs for local decision-making. The program allows CMAs the flexibility to invest in various transportation categories, such as Transportation for Livable Communities (TLC), bicycle and pedestrian improvements, local streets and roads preservation, and planning and outreach activities.

In addition to the base county program, two previously regional programs, Safe Routes to School and the Federal-Aid Secondary (rural roads), have been consolidated into the county program with guaranteed minimum funding amounts to ensure the programs continue to be funded at specified levels.

5. Cultivate Linkages with Local Land-Use Planning:

As a condition to access funds, local jurisdictions need to continue to align their general plans' housing and complete streets policies as a part of OBAG 2 and as separately required by state law.

Complete Streets Requirement

Jurisdictions must adopt a complete streets resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC, incorporating MTC's required complete streets elements as outlined in [MTC's Complete Streets Guidance](#).

Alternatively, to recognize local jurisdictions' efforts to update their general plan circulation element to incorporate the provisions of the 2008 Complete Streets Act in response to the provisions stated in OBAG 1, a jurisdiction may adopt a significant revision to the circulation element of the general plan that complies with the Act after January 1, 2010 and before the date the CMAs submit their OBAG 2 project recommendations to MTC.

The approach above focuses on the adoption of local complete streets resolutions, while acknowledging the jurisdictions that took efforts to update their circulation element in anticipation of future OBAG requirements.

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 in order to be eligible to receive OBAG 2 funding.

Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving OBAG 2 funding must comply with this requirement during the entire OBAG 2 funding period or risk deprogramming of OBAG 2 funding.

The complete streets and housing requirements are not required for jurisdictions with no general plan or land use authority such as Caltrans, CMAs or transit agencies under a JPA or district (not under the governance of a local jurisdiction). However, in such instances the jurisdiction in which the project is physically located must meet these requirements, except for transit/rail agency property such as, track, rolling stock or a maintenance facility.

Surplus Land Requirement

Cities and counties receiving funds through the County Program must adopt a surplus land resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC. The resolution must verify that any disposition of surplus land undertaken by the jurisdiction complies with the State Surplus Land Act, as amended by AB 2135, 2014. MTC will issue guidance to assist cities and counties in drafting a resolution to meet this requirement. This guidance will be posted on the OBAG 2 website: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>.

This requirement shall not apply to charter cities unless and until a final court decision is rendered that charter cities are subject to the provisions of the Act. In addition, the resolution is not required for public agencies with no general plan or land use authority.

6. Continue Transparency and Outreach to the Public Throughout the Process:

CMAAs will continue to report on their outreach process as part of their solicitation and selection of projects for OBAG. Each CMA will develop a memorandum addressing outreach efforts, agency coordination, distribution methodology and Title VI compliance. CMA reporting requirements are provided in Appendix A-10, the Checklist for CMA and Local Jurisdiction Compliance with MTC Resolution 4202.

PROGRAM CATEGORIES AND PROJECT LIST

Appendix A-1 outlines the OBAG 2 program categories and commitments.

Attachment B of Resolution 4202 contains the list of projects to be programmed under the OBAG 2 program. Attachments B-1 and B-2 list the projects receiving OBAG 2 funding through the regional programs and county programs respectively. The project lists are subject to project selection actions (conducted by MTC for most of the regional programs and by the CMAAs for the county programs and other funds distributed to them). MTC staff will update Attachments B-1 and B-2 as projects are selected or revised by the Commission and CMAAs and are included in the federal Transportation Improvement Program (TIP).

GENERAL PROGRAMMING POLICIES

The following programming policies apply to all projects funded in OBAG 2:

- 1. Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 4174. The Commission's adoption of the OBAG 2 program, including policy and procedures, meets the provisions of the *MTC Public Participation Plan*. MTC's advisory committees and the Bay Area Partnership have been consulted in the development of funding commitments and policies for this program; and opportunities to comment have been provided to other stakeholders and members of the public.

Furthermore, investments made in the OBAG 2 program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, when CMAAs select projects for funding at the county level, they must consider equitable solicitation and

selection of project candidates in accordance with federal Title VI requirements (as set forth in Appendix A-7).

- 2. Commission Approval of Programs and Projects and the Transportation Improvement Program (TIP).** Projects approved as part of the OBAG 2 program must be amended into the TIP. The federally-required TIP is a comprehensive listing of all San Francisco Bay Area surface transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes. It is the project sponsor's responsibility to ensure their project is properly programmed in the TIP in a timely manner. Where CMAs are responsible for project selection, the Commission will revise the TIP to include the resulting projects and Attachment B to this Resolution may be updated by MTC staff to reflect these revisions. Where responsibility for project selection is assigned to MTC, TIP amendments and a revision to Attachment B to add or delete a project will be reviewed and approved by the Commission. Changes to existing projects in Attachment B may be made by MTC staff following approval of a related TIP revision.
- 3. Minimum Grant Size.** Funding grants per project must be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). The objective of a grant minimum requirement is to maximize the efficient use of federal funds and minimize the number of federal-aid projects which place administrative burdens on project sponsors, CMAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff.

To provide flexibility, an alternative averaging approach may be used. For this approach, a CMA may program grant amounts no less than \$100,000 for any project, provided that the overall average of all grant amounts within their County CMA Program meets the county minimum grant amount threshold. This lower threshold of \$100,000 also applies to Safe Routes to School projects, which are typically of smaller scale.

Furthermore, all OBAG 2 programming amounts must be rounded to thousands.

- 4. Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make a regional air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the update of the TIP. Non-exempt projects that are not incorporated in the current finding for the TIP will not be considered for funding in the OBAG 2 program until the development of a subsequent air quality finding for the TIP. Additionally, the U.S. Environmental Protection Agency has designated the Bay Area as a non-attainment area for fine particulate matter (PM_{2.5}). Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed Projects of Air Quality Concern (POAQC) must complete a hot-spot analysis as required by the Transportation Conformity Rule. Generally, POAQC are those projects that result in significant increases in, or concentrations of, emissions from diesel vehicles.

- 5. Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section § 15000 et seq.), and the National Environmental Protection Act (42 U.S.C. § 4321 et seq.) standards and procedures for all projects with federal funds.
- 6. Application and Resolution of Local Support.** Once a project has been selected for funding, project sponsors must submit a completed project application for each project through MTC's Funding Management System (FMS). The project application consists of two parts: 1) a project submittal and/or TIP revision request to MTC staff through FMS, and 2) a Resolution of Local Support approved by the project sponsor's governing board or council and submitted in FMS. A template for the Resolution of Local Support can be downloaded from the MTC website using the following link: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>.
- 7. Project Screening and Compliance with Regional and Federal Requirements.** MTC staff will perform a review of projects proposed for OBAG 2 to ensure 1) eligibility; 2) consistency with the region's long-range plan; and 3) project readiness. In addition, project sponsors must adhere to directives such as the Complete Streets Requirements, Housing Element Requirements, and the Regional Project Funding Delivery Policy (MTC Resolution No. 3606), as outlined below, and provide the required matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.
- ▶ **Federal Project Eligibility:** STP is the most flexible source of federal funding, with a wide range of projects that may be considered eligible. Eligible projects include roadway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration), public transit capital improvements, pedestrian and bicycle facilities, transportation system management, transportation demand management, transportation control measures, mitigation related to an STP project, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in 23 U.S.C § 133 and at: <http://www.fhwa.dot.gov/map21/factsheets/stp.cfm>.
- CMAQ is a more targeted funding source. In general, CMAQ funds may be used for new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in an approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), alternative fuels, traffic flow improvements, transit expansion projects, new bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, and experimental

pilot projects. For more detailed information, refer to FHWA's revised guidance provided at: http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/.

MTC reserves the right to assign specific fund sources to projects based on availability and eligibility requirements. In the event that a new surface transportation authorization is enacted during implementation of OBAG 2 that materially alters these programs, MTC staff will work with the CMAs and project sponsors to match projects with appropriate federal fund programs.

- ▶ **RTP Consistency:** Projects funded through OBAG 2 must be consistent with the adopted Regional Transportation Plan (currently *Plan Bay Area*). Project sponsors must identify each project's relationship with meeting the goals and objectives of the RTP, including the specific RTP ID number or reference. RTP consistency will be verified by MTC staff for all OBAG 2 projects. Projects in the County program will also be reviewed by CMA staff prior to submitting selected projects to MTC.
- ▶ **Complete Streets Policy:** Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets Policy (MTC Resolution No. 3765) created a checklist that is intended for use on projects to ensure the accommodation of non-motorized travelers is considered at the earliest conception or design phase. The county CMAs ensure that project sponsors complete the checklist before projects are considered by the county for OBAG 2 funding and submitted to MTC. The CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to CMAs' project selection actions.

Related state policies include: Caltrans Complete Streets Policy Deputy Directive 64 R1, which stipulates pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products; and the California Complete Streets Act of 2008, which requires local agency general plan circulation elements to address all travel modes.

- ▶ **Project Delivery and Monitoring:** OBAG 2 funding is available in the following five federal fiscal years: 2017-18, 2018-19, 2019-20, 2020-21, and 2021-22. Funds may be programmed in any of these years, conditioned upon the availability of federal apportionment and obligation authority (OA), and subject to TIP financial constraint requirements. In addition, in order to provide uninterrupted funding to ongoing efforts and to provide more time to prepare for the effective delivery of capital projects, priority of funding for the first year of programming apportionment (FY 2017-18) will be provided to ongoing programs, such as regional and CMA planning, non-infrastructure projects, and the preliminary engineering phase of capital projects.

Specific programming timelines will be determined through the development of the Annual Obligation Plan, which is developed by MTC staff in collaboration with the Bay Area Partnership technical working groups and project sponsors. Once programmed in the TIP, the funds must be obligated by FHWA or transferred to the Federal Transit Administration (FTA) within the federal fiscal year the funds are programmed in the TIP. Additionally, all OBAG 2 funds must be obligated no later than January 31, 2023.

Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Funding Delivery Policy (MTC Resolution No. 3606 and any subsequent revisions). All funds are subject to obligation, award, invoicing, reimbursement and project close-out requirements. The failure to meet these deadlines may result in the de-programming and redirection of funds to other projects.

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations and deadlines, every recipient of OBAG 2 funding is required to identify and maintain a staff position that serves as the single point of contact (SPOC) for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The agency is required to identify the contact information for this position at the time of programming of funds in the TIP, and to notify MTC immediately when the position contact has changed. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate, if requested, in a consultation meeting with the county CMA, MTC and Caltrans prior to MTC approving future programming or including any funding revisions for the agency in the TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

By applying for and accepting OBAG 2 funding, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the project-funding timeframe.

- Funding Exchange: Sometimes federal funds may not be the best fit for projects being implemented to meet plan and program goals and objectives. In such cases, federal OBAG funding may be exchanged with non-federal funds. MTC staff will work with the

CMAs when such opportunities arise. Such exchanges must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331) and the locally-funded project must be included in the federal TIP.

- ▶ **Local Match:** Projects funded with STP or CMAQ funding require a non-federal local match. Although local match requirements are subject to change, the current local match requirement for STP and CMAQ funded projects in California is 11.47% of the total project cost, with FHWA providing up to 88.53% of the total project cost through reimbursements. For capital projects, sponsors that fully fund the project development or Preliminary Engineering (PE) phase with non-federal funds may use toll credits in lieu of a match for the construction phase. For these projects, sponsors must still meet all federal requirements for the PE phase.
- ▶ **Fixed Program and Specific Project Selection:** Projects are chosen for the program based on eligibility, project merit, and deliverability within established deadlines. The OBAG 2 program is project-specific and the funds programmed to projects are for those projects alone.

The OBAG 2 program funding is fixed at the programmed amount; therefore, any project cost increases may not be covered by additional OBAG 2 funds. Project sponsors are responsible for securing the necessary match, and for cost increases or additional funding needed to complete the project, including contingencies.

REGIONAL PROGRAMS

The programs below comprise the OBAG 2 Regional Programs, managed by MTC. Funding amounts for each program are included in Appendix A-1. Individual projects will be added to Attachment B-1 and B-2 as they are selected and included in the federal TIP.

1. Regional Planning Activities

This program provides funding to support regional planning and outreach activities.

Appendix A-3 details the funding amounts and distribution for planning and outreach activities.

2. Pavement Management Program

This continues the region's acclaimed Pavement Management Program (PMP) and related activities including the Pavement Technical Assistance Program (PTAP), training, and regional and statewide local streets and roads needs assessment. MTC provides grants to local jurisdictions to perform regular inspections of their local streets and roads networks and to update their pavement management systems which is a requirement to receive certain funding. MTC also assists local jurisdictions in conducting associated data collection and analysis efforts including local roads needs assessments and inventory surveys and asset management analysis that feed into regional planning efforts. MTC provides, training, research and development of pavement and non-pavement preservation management techniques, and participates in the statewide local streets and roads needs assessment effort.

To support the collection and analysis of local roads asset conditions for regional planning efforts and statewide funding advocacy, and to be eligible for OBAG 2 funding for local streets and roads, a jurisdiction must:

- Have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed); and
- Fully participate in the statewide local streets and road needs assessment survey (including any assigned funding contribution); and
- Provide updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with a one-year grace period allowed).

3. Regional Priority Development Area (PDA) Planning & Implementation

Funding in this program implements the following:

Regional PDA Planning and Implementation: The PDA Planning Program places an emphasis on intensifying land uses at and near transit stations and along transit corridors in PDAs. The key goals of the program are to: increase supply of affordable and market rate housing, jobs and services within the PDA planning area; boost transit ridership and thereby reduce vehicle miles traveled by PDA residents, employees and visitors; increase walking and bicycling by improving multi-modal access and effectively managing parking; and locate key services and retail within the PDA planning area. Funding is available for regional planning and implementation efforts and grants to jurisdictions to provide PDA planning support, and typically fund specific plans and programmatic Environmental Impact Reports. PDA plans funded through the program focus on a range of transit-supportive elements including market demand analysis, affordable housing strategies, multi-modal connectivity including pedestrian-friendly design standards, parking demand analysis, infrastructure development, implementation planning and financing strategies and implementation of the best practices identified in the Air District's Planning Healthy Places guidelines.

The PDA Planning Program will give priority to cities with high risk of displacement in order to support the development of local policies and programs to meaningfully address identified housing issues.

Community-Based Transportation Planning: A portion of this program will be dedicated to the Community-Based Transportation Planning (CBTP) grant program. These locally-led plans address the mobility needs of low-income households in the region's 35 Communities of Concern. Grant funds will be used to update CBTPs that are in many cases more than 10 years old.

Naturally Occurring Affordable Housing (NOAH): Consistent with the OBAG 2 framework and PDA Planning Program, a NOAH revolving loan fund will be established as a complement to the existing TOAH loan products for new construction. NOAH loans would be used to buy apartment buildings to create long-term affordability where displacement risk is high and to secure long-term affordability in currently subsidized units that are set to expire. NOAH investments will be made in PDAs or Transit Priority Areas.

4. Climate Initiatives Program

The purpose of the OBAG 2 Climate Initiatives Program is to support the implementation of strategies identified in Plan Bay Area to achieve the required CO₂ emissions reductions per SB375 and federal criteria pollutant reductions. Investments focus on projects and programs with effective greenhouse gas emission reduction results.

Spare the Air Youth: A portion of the Climate Initiatives program would be directed to the implementation of Spare the Air Youth program.

5. Regional Active Operational Management

This program is administered at the regional level by MTC to actively manage congestion through cost-effective operational strategies that improve mobility and system efficiency across freeways, arterials and transit modes. Funding continues to be directed to evolving MTC operational programs such as next generation 511, Freeway Service Patrol (FSP), incident management program, managed lanes and regional rideshare program. Funding will also be directed to new initiatives such as the Columbus Day Initiative that deploys advanced technologies and Transportation Management Systems that ensures the existing and new technology infrastructure is operational and well-maintained.

Columbus Day Initiative

The Columbus Day Initiative (CDI) builds on the proven success of its predecessor program (the Freeway Performance Initiative), which implemented traditional fixed time-of-day freeway ramp metering and arterial signal timing projects that achieved significant delay reduction and safety on Bay Area freeways and arterials at a fraction of the cost of traditional highway widening projects. The CDI aims to deliver cost-effective, technology-driven operational improvement projects such as, adaptive ramp metering, hard shoulder running lanes, queue warning signs, connected vehicle technologies, shared mobility technologies, and regional arterial operations strategies. Projects would target priority freeway and arterial corridors with significant congestion. Funding for performance monitoring activities and corridor studies is included to monitor the state of the system and to identify and assess the feasibility of operational strategies to be deployed.

Transportation Management Systems

This program includes the operations and management of highway operations field equipment; critical freeway and incident management functions; and Transportation Management Center (TMC) staff resources needed to actively operate and maintain the highway system.

Bay Bridge Forward Project

As part of the overall OBAG 2 framework, this project encompasses the implementation of several near-term, cost-effective operational improvements that offer travel time savings, reliability and lower costs for carpooling and bus/ferry transit use to increase person throughput and reduce congestion, incidents, and emissions in the San Francisco-Oakland Bay Bridge corridor.

6. Transit Priorities Program

The objective of the Transit Priorities Program is to assist transit operators to fund major fleet replacements, including the BART Car Replacement Phase 1 project, fixed guideway rehabilitation and other high-scoring capital needs, including replacement of Clipper equipment and development of Clipper 2.0, that are consistent with MTC's Transit Capital Priorities policy for programming federal transit funds (MTC Resolution 4140 or successor resolution).

The program also implements elements of the Transit Sustainability Project by making transit-supportive investments in major transit corridors that can be carried out within two years through the Transit Performance Initiative (TPI). The focus of TPI is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, boarding/stop improvements and other improvements to improve the passenger experience.

7. Priority Conservation Area (PCA) Program

The Priority Conservation Area (PCA) Program provides funding for the development of plans and projects to assist in the preservation and enhancement of rural lands. Specifically, projects must support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands and open space amidst a growing population across the Bay Area, for residents and businesses. The PCA program includes one approach for the North Bay counties (Marin, Napa, Solano, and Sonoma) and a second approach for the remaining five counties.

In the North Bay, each of the four CMAs will take the lead to develop a county-wide program, building on PCA planning conducted to date to select projects for funding.

For the remaining counties, MTC will partner with the Coastal Conservancy, a California State agency, to program the PCA funds. MTC will provide federal funding which will be combined with the Coastal Conservancy's own program funds in order to support a broader range of projects (i.e. land acquisition and easement projects) than can be accommodated with federal transportation dollars alone. The Coastal Conservancy, MTC, and ABAG staff will cooperatively manage the call for proposals.

The minimum non-federal match required for PCA-program funding is 2:1.

As a part of the update to *Plan Bay Area*, MTC is exploring implementing a Regional Advance Mitigation Planning (RAMP) Program. RAMP would mitigate certain environmental impacts from multiple planned transportation projects, rather than mitigating on a less-efficient per-project level. Partnering arrangements can be established to leverage multiple fund sources in order to maximize benefits of the RAMP and PCA programs. As such, PCA funds may be used to deliver net environmental benefits to a RAMP program project.

In instances where federal funds may not be used for this purpose, sponsors may exchange OBAG 2 funds with eligible non-federal funds. Such exchanges must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331).

Appendix A-9 outlines the framework for this program including goals, project screening, eligibility, eligible sponsors, and project selection.

8. Housing Production Incentive

As part of the OBAG 2 framework, MTC will develop a challenge grant program for the production 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.

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.

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 ten producers of affordable housing units, or fewer, if the 80,000 unit target is reached by less than ten cities. Staff will provide annual progress reports on production of affordable housing units.

The funds provided would be STP/CMAQ, and would need to be used only for federally eligible transportation purposes.

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
 - Transportation for Livable Communities
 - Safe Routes To School
 - Priority Conservation Areas
 - Federal Aid Secondary (FAS) Improvements

- ▶ Fund Sources & Formula Distribution: OBAG 2 is funded primarily from two federal fund sources: STP and CMAQ. The CMAs will be provided a breakdown of specific OBAG 2 fund sources, with the understanding that actual fund sources are subject to change. Should there be significant changes to federal fund sources, MTC staff will work with the CMAs to identify and realign new fund sources with the funding commitments approved by the Commission. Furthermore, due to strict funding availability and eligibility requirements, the CMAs must adhere to the fund source limitations provided. Exceptions may be granted by MTC staff based on actual fund source availability and final federal apportionment levels.

Consistent with OBAG 1, 60% of available OBAG 2 funding is assigned to Regional Programs and 40% assigned to the base County CMA Programs. The Safe Routes to School (SRTS) and Federal Aid Secondary (FAS) programs augment the county base funding, bringing the final proportionate share to 55% regional and 45% county. The Base county funds (SRTS & FAS have their own formula distribution) are distributed to each county based on the OBAG 2 county distribution formula (see page 3). Counties are further guaranteed that the funding amount for planning purposes will not exceed 50% of their total distribution. This results in the county of Napa receiving additional funding. This planning guarantee clause results in a slight deviation in the final OBAG 2 fund distribution for each county. The base County CMA Program fund distribution after the planning guarantee adjustment is shown in Appendix A-2.

- ▶ Priority Development Area (PDA) Policies
 - PDA minimum investment: CMAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara) shall direct at least 70% of their OBAG 2 investments to PDAs. For North Bay counties (Marin, Napa, Solano, and Sonoma) this minimum target is 50% to reflect the more rural nature of these counties. CMA planning and outreach costs partially count towards PDA minimum investment targets (70% or 50%, in line with each county's PDA minimum investment target). The guaranteed minimum for Priority Conservation Area (PCA), Safe Routes to School (SRTS), and Federal Aid Secondary (FAS) do not count towards PDA targets. The PDA/non-PDA funding split is shown in Appendix A-2.
 - PDA boundary delineation: Refer to http://gis.mtc.ca.gov/interactive_maps/ which provides a GIS overlay of the PDAs in the Bay Area to exact map boundaries including transportation facilities. This map is updated as ABAG approves new PDA designations.
 - Defining proximate access to PDAs: The CMAs may determine that a project located outside of a PDA provides proximate access to the PDA, and thus counts towards the county's minimum PDA investment target. The CMA is required to map these projects along with the associated PDA(s) and provide a policy justification for designating the project as supporting a PDA through

proximate access. This information should assist decision makers, stakeholders, and the public in evaluating the impact of the investment on a nearby PDA, to determine whether or not the investment should be credited towards the county's PDA minimum investment target. This information must be presented for public review when the CMA board acts on OBAG programming decisions.

- PDA Investment & Growth Strategy: Updates to each county's PDA Investment & Growth Strategy are required every four years and must be adopted by the CMA Board. The updates should be coordinated with the countywide plan and Regional Transportation Plan (RTP) updates to inform RTP development decisions. Interim status reports are required two years after each update to address needed revisions and provide an activity and progress status. See Appendix A-8 for details.
- ▶ Project Selection: County CMAs or substitute agencies are given the responsibility to develop a project selection process. The process should include solicitation of projects, identifying evaluation criteria, conducting outreach, evaluating project applications, and selecting projects.
 - Public Involvement: In selecting projects for federal funding, the decision making authority is responsible for ensuring that the process complies with federal statutes and regulations. In order to ensure that the CMA process for administering OBAG 2 is in compliance with federal regulations, CMAs are required to lead a public outreach process as directed by Appendix A-7.
 - CMAs must adopt a specific scoring methodology for funding allocation to projects within PDAs or Transit Priority Areas (TPAs) that rewards jurisdictions with the most effective housing anti-displacement policies.
 - MTC and the CMAs will conduct an analysis of the impact of this incentive-based scoring methodology on project selection and local anti-displacement and affordable housing production policy development. The findings will be used to inform future planning and funding priorities.
 - Unified Call for Projects: CMAs are requested to issue one unified call for projects for their OBAG 2 program. Final project lists are due to MTC by July 31, 2017, with all associated project information submitted to MTC using the Fund Management System (FMS) by August 31, 2017. On a case-by-case basis and as approved in advance by MTC staff, these deadlines may be waived to allow coordination with other county-wide call for projects or programming needs. The goal is to coordinate the OBAG2 call for projects, and provide project sponsors the maximum time to deliver projects.
 - Project Programming Targets and Delivery Deadlines: CMAs must program their block grant funds over the OBAG 2 period (FY 2017-18 through FY 2021-

22). In general, the expectation is that on-going activities such as CMA planning, non-infrastructure projects and the Preliminary Engineering (PE) phase of projects would use capacity in the first year, followed by the capital phases of project in later years.

- OBAG 2 funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606, or its successor) including the deadlines for Request for Authorization (RFA) submittal and federal authorization/obligation. Additionally, the following funding deadlines apply for each county, with earlier delivery strongly encouraged:
 - At least half of the OBAG 2 funds, must be obligated (federal authorization/FTA Transfer) by January 31, 2020.
 - All remaining OBAG 2 funds must be obligated by January 31, 2023.
- ▶ Performance and Accountability Policies: Jurisdictions need to comply with the following policies, as well as other requirements noted in the document, in order to be eligible recipients of OBAG 2 funds.
 - Adopt a complete streets resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC, incorporating MTC's required complete streets elements as outlined in [MTC's Complete Streets Guidance](#).

Alternatively, to recognize local jurisdiction's efforts to update their general plan circulation element to incorporate the provisions of the 2008 Complete Streets Act in response to the provisions stated in OBAG 1, a jurisdiction may adopt a significant revision to the circulation element of the general plan that complies with the Act after January 1, 2010.

For compliance, a substantial revision of the circulation element, passed after January 1, 2010, shall "...plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan," while complying with the other provisions of CA Government Code Section 65302 and Complete Streets Act of 2008.

The approach above focuses on the adoption of local complete streets resolutions, while acknowledging the jurisdictions that took efforts to update their circulation element in anticipation of future OBAG requirements.

- 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 in order to be eligible to receive OBAG 2 funding.

- Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving OBAG 2 funding must comply with this statute during the entire OBAG 2 funding period or risk deprogramming of OBAG 2 funding.
- General law cities and counties must adopt a surplus land resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC. The resolution must verify that any disposition of surplus land undertaken by the jurisdiction complies with the State Surplus Land Act, as amended by AB 2135, 2014. MTC will issue guidance to assist cities and counties in drafting a resolution to meet this requirement. This guidance will be posted on the OBAG 2 website: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>.

Charter cities do not have to adopt a surplus land resolution unless and until a final court decision is rendered that charter cities are subject to the provisions of the Act.

- For jurisdictions with local public streets and roads, to be eligible for OBAG 2 funding, the jurisdiction must:
 - Have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed);
 - Fully participate in the statewide local streets and road needs assessment survey; and
 - Provide updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with a one-year grace period allowed).
- For a transit agency project sponsor under a Joint Powers Authority (JPA) or district (not under the governance of a local jurisdiction), or an agency where housing and complete streets policies do not apply, the jurisdiction where the project is located (such as station/stop improvements) will need to comply with the policies and other requirements specified in this attachment before funds may be programmed to the project sponsor. However, this is not required if the project is transit/rail agency property such as, track, rolling stock or a transit maintenance facility.
- OBAG 2 funds may not be programmed to any jurisdiction out of compliance with the policies and other requirements specified in this attachment.
- The CMA will be responsible for tracking progress towards all OBAG 2 requirements and affirming to MTC that a jurisdiction is in compliance prior to MTC programming OBAG 2 funds to its projects in the TIP.

CMAAs will provide the following prior to programming projects in the TIP (see Appendix A-10):

- Documentation of the approach used to select OBAG 2 projects including outreach efforts, agency coordination, Title VI compliance, the methodology used for distributing funds within the county, and the specific scoring methodology used for allocating funds to projects within PDAs or TPAs that rewards local jurisdictions with the most effective housing anti-displacement policies;
- The board adopted list of projects recommended for OBAG 2 funding;
- Self-certification that all projects recommended for funding are consistent with the current RTP (including documentation) and have completed project-specific Complete Streets Checklists (including documentation);
- Identification of the Single-Point of Contact assigned by the jurisdiction for all FHWA-funded projects, including OBAG 2 projects;
- Documentation of local jurisdiction compliance with MTC's Complete Streets Policy, including a list of the status of each jurisdiction, a letter from the CMA for each jurisdiction describing how the jurisdiction meets the policy requirements, and supporting documentation for each local jurisdiction (resolutions and/or circulation elements)
- Documentation of local jurisdiction compliance with MTC's Housing Element requirements, including a list of the status of each jurisdiction's Annual Housing Element Progress Report as well as any supporting documentation for each jurisdiction (progress reports and copies of submittal letter to HCD). This documentation will be required annually from CMAAs (April 30 each year) throughout the OBAG 2 programming period;
- Documentation of compliance with the State's Surplus Land Act requirements, for each applicable jurisdiction (copy of adopted resolution).
- Documentation for any projects recommended for funding that apply toward the county's minimum PDA investment target. This includes mapping of all mappable projects (projects with a physical location). For projects that are not physically located within a PDA, the CMA is required to map each project along with the associated PDA(s) and provide a policy justification for designating each project as supporting a PDA through proximate access. CMAAs must also document that this information was used when presenting its program of projects to their board and the public; and
- Self-certification that the PDA Investment and Growth Strategy has been completed and adopted by the CMA Board, or will be adopted in coordination with the RTP update. Documentation of required updates

and interim progress reports must also be submitted by the CMAs throughout the OBAG 2 period.

COUNTY PROGRAMS

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

County CMA Program

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

1. CMA Planning and Outreach

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

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

At their discretion, the CMAs may choose to designate additional funding from their County Program to augment their planning and outreach efforts.

All funding and activities will be administered through an interagency agreement between MTC and the respective CMA.

2. Local Streets and Roads Preservation

This category is for the preservation of local streets and roads on the federal-aid system. To be eligible for funding of any Local Streets and Roads (LSR) preservation project, the jurisdiction

must have a certified Pavement Management Program (StreetSaver® or equivalent). In addition, selected pavement projects should be based on the needs analysis resulting from the established Pavement Management Program (PMP) for the jurisdiction. This requirement ensures that streets selected for investment are cost effective. MTC is responsible for verifying the certification status of jurisdictions. The current certification status of area jurisdictions can be found at <http://www.mtc.ca.gov/services/pmp/>.

Furthermore, to support the collection and analysis of local roads asset conditions for comprehensive regional planning efforts and statewide funding advocacy, a jurisdiction must fully participate in the statewide local streets and road needs assessment survey to be eligible for OBAG 2 funding for pavement rehabilitation.

Eligibility requirements for specific project types are included below:

▶ Pavement Rehabilitation:

All pavement rehabilitation projects, including projects with pavement segments with a Pavement Condition Index (PCI) below 70, must be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP.

▶ Preventive Maintenance:

Only projects where pavement segments have a PCI of 70 or above are eligible for preventive maintenance. Furthermore, the local agency's PMP must demonstrate that the preventive maintenance strategy is a cost effective method of extending the service life of the pavement.

▶ Non-Pavement:

Eligible non-pavement activities and projects include rehabilitation or replacement of existing features on the roadway facility, such as bridge structures, storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps, complete streets elements and features that bring the facility to current standards. Jurisdictions must have a certified PMP to be eligible to receive funding for improvements to non-pavement features.

Activities that are not eligible for funding include: Air quality non-exempt projects (unless granted an exception by MTC staff), new roadways, roadway extensions, right of way acquisition for future expansion, operations, routine maintenance, spot application, enhancements that are above and beyond repair or replacement of existing assets (other than bringing roadway to current standards or implementing complete streets elements) and any pavement application not recommended by the PMP unless otherwise allowed above.

Federal-Aid Eligible Facilities: Federal-aid highways as defined in 23 U.S.C. 101(a)(6) are eligible for local streets and roads preservation funding. A federal-aid highway is a public road that is not classified as a rural minor collector or local road (residential) or lower. Project sponsors must

confirm the eligibility of their roadway through the Highway Performance Monitoring System (HPMS) prior to the application for funding.

3. Bicycle and Pedestrian Improvements

This category funds a wide range of bicycle and pedestrian improvements including Class I, II and III bicycle facilities; cycle tracks; bicycle education, outreach, sharing and parking; sidewalks, ramps, pathways and pedestrian bridges; user safety and supporting facilities; and traffic signal actuation. Bicycle and pedestrian projects may be located on or off the federal-aid highway system.

Additional eligibility requirements will apply to bicycle and pedestrian projects that are funded with CMAQ funds rather than STP funds, given the more limited scope of the CMAQ funding program. According to CMAQ eligibility requirements, bicycle and pedestrian facilities must not be exclusively recreational and should reduce vehicle trips resulting in air pollution reductions. Also, the hours of operation need to be reasonable and support bicycle/pedestrian needs, particularly during commute periods. For example, the policy that a trail be closed to users before sunrise or after sunset may limit users from using the facility during the portions of peak commute hours, particularly during times of the year with shorter days.

4. Transportation for Livable Communities

The purpose of Transportation for Livable Communities (TLC) projects is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, high-density neighborhoods, and transit corridors; enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes rather than the single-occupant automobile.

General project categories include the following:

- Transit station improvements such as plazas, station access, pocket parks, and bicycle parking.
- Transit expansions serving PDAs.
- Complete Streets improvements that improve bicycle and pedestrian access and encourage use of alternative modes.
- Cost-effective, technology-driven active operational management strategies for local arterials and for highways when used to augment other fund sources or match challenge grants.
- Transportation Demand Management (TDM) projects including car sharing, vanpooling traveler coordination and information, and Clipper®-related projects.
- Transit access projects connecting high density housing/jobs/mixed land use to transit, such as bicycle/pedestrian paths and bridges and safe routes to transit.
- Streetscape projects focusing on high-impact, multi-modal improvements or associated with high density housing/mixed use and transit, such as bulb outs, sidewalk widening, crosswalk enhancements, audible signal modification, mid-block crossing and signals, new striping for bicycle lanes and road diets, pedestrian street

- lighting, medians, pedestrian refuges, wayfinding signage, tree grates, bollards, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on-site storm water management, permeable paving, and pedestrian-scaled street furniture including bus shelters, benches, magazine racks, garbage and recycling bins.
- Mobility management and coordination projects that meet the specific needs of seniors and individuals with disabilities and enhance transportation access for populations beyond those served by one agency or organization within a community. Examples include the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals; individualized travel training and trip planning activities for customers; the development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and the operation of transportation brokerages to coordinate providers, funding agencies and passengers. Selected project sponsors may need to transfer the STP/CMAQ funds received to FTA.
 - PDA planning and implementation, including projects that incentivize local PDA transit oriented development housing (within funding eligibility limitations unless exchanged).
 - Density incentives projects and non-transportation infrastructure improvements that include density bonuses, sewer upgrade, land banking or site assembly (these projects require funding exchanges to address federal funding eligibility limitations).

Activities that are not eligible for funding include: air quality non-exempt projects (unless granted an exception by MTC staff), new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

Additional County Programs

In addition to the base County CMA Program, OBAG 2 directs additional funds to the CMAs to distribute to eligible project types. These programs are the Safe Routes to School (SRTS) program, the Federal Aid Secondary Shares Continuation (FAS) program, and for the North Bay Counties, the Priority Conservation Area (PCA) program.

1. Safe Routes to School

Eligible projects for the Safe Routes to School (SRTS) program include infrastructure and non-infrastructure projects that facilitate reduction in vehicular travel to and from schools. It is important to note that this program is funded exclusively by the CMAQ funding program. Given the intent of the CMAQ program to reduce vehicular emissions, the OBAG 2 SRTS program is targeted towards air quality improvement rather than the health or safety of school-aged children. Despite this limitation, project eligibility under CMAQ largely overlaps with typical eligibility requirements for Safe Routes to School programs. Detailed examples of eligible projects are provided below:

Eligible Non-Infrastructure Projects

Public Education and Outreach Activities

- Public education and outreach can help communities reduce emissions and congestion by inducing drivers to change their transportation choices
- Activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, and any other activities that help forward less-polluting transportation options
- Air quality public education messages: Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely
- Non-construction outreach related to safe bicycle use
- Travel Demand Management (TDM) activities including traveler information services, shuttle services, carpools, vanpools, parking pricing, etc.

Eligible Infrastructure Projects

- Constructing bicycle and pedestrian facilities (paths, sidewalks, bike racks, support facilities, etc.), that are not exclusively recreational and reduce vehicle trips
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas
- New construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest
- Traffic calming measures

Exclusions found to be ineligible uses of CMAQ funds

- Walking audits and other planning activities (Upon the CMA's request and availability of funds, STP funds will be provided for these purposes)
- Crossing guards, vehicle speed feedback devices, and traffic control that is primarily oriented to vehicular traffic rather than bicyclists and pedestrians
- Material incentives that lack an educational message or exceed a nominal cost

Within the SRTS program, funding is distributed among the nine Bay Area counties based on K-12 total enrollment for private and public schools as reported by the California Department of Education for FY 2013-14 (see Appendix A-5). SRTS funding distributed to CMAs based on enrollment is not subject to the PDA minimum investment requirements. However, if a CMA chooses to augment the SRTS program with additional funding from their base OBAG 2 County CMA program, this additional funding is subject to the PDA minimum investment requirements.

Before programming projects into the TIP, the CMAs shall provide the SRTS projects, recommended county program scope, budget, schedule, agency roles, and federal funding recipient(s).

In programming the funds in the TIP, project sponsors may consider using non-federal funds to fund SRTS activities ineligible for federal funding. In such instances, the sponsor is allowed to use toll credits for the federal project, conditioned upon a minimum of 11.47% in non-federal funds being dedicated for SRTS activities. Separate accounting of a federalized project and a non-federalized project to fund a single program can be challenging, so care should be taken when using this option.

CMAs with an established SRTS program may choose to program local funds for SRTS projects in lieu of OBAG 2 funds and use the OBAG 2 funding for other eligible OBAG 2 projects. In such instances the local SRTS project(s) must be identified at the time the CMA submits the county OBAG 2 program to MTC and subsequently programmed in the federal TIP.

2. Federal Aid Secondary (FAS) Shares

The Federal Aid Secondary (FAS) program, which directed funding to rural roads, was eliminated in 1991 with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA).

However, California statutes provide for the continuation of minimum funding levels to counties, guaranteeing their prior FAS shares for rural county roads.

The county CMAs are required to ensure the counties receive their guaranteed annual funding through the CMA-managed OBAG county program. The county of San Francisco has no rural roads, and therefore does not receive FAS funding. In addition, the counties of Marin, Napa, and San Mateo may exchange their annual guaranteed FAS funding with state funding from Caltrans, as permitted by state statute. Caltrans takes these federal funds "off the top" before distributing regional STP funds to MTC. The CMAs for these three counties are not required to provide FAS guaranteed funding to these three counties for years in which these counties request such an exchange, as the statutory requirement is met through this exchange with Caltrans.

Counties may access their FAS funding at any time within the OBAG 2 period for any project eligible for STP funding. Guaranteed minimum FAS funding amounts are determined by California's Federal-Aid Secondary Highways Act (California Code § 2200-2214) and are listed in Appendix A-4. This FAS funding is not subject to the minimum PDA investment requirement. Any additional funding provided by the CMAs to the counties from the OBAG 2 county base formula distribution is subject to the minimum PDA investment requirements.

3. Priority Conservation Area (PCA)

The Priority Conservation Area (PCA) Program provides funding for the development of plans and projects to assist in the preservation and enhancement of rural lands and open space.

Generally, eligible projects include PCA planning activities, bicycle and pedestrian access to open space and parklands, visual enhancements and habitat/environmental enhancements.

Specifically, projects must support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands amidst a growing population across the Bay Area, for residents and businesses.

Land acquisition for preservation purposes is not federally eligible, but may be facilitated through CMA-initiated funding exchanges.

The PCA funding program includes one approach for the North Bay program (Marin, Napa, Solano, and Sonoma) and a second for the remaining five counties. In the North Bay, each CMA will receive dedicated funding, lead a county-wide program building on PCA planning conducted to date, and select projects for funding. For the remaining counties, MTC will partner with the Coastal Conservancy, a California State agency, to program the PCA funds. Appendix A-9 outlines the framework for this program including goals, project screening eligibility, eligible sponsors, and project selection.

Any CMA may use additional funding from its base OBAG 2 County Program to expand its dedicated PCA program (North Bay counties), augment grants received from the regionally competitive PCA program (remaining counties), or develop its own county PCA program (all counties).

The PCA program requires a 2:1 minimum non-federal match.

As a part of the update to *Plan Bay Area*, MTC is exploring implementing a Regional Advance Mitigation Planning (RAMP) Program. RAMP would mitigate certain environmental impacts from multiple planned transportation projects, rather than mitigating on a less-efficient per-project level. Partnering arrangements can be established to leverage multiple fund sources in order to maximize benefits of the RAMP and PCA programs. As such, PCA funds may be used to deliver net environmental benefits to a RAMP program project.

In instances where federal funds may not be used for this purpose, sponsors may exchange OBAG 2 funds with eligible non-federal funds. Such exchanges must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331).

Appendix A-1

OBAG 2 Program Categories FY 2017-18 through FY 2019-22 July 27, 2016

Program Categories

Regional Program		OBAG 1		OBAG 2	
Regional Categories		Regional Distribution		% Share	Amount
		\$499.3		476.5	
1	Regional Planning Activities	2%	\$8.5	2%	9.6
2	Pavement Management Program	2%	\$9.1	2%	9.3
3	Regional PDA Planning & Implementation	4%	\$20.0	5%	20.0
4	Climate Initiatives	4%	\$22.3	5%	23.0
5	Priority Conservation Area	2%	\$9.5	4%	16.4
6	Regional Active Operational Management	37%	\$183.5	39%	179.0
7	Transit Capital Priorities	40%	\$201.4	43%	189.3
		\$454.3		Regional Program Total: 52% 446.5	

Local Categories		OBAG 1		OBAG 2	
		\$45.0		30.0	
8	Local PDA Planning (within county program for OBAG 2)	4%	\$20.0		
	Safe Routes To School (Moved to county program for OBAG 2)	5%	\$25.0		
	Federal-Aid Secondary - FAS (within county program for OBAG 2)	-	-		
	Local Housing Production Incentive	-	-		
		9%		Local Program Total: 3% 30.0	

County Program			OBAG 1			OBAG 2						
Population			Base Formula STP/CMAQ/TE *	Final Distribution Including SRTS & PDA		Base Formula **	SRTS ***	FAS ***	Final Adjusted Distribution Including SRTS & FAS ****			
Counties												
1	Alameda	21.2%	19.6%	\$64.1	19.7%	\$73.4	20.0%	\$69.7	\$5.3	\$1.8	19.9%	\$76.7
2	Contra Costa	14.6%	14.1%	\$46.0	14.2%	\$52.9	14.6%	\$50.8	\$4.1	\$1.3	14.6%	\$56.1
3	Marin	3.4%	3.3%	\$10.7	3.3%	\$12.3	2.6%	\$9.2	\$0.9	\$0.8	2.8%	\$10.9
4	Napa	1.9%	2.3%	\$7.4	2.3%	\$8.7	1.6%	\$5.5	\$0.5	\$1.2	2.2%	\$8.2
5	San Francisco	11.3%	12.0%	\$39.3	11.7%	\$43.5	13.4%	\$46.5	\$1.8	\$0.0	12.4%	\$48.2
6	San Mateo	10.0%	8.3%	\$27.2	8.4%	\$31.2	8.4%	\$29.3	\$2.4	\$0.9	8.4%	\$32.5
7	Santa Clara	25.2%	27.3%	\$89.3	27.2%	\$101.4	27.5%	\$95.8	\$6.9	\$1.7	26.9%	\$104.1
8	Solano	5.7%	6.0%	\$19.5	5.9%	\$22.1	5.2%	\$18.3	\$1.5	\$1.5	5.5%	\$21.2
9	Sonoma	6.6%	7.3%	\$23.8	7.2%	\$26.9	6.6%	\$22.9	\$1.7	\$3.3	7.2%	\$27.7
Total:				\$327.4		\$372.4		\$348.0	\$25.0	\$12.5	45%	\$385.5

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OBAG Total:	OBAG 1:	\$827	OBAG 2:	\$862
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- * **OBAG 1:** In OBAG 1, the county CMA's received \$327 M with \$18 M in RTIP-TE and \$309 M in STP/CMAQ. RTIP-TE funding is no longer part of OBAG 2
- ** **Base:** Unadjusted raw county base formula amount
- *** **SRTS:** SRTS moved to County Program and distributed based on FY 2013-14 K-12 school enrollment
- *** **FAS:** Federal-Aid Secondary (FAS) distributed based by statutory requirements. San Francisco has no rural roads and therefore is not subject to State Statute requirements
- **** **OBAG2:** Final county distribution rounded to nearest \$1,000 and includes SRTS & FAS and adjusted so a county CMA's base planning is no more than 50% of total

Appendix A-2

OBAG 2 County Fund Distribution FY 2017-18 through FY 2021-22 July 27, 2016

OBAG 2 - County Funding Formula Distribution

County	Total County Distribution *	OBAG 2 Adjusted Base **	PDA Percentage	PDA/Anywhere Split	PDA	Anywhere
Alameda	\$76,655,000	\$69,728,000	70%	70/30	\$48,810,000	\$27,845,000
Contra Costa	\$56,136,000	\$50,846,000	70%	70/30	\$35,592,000	\$20,544,000
Marin	\$10,870,000	\$9,194,000	50%	50/50	\$4,597,000	\$6,273,000
Napa	\$8,150,000	\$5,501,000	50%	50/50	\$2,751,000	\$5,399,000
San Francisco	\$48,183,000	\$46,514,000	70%	70/30	\$32,560,000	\$15,623,000
San Mateo	\$32,545,000	\$29,339,000	70%	70/30	\$20,537,000	\$12,008,000
Santa Clara	\$104,073,000	\$95,758,000	70%	70/30	\$67,031,000	\$37,042,000
Solano	\$21,177,000	\$18,253,000	50%	50/50	\$9,127,000	\$12,050,000
Sonoma	\$27,723,000	\$22,867,000	50%	50/50	\$11,434,000	\$16,289,000
Total:	\$385,512,000	\$348,000,000			\$232,439,000	\$153,073,000

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* Total county distribution including SRTS, FAS and planning adjustment

** OBAG 2 adjusted base county amount subject to PDA investment - does not include SRTS, FAS or PCA. Rounded to thousands and adjusted to ensure a county's base planning activity is no more than 50% of the total distribution

Appendix A-3

OBAG 2 Planning & Outreach FY 2017-18 through FY 2021-22 November 18, 2015

OBAG 2 - County CMA Planning

County	Agency	2.0%	OBAG 2 County CMA Planning - Base *					Total
		2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	
Alameda	ACTC	\$1,034,000	\$1,055,000	\$1,076,000	\$1,097,000	\$1,119,000	\$1,142,000	\$5,489,000
Contra Costa	CCTA	\$818,000	\$834,000	\$851,000	\$868,000	\$885,000	\$904,000	\$4,342,000
Marin	TAM	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
Napa	NCTPA	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
San Francisco	SFCTA	\$753,000	\$768,000	\$783,000	\$799,000	\$815,000	\$832,000	\$3,997,000
San Mateo	SMCCAG	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
Santa Clara	VTA	\$1,145,000	\$1,168,000	\$1,191,000	\$1,215,000	\$1,239,000	\$1,265,000	\$6,078,000
Solano	STA	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
Sonoma	SCTA	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
County CMAs Total:		\$7,350,000	\$7,495,000	\$7,646,000	\$7,799,000	\$7,953,000	\$8,123,000	\$39,016,000

OBAG 2 - Regional Planning

	2.0%	OBAG 2 Regional Agency Planning - Base *					Total
	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	
Regional Planning Total:	\$1,800,000	\$1,835,000	\$1,873,000	\$1,910,000	\$1,948,000	\$1,989,000	\$9,555,000

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* 2% escalation from FY 2016-17 Planning Base

\$48,571,000

Appendix A-4

OBAG 2 Federal-Aid Secondary FY 2017-18 through FY 2021-22 November 18, 2015

OBAG 2 - Federal-Aid Secondary (FAS)

County	FAS			Total OBAG 2 Rounded
	Regional Percentage	Annual FAS Funding *	5-Year FAS Funding	
Alameda	14.2%	\$355,761	\$1,778,805	\$1,779,000
Contra Costa	10.7%	\$268,441	\$1,342,205	\$1,343,000
Marin	6.7%	\$167,509	\$837,545	\$838,000
Napa	9.5%	\$237,648	\$1,188,240	\$1,189,000
San Francisco **	0.0%	\$0	\$0	\$0
San Mateo	7.1%	\$178,268	\$891,340	\$892,000
Santa Clara	13.6%	\$340,149	\$1,700,745	\$1,701,000
Solano	12.0%	\$301,159	\$1,505,795	\$1,506,000
Sonoma	26.1%	\$652,790	\$3,263,950	\$3,264,000
Total:	100.0%	\$2,501,725	\$12,508,625	\$12,512,000

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* As provided by Caltrans per State Statute

** San Francisco has no rural roads

Appendix A-5

OBAG 2 Safe Routes to School County FY 2017-18 through FY 2021-22 November 18, 2015

OBAG 2 - Safe Routes To School County Distribution

County	Public School Enrollment (K-12) *	Private School Enrollment (K-12) *	Total School Enrollment (K-12) *	FY 2013-14 Percentage	Total OBAG 2 Rounded
Alameda	222,681	24,036	246,717	21.4%	\$5,340,000
Contra Costa	173,020	15,825	188,845	16.4%	\$4,088,000
Marin	32,793	7,104	39,897	3.5%	\$864,000
Napa	20,868	2,913	23,781	2.1%	\$515,000
San Francisco	58,394	24,657	83,051	7.2%	\$1,797,000
San Mateo	94,667	15,927	110,594	9.6%	\$2,394,000
Santa Clara	276,175	41,577	317,752	27.5%	\$6,878,000
Solano	63,825	4,051	67,876	5.9%	\$1,469,000
Sonoma	70,932	5,504	76,436	6.6%	\$1,655,000
Total:	1,013,355	141,594	1,154,949	100%	\$25,000,000

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* From California Department of Education for FY 2013-14

Appendix A-6

OBAG 2 Priority Conservation Area FY 2017-18 through FY 2021-22 November 18, 2015

OBAG 2 - Priority Conservation Area (PCA)

PCA Program	Total OBAG 2
Northbay Program	
Marin	\$2,050,000
Napa	\$2,050,000
Solano	\$2,050,000
Sonoma	\$2,050,000
Subtotal:	\$8,200,000
Remaining Counties Competitive Program	
Subtotal:	\$8,200,000
Total	
Total:	\$16,400,000

Appendix A-7: OBAG 2 – CMA One Bay Area Grant County Program Outreach

The Metropolitan Transportation Commission (MTC) delegates authority for the county program project selection to the nine Bay Area Congestion Management Agencies (CMAs). The existing relationships the CMAs have with local jurisdictions, elected officials, transit agencies, community organizations and stakeholders, and members of the public within their respective counties make them best suited for this role. As one of the requirements for distributing federal transportation funding, MTC expects the CMAs to plan and execute an effective public outreach and local engagement process during development of the PDA Investment and Growth Strategy and the solicitation and project selection for the OBAG 2 program. CMAs also serve as the main point of contact for local sponsoring agencies and members of the public submitting projects for consideration for inclusion in the Transportation Improvement Program (TIP).

To comply with federal regulations, the CMAs must conduct a transparent process for the Call for Projects, and include the following activities:

1. Public Involvement and Outreach

Conduct countywide outreach to stakeholders and the public to solicit project ideas.

CMAs are expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 4174), which can be found at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan> . CMAs are expected at a minimum to:

- Execute effective and meaningful local engagement efforts during the call for projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, and the public through the project solicitation process;
- Explain the local call for projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to be made on the list of projects to be submitted to MTC;
- Hold public meetings and/or workshops at times that are conducive to public participation to solicit public input on project ideas to submit;
- Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations at <http://mtc.ca.gov/about-mtc/public-participation/get-language-assistance>;
- Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting; and
- Hold public meetings in central locations that are accessible for people with disabilities and by public transit.

Document the outreach effort undertaken for the local call for projects. CMAs are to provide MTC with a:

- Description of how the public was involved in the process for nominating and/or commenting on projects selected for OBAG 2 funding.

2. Agency Coordination

- **Work closely with local jurisdictions, transit agencies, MTC, Caltrans, federally recognized tribal governments, and stakeholders to identify projects for consideration in the OBAG 2 Program.** CMAs will assist with agency coordination by:

- Communicating this call for projects guidance to local jurisdictions, transit agencies, federally recognized tribal governments, and other stakeholders.
- Documenting the steps taken to engage the above-listed organizations.

3. Title VI Responsibilities

- **Ensure the public involvement process provides underserved communities access to the project submittal process in compliance with Title VI of the Civil Rights Act of 1964.**

- Assist community-based organizations, communities of concern, and any other underserved community interested in having projects submitted for funding.
- Remove barriers for persons with limited-English proficiency to have access to the project submittal process.
- Document the steps taken to engage underserved communities.
- For Title VI outreach strategies, please refer to MTC's Public Participation Plan found at: <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>.
- Additional resources are available at:
 - i. <http://www.fhwa.dot.gov/civilrights/programs/tvi.htm>
 - ii. http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI
 - iii. http://www.mtc.ca.gov/get_involved/rights/index.htm

Appendix A-8: PDA Investment & Growth Strategy

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

(1) Engaging Regional/Local Agencies

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

(2) Planning Objectives – to Inform Project Priorities

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

The second round of PDA Investment & Growth Strategies will assess local jurisdiction success approving sufficient housing at all income levels. They will also, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals¹. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently has few moderate- or low-income households, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization.

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

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

(3) Establishing Local Funding Priorities

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

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

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

Process/Timeline

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

APPENDIX A-9: Priority Conservation Area (PCA) Program

Program Goals and Eligible Projects

The goal of the Priority Conservation Area (PCA) Program is to support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands and open space in the Bay Area, for residents and businesses. These values include globally unique ecosystems, productive agricultural lands, recreational opportunities, urban greening, healthy fisheries, and climate protection (mitigation and adaptation), among others.

The PCA Program should also be linked to SB 375 goals which direct MPOs to prepare sustainable community strategies which consider resource areas and farmland in the region as defined in Section 65080.01. One purpose of the PCA program is to reinforce efforts to target growth in existing neighborhoods (PDAs), rather than allowing growth to occur in an unplanned “project-by-project” approach.

The PCA program is split into two elements:

1. North Bay Program (\$8 million)
2. Peninsula, Southern and Eastern Counties Program (\$8 million)

The North Bay program framework is to be developed by the four North Bay county Congestion Management Agencies (CMAs), building on their PCA planning and priorities carried out to date. Project eligibility is limited by the eligibility of federal surface transportation funding; unless the CMA can exchange these funds or leverage new fund sources for their programs.

The Peninsula, Southern and Eastern Counties Program will be administered by the Coastal Conservancy* in partnership with MTC based on the proposal provided below. The table below outlines screening criteria, eligible applicants, and the proposed project selection and programming process for the Peninsula, Southern and Eastern Counties.

Funding Amount	<ul style="list-style-type: none"> • \$8 million
Screening Criteria	<ul style="list-style-type: none"> • PCA Designation: Eligible projects must be within a designated PCA. The list of adopted PCAs can be found at: http://abag.ca.gov/priority/conservation/. • Regionally Significant: Indicators of regional significance include a project’s contribution to goals stated in regional habitat, agricultural or open space plans (i.e. <i>San Francisco Bay Area Upland Habitat Goals Project Report</i> at http://www.bayarealands.org/reports/), countywide Plans or ABAG’s PCA designations. Applicants should describe who will benefit from the project and the regional (greater-than-local) need it serves. • Open Space Protection In Place: Linkages to or location in a Greenbelt area that is policy protected from development. Land acquisition or easement projects would be permitted in an area without open space policy protections in place. • Non-Federal Local Match: 2:1 minimum match

	<ul style="list-style-type: none"> • Meets Program Goals: Projects that meet one of the following program goals (subject to funding eligibility—see below): <ul style="list-style-type: none"> ○ Protects or enhances “resource areas” or habitats as defined in California Government Code § 65080.01(a). ○ Provides or enhances bicycle and pedestrian access to open space / parkland resources. Notable examples are the Bay and Ridge Trail Systems. ○ Supports the agricultural economy of the region. ○ Includes existing and potential urban green spaces that increase habitat connectivity, improve community health, capture carbon emissions, and address stormwater.
<p>Eligible Applicants</p>	<ul style="list-style-type: none"> • Local governments (cities, counties, towns), county congestion management agencies, tribes, water/utility districts, resource conservation districts, park and/or open space districts, land trusts and other land/resource protection nonprofit organizations in the nine-county San Francisco Bay Area are invited to nominate projects. Applicants are strongly encouraged to collaborate and partner with other entities on the nomination of projects, and partnerships that leverage additional funding will be given higher priority in the grant award process. Partnerships are necessary with cities, counties, or CMAs in order to access federal funds. Federally-funded projects must have an implementing agency that is able to receive a federal-aid grant (master agreement with Caltrans).
<p>Emphasis Areas / Eligible Projects</p>	<p>Eligible Projects</p> <ol style="list-style-type: none"> 1. Planning Activities 2. Pedestrian and Bicycle Facilities/ Infrastructure: On-road and off-road trail facilities, sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming, lighting and other safety related infrastructure, and ADA compliance, conversion and use of abandoned rail corridors for pedestrians and bicyclists. 3. Visual Enhancements: Construction of turnouts, overlooks and viewing areas. 4. Habitat / Environmental Enhancements: Vegetation management practices in transportation rights-of-way, reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats, mitigation of transportation project environmental impacts funded through the federal-aid surface transportation program. 5. Protection (Land Acquisition or Easement) or Enhancement of Natural Resources, Open Space or Agricultural Lands: Parks and

	<p>open space, staging areas or environmental facilities; or natural resources, such as listed species, identified priority habitat, wildlife corridors, wildlife corridors watersheds, or agricultural soils of importance.</p> <p>6. Urban Greening: Existing and potential green spaces in cities that increase habitat connectivity, improve community health, capture carbon emissions, and address stormwater.</p> <p>Note: MTC encourages PCA project applicants to partner with other agencies and programs to leverage other funds in order to maximize benefits. As such, PCA funded projects may become eligible to deliver net environmental benefits to a future Regional Advance Mitigation Planning (RAMP) program project, above any required mitigation requirements. Note that such projects may need to rely on funding exchanges with eligible non-federal funds because most land acquisition and habitat restoration projects that are not mitigation for transportation projects are not eligible for federal transportation funds. Any such funding exchange must be consistent with MTC’s fund exchange policy (MTC Resolution No. 3331).</p>
<p>Project Selection</p>	<p>Coastal Conservancy Partnership Program: MTC will provide \$8 million of federal transportation funds which will be combined with the Coastal Conservancy’s own program funds in order to support a broader range of projects (i.e. land acquisition and easement projects) than can be accommodated with federal transportation dollars alone. The Coastal Conservancy, MTC, and ABAG staff will cooperatively manage the call for projects. This approach would harness the expertise of the Coastal Conservancy, expand the pool of eligible projects, and leverage additional resources through the Coastal Conservancy.</p>

*The Coastal Conservancy is a state agency and the primary public land conservation funding source in the Bay Area, providing funding for many different types of land conservation projects. For more information see <http://scc.ca.gov/>.

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

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

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

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

CMA Call for Projects Guidance: Appendix A-7

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

PDA Investment and Growth Strategy: Appendix A-8

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

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

c. Has the CMA governing board adopted the final Investment and Growth Strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Has the CMA's staff or consultant designee participated in TAC meetings established through the local jurisdiction's planning processes funded through the regional PDA planning program?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Has the CMA worked with MTC and ABAG staff to confirm that regional policies are addressed in PDA plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Planning Objectives to Inform Project Priorities	YES	NO	N/A
a. Has the CMA kept itself apprised of ongoing transportation and land-use planning efforts throughout the county?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the CMA encouraged local agencies to quantify transportation infrastructure needs and costs as part of their planning processes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the CMA encouraged and supported local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA?			
1. Has the CMA received and reviewed information submitted to the CMA by ABAG on the progress that local jurisdictions have made in implementing their housing element objectives and identifying current local housing policies that encourage affordable housing production and/or community stabilization?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. In all updates of its PDA Investment & Growth Strategy, has the CMA assessed local jurisdiction efforts in approving sufficient housing for all income levels through the RHNA process and, where appropriate, assisted local jurisdictions in implementing local policy changes to facilitate achieving these goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Using guidance issued by MTC, has the Investment & Growth Strategy fully addressed items in C1 and C2, above?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. Establishing Local Funding Priorities	YES	NO	N/A
a. Has the CMA developed funding guidelines for evaluating OBAG 2 projects that support multi-modal transportation priorities based on connections to housing, jobs and commercial activity and that emphasize the following factors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1. Projects located in high impact project areas – favorably consider projects in high impact areas, defined as:			
a) PDAs taking on significant housing growth (total number of units) in the Sustainable Communities Strategy (SCS), including RHNA allocations, as well as housing production, especially those PDAs that are delivering large numbers of very low, low and moderate income housing units;			
b) Dense job centers in proximity to transit and housing (both current levels and those included in the SCS) especially those which are supported by reduced parking requirements and Travel Demand Management (TDM) programs;			
c) Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.).			
2. Projects located in Communities of Concern (COC) as defined by MTC:			
a) CMAs may also include additional COCs beyond those defined by MTC, such as those defined by the CMAs according to local priorities or Community Based Transportation Plans.			

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

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

c. Has the CMA provided a status report on their PDA Investment & Growth Strategy (required two years after the adoption of a PDA Investment and Growth Strategy)?

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

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

PDA Policies

5. PDA Minimum Investment Targets	YES	NO	N/A
a. Has the CMA met its minimum PDA investment target (70% for Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara and 50% for Marin, Napa, Sonoma, and Solano)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the CMA defined the term “proximate access,” for projects located outside of a PDA that should be counted towards the county’s minimum PDA investment target?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the CMA designated and mapped projects recommended for funding that are not geographically within a PDA but provide “proximate access” to a PDA, along with policy justifications for those determinations, and presented this information for public review when the CMA board acts on OBAG 2 programming decisions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Has the CMA submitted the documentation from items 5a-c, above, to MTC as part of this Checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Project Selection Policies

6. Project Selection	YES	NO	N/A
a. Has the CMA documented and submitted the approach used to select OBAG 2 projects including outreach, coordination, and Title VI compliance?	(See 1 & 2)		
b. Has the CMA issued a unified call for projects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the CMA submitted a board adopted list of projects to MTC by July 31, 2017?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Does the CMA acknowledge that all selected projects must be submitted into MTC’s Fund Management System (FMS) along with a Resolution of Local Support no later than August 31, 2017?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

-
- e. Does the CMA affirm that the projects recommended for funding meet the following requirements?
1. Are consistent with the current Regional Transportation Plan (Plan Bay Area);
 2. Have completed project-specific Complete Streets Checklists;
-
- f. Does the CMA acknowledge the that OBAG 2 funding is subject to MTC's Regional Project Delivery Policy (Resolution No. 3606, or successor resolution) in addition to the following OBAG 2 deadlines?
1. Half of the CMA's OBAG 2 funds, must be obligated by January 31, 2020; and
 2. All remaining OBAG 2 funds must be obligated by January 31, 2023.
-

Performance and Accountability Policies

7. Ensuring Local Compliance	YES	NO	N/A
a. Has the CMA received confirmation that local jurisdictions have met the Performance and Accountability Policies requirements related to Complete Streets, local Housing Elements, surplus lands (general law cities and counties only unless and until a final court decision is rendered that charter cities are subject to the provisions of the State Surplus Land Act), local streets and roads, and transit agency project locations as set forth in pages 18-21 of MTC Resolution 4202? <i>Note: CMAs can use the Local Jurisdiction OBAG 2 Requirement Checklist to help fulfill this requirement.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the CMA affirmed to MTC that a jurisdiction is in compliance with the requirements of MTC Resolution 4202 prior to programming OBAG 2 funds to its projects in the TIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8. Completion of Checklist	YES	NO	N/A
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Has the CMA completed all section of this checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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If the CMA has checked "NO" or "N/A" to any checklist items, please include which item and a description below as to why the requirement was not met or is considered Not Applicable:

Attachments

- Documentation of CMA efforts for public outreach, agency coordination, and Title VI compliance (Checklist Items 1, 2).
- Documentation of CMA compliance with PDA minimum investment targets, including documentation that the information was presented to the public during the decision-making process (Checklist Item 6).

Review and Approval of Checklist

This checklist was prepared by:

Signature

Date

Name & Title (print)

Phone

Email

This checklist was approved for submission to MTC by:

Signature

Date

CMA Executive Director

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

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

The intent of this checklist is to delineate the requirements for local jurisdictions included in the OBAG Grant Program (Resolution No. 4202), as adopted by MTC on November 18, 2015. This checklist must be completed by local jurisdictions and submitted to the CMA to certify compliance with the OBAG 2 requirements listed in MTC Resolution No. 4202. MTC will not take action to program projects for a local jurisdiction until the CMA affirms that the jurisdiction has met all requirements included in OBAG 2.

1. Compliance with the Complete Streets Act of 2008	YES	NO	N/A
a. Has the jurisdiction met MTC’s Complete Street Requirements for OBAG 2 prior to the CMA submitting its program to MTC through either of the following methods? <ol style="list-style-type: none"> 1. Adopting a Complete Streets resolution incorporating MTC’s nine required complete streets elements; or 2. Adopting a significant revision to the General Plan Circulation Element after January 1, 2010 that complies with the California Complete Streets Act of 2008. 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the jurisdiction submitted documentation of compliance with Item a. (copy of adopted resolution or circulation element) to the CMA as part of this Checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the jurisdiction submitted a Complete Streets Checklist for any project for which the jurisdiction has applied for OBAG 2 funding?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Housing Element Certification	YES	NO	N/A
a. Has the jurisdiction’s General Plan Housing Element been certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA prior to May 31, 2015? If not, has the jurisdiction’s Housing Element been fully certified by HCD by June 30, 2016?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the jurisdiction submitted the latest Annual Housing Element Report to HCD by April 1, 2016?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

c. Does the jurisdiction acknowledge that the Annual Housing Element Report must be submitted to HCD each year through the end of the OBAG 2 program (FY22) in order to be eligible to receive funding?

d. Has the jurisdiction submitted documentation of compliance with Item 2 (copy of certified housing element or annual report, or letter of compliance from HCD) to the CMA as part of this Checklist?

3. Surplus Land Act

a. Has the jurisdiction met MTC’s Surplus Land Requirements for OBAG 2 prior to the CMA submitting its program, through adoption of a resolution demonstrating compliance with the State’s Surplus Land Act (AB 2135 amended)? Resolution requirement applies only to general law cities and counties unless and until a final court decision is rendered that charter cities must comply with the provisions of this Act.

4. Local Streets and Roads

YES NO N/A

a. Does the jurisdiction have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed)?

b. Does the jurisdiction fully participate in the statewide local streets and roads needs assessment survey?

c. Does the jurisdiction provide updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with a one-year grace period allowed)?

5. Projects Sponsored by Other Agencies

YES NO N/A

a. Does the jurisdiction acknowledge that the jurisdiction in which a project is located must comply with OBAG 2 requirements (MTC Resolution No. 4202) in order for any project funded with OBAG 2 funds to be located within the jurisdiction, even if the project is sponsored by an outside agency (such as a transit agency)?

6. Regional Project Delivery Requirements	YES	NO	N/A
a. Does the jurisdiction acknowledge that it must comply with the regional Project Delivery Policy and Guidance requirements (MTC Resolution No. 3606) in the implementation of the project, and that the jurisdiction must identify and maintain a Single Point of Contact for all projects with FHWA-administered funding?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. Completion of Checklist	YES	NO	N/A
Has the jurisdiction completed all sections of this checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If the jurisdiction has checked "NO" or "N/A" to any of the above questions, please provide an explanation below as to why the requirement was not met or is considered not applicable:

Attachments

- Documentation of local jurisdiction's compliance with MTC's Complete Streets Requirements, including copy of adopted resolution or circulation element (Checklist Item 1).
- Documentation of compliance with MTC's Housing Element Requirements, such as a copy of certified housing element or annual report, or a letter of compliance from HCD (Checklist Item 2).
- Documentation of compliance with the State's Surplus Land Act, such as a copy of the adopted resolution (Checklist Item 3). This requirement applies only to general law cities and counties unless and until a final court decision is rendered that charter cities must comply with the provisions of this Act.

Review and Approval of Checklist

This checklist was prepared by:

Signature

Date

Name & Title (print)

Phone

Email

This checklist was approved for submission to <INSERT NAME>City/County by:

Signature

Date

City Manager/Administrator or designee

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
July 2016

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C
 Revised: 07/27/16-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL OBAG 2 STP/CMAQ
OBAG 2 REGIONAL PROGRAMS			
1. REGIONAL PLANNING ACTIVITIES			
Regional Planning	Regionwide	MTC	\$9,555,000
1. REGIONAL PLANNING ACTIVITIES			TOTAL: \$9,555,000
2. PAVEMENT MANAGEMENT PROGRAM			
Pavement Management Program	Regionwide	MTC	\$1,500,000
Pavement Technical Advisory Program (PTAP)	Regionwide	MTC	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	Regionwide	MTC/Caltrans	\$250,000
2. PAVEMENT MANAGEMENT PROGRAM			TOTAL: \$9,250,000
3. PDA PLANNING & IMPLEMENTATION			
PDA Planning and Implementation	Regionwide	MTC	\$18,500,000
Community-Based Transportation Plan (CBTP) Updates	Regionwide	MTC	\$1,500,000
3. PDA PLANNING & IMPLEMENTATION			TOTAL: \$20,000,000
4. CLIMATE INITIATIVES			
Climate Initiatives Program of Projects	TBD	TBD	\$22,000,000
Spare the Air Youth Program	Regionwide	MTC	\$1,000,000
4. CLIMATE INITIATIVES			TOTAL: \$23,000,000
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
AOM Implementation	Regionwide	MTC	\$22,500,000
511 Next Gen	Regionwide	MTC	\$39,000,000
Rideshare	Regionwide	MTC	\$10,000,000
Bay Bridge Forward	Regionwide	MTC	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Alameda	AC Transit	\$1,200,000
Pilot Transbay Express Bus Routes	Alameda	AC Transit	\$800,000
Eastbay Commuter Parking	Alameda	MTC	\$1,500,000
Casual Carpool in San Francisco and along I-80	SF/Alameda	MTC	\$1,000,000
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Contra Costa	WestCat	\$2,000,000
Ferry Service Enhancement Pilot (pending exchange)	Various	WETA	\$2,500,000
Columbus Day Initiative (CDI)	Regionwide	MTC	
Freeway Performance	Regionwide	MTC	\$43,500,000
Arterial/Transit Performance	Regionwide	MTC	\$18,000,000
Connected Vehicles/Shared Mobility	Regionwide	MTC	\$5,000,000
Transportation Management System	Regionwide	MTC	
Field Equipment Devices O&M	Regionwide	MTC	\$19,000,000
Incident Management	Regionwide	MTC	\$13,000,000
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			TOTAL: \$179,000,000
6. TRANSIT CAPITAL PRIORITIES			
BART Car Replacement/Expansion	Various	BART	\$150,000,000
Clipper	Regionwide	MTC	\$20,000,000
<i>Unprogrammed Balance</i>			\$19,283,000
6. TRANSIT CAPITAL PRIORITIES			TOTAL: \$189,283,000
7. PRIORITY CONSERVATION AREA (PCA)			
<i>Regional Peninsula, Southern and Eastern Counties PCA Program</i>			
Peninsula, Southern and Eastern Counties PCA Program	TBD	MTC/CCC	\$8,200,000
<i>Local Northbay PCA Program</i>			
Marin PCA Program	Marin	TAM	\$2,050,000
Napa PCA Program	Napa	NCTPA	\$2,050,000
Solano PCA Program	Solano	STA	\$2,050,000
Sonoma PCA Program	Sonoma	SCTA	\$2,050,000
7. PRIORITY CONSERVATION AREA (PCA)			TOTAL: \$16,400,000
8. LOCAL HOUSING PRODUCTION INCENTIVE			
Local Housing Production Incentive	TBD	TBD	\$30,000,000
8. LOCAL HOUSING PRODUCTION INCENTIVE			TOTAL: \$30,000,000
OBAG 2 REGIONAL PROGRAMS			TOTAL: \$476,488,000

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
July 27, 2016

MTC Res. No. 4202 Attachment B-2
 Adopted: 11/18/15-C
 Revised: 07/27/16-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS			
ALAMEDA COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Alameda	ACTC	\$5,489,000
Federal Aid Secondary (FAS)	Alameda	Alameda County	\$1,779,000
Safe Routes To School (SRTS)	Alameda	ACTC/Various	\$5,340,000
TBD	Alameda	TBD	\$64,047,000
ALAMEDA COUNTY			TOTAL: \$76,655,000
CONTRA COSTA COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Contra Costa	CCTA	\$4,343,000
Federal Aid Secondary (FAS)	Contra Costa	Contra Costa County	\$1,343,000
Safe Routes To School (SRTS)	Contra Costa	CCTA/Various	\$4,088,000
TBD	Contra Costa	TBD	\$46,362,000
CONTRA COSTA COUNTY			TOTAL: \$56,136,000
MARIN COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Marin	TAM	\$3,822,000
Federal Aid Secondary (FAS)	Marin	Marin County	\$838,000
Safe Routes To School (SRTS)	Marin	TAM/Various	\$864,000
TBD	Marin	TBD	\$5,346,000
MARIN COUNTY			TOTAL: \$10,870,000
NAPA COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Napa	NCTPA	\$3,822,000
Federal Aid Secondary (FAS)	Napa	Napa County	\$1,189,000
Safe Routes To School (SRTS)	Napa	NCTPA/Various	\$515,000
TBD	Napa	TBD	\$2,624,000
NAPA COUNTY			TOTAL: \$8,150,000
SAN FRANCISCO COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	San Francisco	SFCTA	\$3,998,000
Safe Routes To School (SRTS)	San Francisco	SFCTA/Various	\$1,797,000
TBD	San Francisco	TBD	\$42,388,000
SAN FRANCISCO COUNTY			TOTAL: \$48,183,000
SAN MATEO COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	San Mateo	CCAG	\$3,822,000
Federal Aid Secondary (FAS)	San Mateo	San Mateo County	\$892,000
Safe Routes To School (SRTS)	San Mateo	CCAG/Various	\$2,394,000
TBD	San Mateo	TBD	\$25,437,000
SAN MATEO COUNTY			TOTAL: \$32,545,000
SANTA CLARA COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Santa Clara	VTA	\$6,078,000
Federal Aid Secondary (FAS)	Santa Clara	Santa Clara County	\$1,701,000
Safe Routes To School (SRTS)	Santa Clara	VTA/Various	\$6,878,000
TBD	Santa Clara	TBD	\$89,416,000
SANTA CLARA COUNTY			TOTAL: \$104,073,000
SOLANO COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Solano	STA	\$3,822,000
Federal Aid Secondary (FAS)	Solano	Solano County	\$1,506,000
Safe Routes To School (SRTS)	Solano	STA/Various	\$1,469,000
TBD	Solano	TBD	\$14,380,000
SOLANO COUNTY			TOTAL: \$21,177,000
SONOMA COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Sonoma	SCTA	\$3,822,000
Federal Aid Secondary (FAS)	Sonoma	Sonoma County	\$3,264,000
Safe Routes To School (SRTS)	Sonoma	SCTA/Various	\$1,655,000
TBD	Sonoma	TBD	\$18,982,000
SONOMA COUNTY			TOTAL: \$27,723,000
OBAG 2 COUNTY PROGRAMS			TOTAL: \$385,512,000

APPENDIX A – 17

Regional Policies: Project Funding and Specific Funding Programs

**Policies, Procedures, Project Selection Criteria and
Program of Projects for the 2016 Regional
Transportation Improvement Program (RTIP)
for the San Francisco Bay Area**

MTC Resolution No. 4208



Date: September 23, 2015
W.I.: 1515
Referred by: PAC
Revised: 12/16/15-C
03/23/16-C

ABSTRACT

Resolution No. 4208, Revised

This resolution adopts the policies, procedures, project selection criteria, and program of projects for the 2016 Regional Transportation Improvement Program (RTIP) for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 45 (Chapter 622, Statutes 1997).

- Attachment A – Policies, Procedures and Project Selection Criteria for the 2016 RTIP (with appendices)
- Attachment B – 2016 RTIP Program of Projects
- Attachment C – STIP Amendment / Extension Rules and Procedures

This resolution was revised on December 16, 2015, to include Attachment B – 2016 RTIP Program of Projects.

Attachment B – 2016 RTIP Program of Projects, was revised by Commission action on March 23, 2016, to address STIP funding reductions following revision of the STIP fund estimate by the CTC.

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated September 9, 2015, December 9, 2015 and March 9, 2016.

Date: September 23, 2015
W.I.: 1515
Referred by: PAC

RE: Adoption of 2016 Regional Transportation Improvement Program (RTIP)
Program Policies, Procedures, Project Selection Criteria, and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4208

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 adopts, pursuant to Government Code Section 65080, a Regional Transportation Improvement Program (RTIP) when additional State Transportation Improvement Program funding is available, that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide transportation planning agencies, and local governments, policies, procedures and project selection criteria to be used in the development of the 2016 RTIP, and a five-year program for the funding made available for highways, roadways and state-funded mass transit guideways and other transit capital improvement projects, to include projects programmed in fiscal years 2016-17 through 2020-21; and

WHEREAS, using the process and criteria set forth in the Attachments to this resolution, attached hereto as though set forth at length, a set of capital priorities for the 2016 Regional Transportation Improvement Program (RTIP) was developed; and

WHEREAS, the 2016 RTIP has been developed consistent with the policies and procedures outlined in this resolution, and with the STIP Guidelines adopted by the CTC on August 27, 2015; and

WHEREAS, the 2016 RTIP will be subject to public review and comment; now, therefore, be it

RESOLVED, that MTC approves the process and criteria to be used in the evaluation of candidate projects for inclusion in the 2016 RTIP, as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC approves the STIP Amendment / Extension Rules and Procedures to be used in processing STIP amendment and extension requests, as set forth in Attachment C of this resolution, and be it further

RESOLVED, that MTC adopts the 2016 RTIP, attached hereto as Attachment B and incorporated herein as though set forth at length, and finds it consistent with the RTP; and, be it further

RESOLVED, that the Executive Director may make adjustments to Attachment B in consultation with the respective Congestion Management Agency (CMA) or County Transportation Planning Agency, to respond to direction from the California Transportation Commission and/or the California Department of Transportation; and, be it further

RESOLVED, that MTC's adoption of the programs and projects in the 2016 RTIP is for planning purposes only, with each project still subject to MTC's project review and application approval pursuant to MTC Resolution Nos. 3115 and 3075; 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



David Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on September 23, 2015.

Date: September 23, 2015
W.I.: 1515
Referred by: PAC

Attachment A
Resolution No. 4208
Page 1 of 28

**2016
Regional Transportation Improvement Program**

**Policies, Procedures,
and Project Selection Criteria**

September 23, 2015

**MTC Resolution No. 4208
Attachment A**

**Metropolitan Transportation Commission
Programming and Allocations Section
<http://www.mtc.ca.gov/funding/>**

**2016 RTIP
Regional Transportation Improvement Program
Policies, Procedures and Project Selection Criteria
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2016 Regional Transportation Improvement Program (RTIP) Policies, Procedures and Project Selection Criteria

Background

The State Transportation Improvement Program (STIP) provides funding for a number of transportation projects around the State. As the Regional Transportation Planning Agency (RTPA) for the Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for developing regional STIP project priorities for the nine counties of the Bay Area.

The Regional Transportation Improvement Program (RTIP) is the region's proposal to the State for STIP funding, and is due to the California Transportation Commission (CTC) by December 15, 2015. The 2016 STIP will include programming for the five fiscal years from 2016-17 through 2020-21.

2016 RTIP Development

The following principles will frame the development of MTC's 2016 RTIP, the region's contribution to the 2016 STIP.

- MTC will work with CTC staff, CMAs, transit operators, Caltrans, and project sponsors to prepare the 2016 STIP.
- Investments made in the RTIP must carry out the objectives of the Regional Transportation Plan (RTP), and be consistent with its improvements and programs.
- MTC may choose to consult with counties to consider programming a portion of their RTIP shares for projects that meets a regional objective.
- MTC will continue to work with CMAs, transit operators, Caltrans and project sponsors to aggressively seek project delivery solutions. Through the use of AB 3090 authority, GARVEE financing, and federal, regional, and local funds and funding exchanges, MTC will work with its transportation partners to deliver projects in the region.
- Each county's project list must be constrained within the county share limits unless arrangements have been made with other counties to aggregate the county share targets. MTC continues to support aggregation of county share targets to deliver ready-to-go projects in the region. CMAs that submit a list that exceeds their county share must identify and prioritize those projects that exceed the county share target.

Key Policies and Guidance

The following policies serve as the primary guidance in the development of the 2016 RTIP.

Key Eligibility Policies

Consistency with Regional and Local Plans

RTP Consistency

Plan Bay Area, the 2013 Regional Transportation Plan (RTP), lays out a vision of what the Bay Area transportation network should look like in 2040. An objective of *Plan Bay Area* is to encourage and promote the safe and efficient management, operation and development of a regional intermodal transportation system that will serve the mobility needs of people and goods. Programming policies governing the STIP and other flexible, multi-modal discretionary funding

sources such as the federal Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and Regional Transportation Improvement Program (RTIP) funds must be responsive to the strategies and goals of the Plan. New projects submitted for RTIP consideration must include a statement addressing how the project meets the strategies and goals set forth in the RTP.

Local Plans

Projects included in the RTIP must be included in a Congestion Management Plan (CMP) or Capital Improvement Program (CIP).

CTC Guidance

The California Transportation Commission (CTC) 2016 STIP guidelines were adopted on August 27, 2015. The MTC 2016 RTIP Policies, Procedures and Project Selection Criteria includes all changes in STIP policy implemented by the CTC. The entire CTC STIP Guidelines are available on the internet at: <http://www.dot.ca.gov/hq/transprog/ocip.htm>. All CMAs and project sponsors must follow the MTC and CTC STIP guidelines in the development and implementation of the 2016 RTIP/STIP.

2016 RTIP Development Schedule

Development of the 2016 RTIP under these procedures will be done in accordance with the schedule outlined in Appendix A-1 of these policies and procedures.

RTIP County Share Targets

Appendix A-2 of the Policies and Procedures provides the county share targets for each county for the 2016 RTIP. Each county's project list, due to MTC in draft form by October 14, 2015, should be constrained within these county share limits; however, there may be limited opportunities to advance future county shares. It is expected that MTC's RTIP will be developed using a region-wide aggregate of county-share targets and advancement of future county shares.

Project Eligibility

SB 45 (Chapter 622, Statutes 1997) defines the range of projects that are eligible for consideration in the RTIP. Eligible projects include state highway improvements, local road improvements and rehabilitation, public transit, intercity rail, pedestrian, and bicycle facilities, and grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety.

RTIP Project Solicitation

Each county congestion management agency (CMA), or countywide transportation planning agency for those counties that have opted out of the CMA requirement, is responsible for soliciting projects for its county share of the RTIP where the county target is greater than \$0. The CMA must notify all eligible project sponsors, including Caltrans and transit operators, of the process and deadlines for applying for RTIP funding.

Public Involvement Process

MTC is committed to having the CMAs as full partners in development of the RTIP. That participation likewise requires the full commitment of the CMAs to a broad, inclusive public

involvement process consistent with MTC's Public Participation Plan (available online at http://www.mtc.ca.gov/get_involved/participation_plan.htm) and federal regulations, including Title VI. Federal regulations call for active outreach strategies in any metropolitan planning process, and opportunities for the public to get involved are important with the project selection process for the RTIP.

RTIP Projects in the Transportation Improvement Program (TIP)

In accordance with state and federal requirements, RTIP-funded projects must be programmed in the TIP prior to seeking a CTC allocation. In addition, a federal authorization to proceed (E-76) request must be submitted simultaneously with the RTIP allocation request to Caltrans and the CTC when the request includes federal funds. In the 2016 RTIP, all projects are subject to be a mix of federal and state funds, and require a federal authorization to proceed. Additionally, all STIP projects are to be included in the TIP and must have funds escalated to the year of expenditure, in accordance with federal regulations.

Regional Policies

ARRA RTIP Backfill Programming

In order to expedite obligation and expenditure of American Recovery and Reinvestment Act of 2009 (ARRA) funds, and to address the State's lack of funding, MTC programmed \$31 million in ARRA funds to backfill unavailable STIP funds for the Caldecott Tunnel Fourth Bore project. Of the \$31 million, \$29 million came from Contra Costa's STIP county share, and \$2 million from Alameda's STIP county share. In the 2014 RTIP, MTC programmed \$27 million to the I-680/SR-4 Interchange project in Contra Costa County, and \$4 million to the I-680 Freeway Performance Initiative (FPI) project in Alameda and Contra Costa Counties. If any of the funds are de-programmed from those projects, the RTIP funds will be re-programmed to a regional priority project(s) at MTC's discretion. These funds have the highest priority for funding in the RTIP, after GARVEE, AB 3090, and PPM projects.

County Programming Priorities

Alameda County

Alameda County Transportation Commission (ACTC) Resolution No. 14-007 (Revised) identifies RTIP funds as a source to meet ACTC's \$40 million commitment to AC Transit's East Bay Bus Rapid Transit (BRT) project. Further, Commission action for the Regional Measure 2 (RM2) Strategic Plan in May 2014, and the March 2015 RM2 allocation to AC Transit for the BRT project require that ACTC commit the RTIP or other funds for the BRT project in order to retire the BRT commitment by the 2018 STIP cycle. MTC may program funds directly from Alameda County's STIP share if no other fund source is identified by the 2018 STIP.

San Francisco County

MTC Resolution No. 4035, Revised, which sets forth the second cycle of federal Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) funding, advanced \$34 million in federal funds for the Doyle Drive Replacement / Presidio Parkway project. In exchange, \$34 million San Francisco's STIP share shall be reserved for regional Freeway Performance Initiative (FPI)/Columbus Day Initiative (CDI)/Express Lanes projects. San Francisco shall commit these funds after PPM programming and the remaining commitment to the Central Subway project (about \$72 million).

Regional Advanced Mitigation Program (RAMP)

As a part of the Update to *Plan Bay Area*, MTC is exploring implementing a Regional Advance Mitigation Program (RAMP). RAMP would mitigate certain environmental impacts from groups of planned transportation projects, rather than mitigating on an inefficient per-project level. RTIP funds may be used to implement RAMP, including purchasing mitigation land bank credits, establishing a greenfield mitigation site, and purchasing conservation land easements and their endowments, as allowed under state and federal law. In instances where RTIP funds are not eligible for RAMP implementation, MTC encourages sponsors to exchange RTIP funds with eligible non-federal funds for RAMP. Such exchanges must be consistent with MTC's fund exchange policy, MTC Resolution No. 3331.

Regional Planning, Programming, and Monitoring (PPM) funds

Passage of Assembly Bill 2538 (Wolk, 2006) allows all counties to program up to 5% of their county share to Planning, Programming, and Monitoring (PPM) purposes in the STIP. Appendix A-2 identifies PPM amounts each county may program (note: no new programming of PPM is available in the 2016 RTIP). As agreed with the CMAs, MTC will program a portion of each county's PPM for regional PPM activities each year. MTC's currently programmed amounts for regional PPM activities in FY 2016-17, FY 2017-18, and FY 2018-19, will not change in the 2016 RTIP; the CMAs may choose to respread their county portion of the PPM funds over the five-year RTIP period.

Caltrans Project Nomination

Senate Bill 1768 (Chapter 472, Statutes 2002) authorizes the Department of Transportation to nominate or recommend projects to be included in the RTIP to improve state highways using regional transportation improvement funds. To be considered for funding in the RTIP, the Department must submit project nominations directly to the applicable CMA (or countywide transportation planning agency for those counties that have opted out of the CMA requirement). The Department should also identify any additional state highway improvement needs within the county that could be programmed within the 3 years beyond the end of the current STIP period. The Department must submit these programming recommendations and identification of state highway improvement needs to the CMA within the timeframe and deadline prescribed by the applicable CMA. In addition, the Department must also provide a list of projects and funding amounts for projects currently planned on the State Highway System over the 2016 STIP period to be funded with local and regional funds.

Title VI Compliance

Investments made in the RTIP 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. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. The CMA must consider equitable solicitation and selection of project candidates in accordance with federal Title VI and Environmental Justice requirements.

Intelligent Transportation Systems Policy

In collaboration with federal, state, and local partners, MTC developed the regional Intelligent Transportation Systems (ITS) architecture. The San Francisco Bay Area Regional ITS Plan is a roadmap for transportation systems integration in the Bay Area over the next 10 years. The plan provides methods to make the most out of technological advances by developing a strategy for deployment and a framework, or architecture, for linking the region's transportation systems.

MTC, state and federal agencies require projects funded with federal highway trust funds to meet applicable ITS architecture requirements. Since the 2006 RTIP, MTC requires all applicable projects to conform to the regional ITS architecture. Through the on-line Fund Management System (FMS) application process, 2016 RTIP project sponsors will identify the appropriate ITS category, if applicable. Information on the regional ITS architecture can be found at:

<http://www.mtc.ca.gov/planning/ITS/index.htm>.

MTC Resolution No. 4104 Compliance – Traffic Operations System Policy

All major new freeway projects included in *Plan Bay Area* and subsequent regional transportation plans shall include the installation and activation of freeway traffic operations system (TOS) elements to effectively operate the region's freeway system and coordinate with local transportation management systems. MTC requires all applicable RTIP projects to conform to the regional policy. For purposes of this policy, a major freeway project is a project that adds lanes to a freeway, constructs a new segment of freeway, upgrades a segment to freeway status, modifies a freeway interchange, modifies freeway ramps, or reconstructs an existing freeway. TOS elements may include, but are not limited to, changeable message signs, closed-circuit television cameras, traffic monitoring stations and detectors, highway advisory radio, and ramp meters.

As set forth in MTC Resolution No. 4104, for any jurisdiction in which MTC finds that ramp metering and TOS elements are installed but not activated or in operation, MTC will consider suspending fund programming actions for STIP funding until the Ramp Metering Plan is implemented and the ramp meters and related TOS elements are activated and remain operational, and MTC deems the requirements of the regional TOS policy have been met. Furthermore, in any county in which a jurisdiction fails to include the installation and activation of TOS elements in an applicable freeway project, including ramp metering as identified in the Ramp Metering Plan, projects to install and activate the appropriate ramp meters and TOS elements omitted from the project shall have priority for programming of new STIP funding for that county. STIP projects that do not meet the provisions of MTC Resolution No. 4104 are subject to de-programming from the federal TIP.

Columbus Day Initiative, Managed Lanes Implementation Plan and Regional Express Lane (HOT) Network

All projects on the state highway system must demonstrate a scope and funding plan that includes Traffic Operations System (TOS) elements, consistent with the section above. Projects must also include any additional traffic operations recommendations resulting MTC's Columbus Day Initiative (CDI) and/or Managed Lanes Implementation Plan (MLIP). As part of CDI, advanced technologies to support connected vehicles (dedicated short-range communications equipment, advanced wireless communications, advanced vehicle-sensors, etc.) should be included where possible. Additionally, projects on the State Highway System proposed for programming in the 2016 RTIP should be

consistent with the planned Regional Express Lane (High-Occupancy Toll) Network and the MLIP. For new RTIP funding commitments on the Regional Express Lane Network, the CMAs should work with MTC to determine the appropriateness of advance construction elements (such as structures and conduit) to support the future conversion of general purpose/HOV lanes to express lanes if identified.

Bay Area Interregional Transportation Improvement Program (ITIP) Priorities

In order to support Caltrans District 4 in successfully programming ITIP projects in the Bay Area, MTC worked with the CMAs and District to formulate four guiding principles for prioritizing ITIP projects. The principles are:

- Support high cost-benefit ratio projects on the State Highway System (such as Freeway Performance Initiative (FPI) type projects)
- Support High-Occupancy Vehicle (HOV) lane gap closures, with emphasis on those that support the Regional Express Lane Network.
- Support high speed rail early investments and intercity/commuter rail
- Support future goods movement and trade corridors

These principles are consistent with *Plan Bay Area* assumptions. MTC supported these principles in a comment letter to Caltrans regarding the 2015 Interregional Transportation Strategic Plan (ITSP), which was adopted in August. Since there is no new programming capacity in the 2016 STIP, the region will continue to work with Caltrans on programming opportunities in future ITIP cycles.

MTC Resolution No. 3866 Compliance – Transit Coordination Implementation Plan

On February 24, 2010, MTC approved Resolution No. 3866, which documents coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects. *If a transit operator fails to comply with Res. 3866 requirements, MTC may withhold, restrict or reprogram funds or allocations.* Res. 3866 supersedes MTC's earlier coordination plan, Res. 3055.

One goal in establishing Res. 3866 was to incorporate detailed project information through reference rather than directly in the resolution in order to facilitate future updates of project-specific requirements. For this reason, some documents are referenced in Res. 3866 and available for download at <http://www.mtc.ca.gov/planning/tcip>. Transit operators must comply with these more detailed documents in order to comply with Res. 3866. MTC may periodically update these documents in consultation with transit agencies.

Accommodations for Bicyclists, Pedestrians and Persons with Disabilities

Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. Of particular note is Caltrans Deputy Directive 64 which stipulates: "pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products." In addition, MTC's Resolution No. 3765 requires project sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. MTC's Regional Bicycle Plan, adopted as a component of the 2001 RTP, requires that "all

regionally funded projects consider enhancement of bicycle transportation consistent with Deputy Directive 64”.

In selecting projects for inclusion in the RTIP, the CMAs and project sponsors must consider federal, state and regional policies and directives regarding non-motorized travel, including, but limited to, the following:

Federal Policy Mandates

The Federal Highways Administration Program Guidance on bicycle and pedestrian issues makes a number of clear statements of intent, and provides best practices concepts as outlined in the US DOT “Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations.” (http://www.fhwa.dot.gov/environment/bicycle_pedestrian/overview/policy_accom.cfm)

State Policy Mandates

The California Complete Streets Act (AB 1358) of 2008 encourages cities to make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity to reduce vehicle miles traveled (VMT). Government Code Section 65302(b)(2)(A) and (B) states that any substantial revision of the circulation element of the General Plan to consider all users.

California Government Code Section 65089(b)(1)(B)(5) requires that the design, construction and implementation of roadway projects proposed for funding in the RTIP must consider maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration.

Caltrans Deputy Directive 64 (http://www.dot.ca.gov/hq/tpp/offices/bike/sites_files/DD-64-R1_Signed.pdf), states: “the Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists, and persons with disabilities) in all programming, planning, maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of the Department’s practices. The Department adopts the best practices concept in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure.”

Regional Policy Mandates

All projects programmed during the RTIP must consider the impact to bicycle transportation, pedestrians and persons with disabilities, consistent with MTC Resolution No. 3765. The Complete Streets Checklist (also known as “Routine Accommodations Checklist”) is incorporated as Part 5 of the Project Application. Furthermore, it is encouraged that all bicycle projects programmed in the RTIP support the Regional Bicycle Network. 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://www.mtc.ca.gov/planning/bicyclespedestrians/>.

To be eligible for RTIP funds, a local jurisdiction with local streets and roads must have either a complete streets policy or resolution, or general plan updated after 2010, that complies with the Complete Streets Act of 2008 prior to January 31, 2016. Further information is available online at: http://www.mtc.ca.gov/funding/onebayarea/complete_streets.htm.

State Policies

Grant Anticipation Revenue Vehicle (GARVEE) Bonding

Chapter 862 of the Statutes of 1999 (SB 928) authorizes the State Treasurer to issue GARVEE bonds and authorizes the California Transportation Commission (CTC) to select projects for accelerated construction from bond proceeds. Bond repayment is made through annual set asides of the county share of future State Transportation Improvement Program (STIP) funds. Bond repayments are typically made over several STIP programming periods.

In accordance with state statute and the CTC GARVEE guidelines, GARVEE debt repayment will be the highest priority for programming and allocation within the particular county Regional Improvement Program (RIP) share until the debt is repaid. In the event that the RIP county share balance is insufficient to cover the GARVEE debt service and payment obligations, the RIP county share balance for that particular county will become negative through the advancement of future RIP county share. Should a negative balance or advancement of capacity be unattainable, then funding for other projects using RIP county share within that particular county would need to be reprogrammed or deleted, to accommodate the GARVEE debt service and payment obligations.

The CTC is responsible for programming the funds, derived from federal sources, as GARVEE debt service and the State Treasurer is responsible for making the debt service payments for these projects. In the 2016 STIP, CTC will consider new GARVEE projects via STIP amendment only, and not during the 2016 STIP process.

AB 3090 Project Replacement or Reimbursement

AB 3090 (Statutes of 1992, Chapter 1243) allows a local jurisdiction to advance a project included in the STIP to an earlier fiscal year through the use of locally-controlled funds. With the concurrence of the appropriate CMA, MTC, the California Transportation Commission and Caltrans, one or more replacement state transportation project shall be identified and included in the STIP for an equivalent amount and in the originally scheduled fiscal year or a later year of the advanced project. Alternately, the advanced project can be reimbursed in the originally scheduled fiscal year or a later year.

Projects approved for AB 3090 consideration must award a contract within six months of the CTC approval. The allocation of AB 3090 reimbursement projects is the highest priority in the MTC region. In the 2016 STIP, CTC will consider new AB 3090 requests via STIP amendment only, and not during the 2016 STIP process. Sponsors wishing to use AB 3090s for their projects should contact MTC and CTC for inclusion in the AB 3090 Plan of Projects, which is updated on an as-needed basis.

SB 184 Advance Expenditure of Funds

SB 184 (Statutes of 2007, Chapter 462) authorizes a regional or local entity to expend its own funds for any component of a transportation project within its jurisdiction that is programmed in the

current fiscal year and for which the Commission has not made an allocation. The amount expended would be authorized to be reimbursed by the state, subject to annual appropriation by the Legislature, if (1) the commission makes an allocation for, and the department executes a fund transfer agreement for, the project during the same fiscal year as when the regional or local expenditure was made; (2) expenditures made by the regional or local entity are eligible for reimbursement in accordance with state and federal laws and procedures; and (3) the regional or local entity complies with all legal requirements for the project, as specified.

MTC discourages the use of SB 184 since allocation of funds is not guaranteed. Therefore, sponsors are exposing themselves to the risk of expending local funds with no guarantee that the STIP funds will be allocated.

Should a sponsor want to proceed with an SB 184 request, the sponsor must notify the CMA, MTC and Caltrans in writing on agency letterhead in accordance with Caltrans Local Assistance procedures.

AB 608 Contract Award Provisions

AB 608 authorizes the adjustment by the CTC of a programmed project amount in the STIP if the Caltrans-sponsored construction contract award amount for a project is less than 80% of the engineer's final estimate, excluding construction engineering.

The CTC will not approve any AB 608 request after 120 days from the contract award. Sponsors intending to take advantage of AB 608 project savings must notify Caltrans and the CMA within 30 days of the contract award, to ensure the request to the CTC can be processed in time to meet the CTC's deadline.

Limitations on State-Only Funding

In 2011, the State adopted AB 105, which eliminates the sales tax on gasoline and replaces it with a commensurate increase in the excise tax on gasoline. Excise taxes are deposited into the State Highway Account, which also includes federal funds. Therefore, projects programmed in the 2016 STIP will receive a combination of state and federal funds. Project sponsors must federalize their projects by completing NEPA documentation and complying with federal project delivery rules, unless they are granted a state-only funding exception by the CTC.

Article XIX Compliance for Transit Projects

Article XIX of the California State Constitution restricts the use of State Highway Account (SHA) funds on transit projects. In order for existing and new projects to be programmed in the STIP, the project sponsor or the CMA must provide documentation that verifies the STIP transit project is either 1) eligible for federal funds, or 2) meets Article XIX requirements that only fixed guideway projects in a county that has passed a measure authorizing the use of SHA funds on transit projects may use SHA funds. Also refer to the next section regarding "Matching Requirements."

Matching Requirements on Highway and Transit Projects

A local match is not required for projects programmed in the STIP, except under special situations affecting projects subject to Article XIX restrictions established by the State Constitution. Article XIX limits the use of state revenues in the State Highway Account (SHA) to state highways, local

roads, and fixed guideway facilities. Other projects, such as rail rolling stock and buses, are not eligible to receive state funds from the SHA. Article XIX restricted projects must therefore be funded with either a combination of federal STIP funding and matching STIP funds from the Public Transportation Account (PTA), or with 100 percent federal STIP funds in the State Highway Account (which requires a non-federal local match of 11.47% from a non-STIP local funding source or approved use of toll credits).

Project sponsors wishing to use STIP PTA funds as matching funds for Article XIX restricted projects must note such a request in the “Special Funding Conditions” section of the RTIP Application Nomination sheet, and obtain approval from Caltrans through the state-only approval process as previously described. Otherwise, the CTC may assume any Article XIX restricted STIP project will be funded with 100 percent federal funds.

Governor’s Executive Orders

The STIP Guidelines adopted by the CTC recognizes two proclamations and executive orders by Governor Brown. First, in recognition of the historic drought, the CTC expects any landscape projects currently programmed but not yet allocated and awarded, or any new landscape projects, will include drought tolerant plants and irrigation. Second, consistent with Executive Order B-30-15 (April 29, 2015), projects proposed for RTIP funds must consider the State’s greenhouse gas emission reduction targets. Projects subject to a project-level performance evaluation are expected to include measures and analyses that address greenhouse gas emission reductions.

General Guidance

Project Advancements

If a project or project component is ready for implementation earlier than the fiscal year that it is programmed in the STIP, the implementing agency may request an allocation in advance of the programmed year. The CTC will consider making advanced allocations based on a finding that the allocation will not delay availability of funding for other projects programmed in earlier years than the project to be advanced and with the approval of the responsible regional agency if county share funds are to be advanced. Project advancements are unlikely during the first three years of the 2016 STIP period. In project and financial planning, sponsors should not expect the CTC to advance any projects.

Unprogrammed Shares

The counties and the region may propose to leave county share STIP funds unprogrammed for a time to allow adequate consideration of funding options for future projects. The CTC particularly encourages Caltrans and the regional agencies to engage in early consultations to coordinate their ITIP and RTIP proposals for such projects. Counties intending to maintain an unprogrammed balance of its county share for future program amendments prior to the next STIP must include a statement of the intentions for the funds, including the anticipated use of the funds, as well as the amount and timing of the intended STIP amendment(s). However, access to any unprogrammed balance is subject to availability of funds, and is not expected to be approved by the CTC until the next STIP programming cycle.

Countywide RTIP Listing

By October 14, 2015, each county Congestion Management Agency or countywide transportation planning agency must submit to MTC a draft proposed countywide RTIP project listing showing the

proposed programming of county shares. The final list is due to MTC by November 4, 2015, and must include the final project applications for any new projects added to the STIP (or any significantly revised existing STIP projects) and appropriate project level performance measure analysis.

Project Screening Criteria, Including Readiness

In addition to the CTC Guidelines, all projects included in the 2016 RTIP must meet all MTC project-screening criteria listed in Appendix A-3 of this guidance. Of utmost importance are the project readiness requirements.

RTIP Applications

Project sponsors must complete an application for each new project proposed for funding in the RTIP, consisting of the items included in Appendix A-4 of this guidance. In addition to MTC's Fund Management System (FMS) application, project sponsors must use the Project Programming Request (PPR) forms provided by Caltrans for all projects. CMAs should submit PPRs for all projects (including existing projects with no changes) on the revised form provided by Caltrans. The nomination sheet must be submitted electronically for upload into the regional and statewide databases. Existing projects already programmed in the STIP with proposed changes should propose an amendment in MTC's FMS, and submit both electronically and in hard copy a revised PPR provided by Caltrans.

STIP Performance Measures: Regional and Project-Level Analyses

The CTC continues to require performance measures in the RTIP and ITIP review process for the 2016 RTIP. According to the STIP guidelines, a regional, system-level performance report must be submitted along with the RTIP submission. MTC staff will compile this report, focusing on applying the measures at the Regional Transportation Plan (RTP) level.

In addition, the 2016 STIP Guidelines require a project-level performance measure evaluation on all projects with total project costs over \$50 million or over \$15 million in STIP funds programmed. The project-level evaluation should address performance indicators and measures identified in Table A of the 2016 STIP Guidelines (see Appendix A-4 Part 4). The evaluation should also include a Caltrans-generated benefit/cost estimate, estimated impacts the project will have on the annual cost of operating and maintaining the state's transportation system, and estimated impact to greenhouse gas reduction efforts. The project-level evaluation must also be completed, if it has not already, on existing STIP projects with construction programmed, that exceed \$50 million in total project cost/\$15 million in STIP programming, and have had CEQA completed after December 2011. The CMAs are required to submit the project-level performance measures to MTC by the final application due date.

Completed Project Reporting

The 2016 STIP Guidelines require a report on all RTIP projects over \$20 million in total project cost completed between the adoption of the RTIP and the adoption of the previous RTIP (from December 2013 to December 2015). The report must include a summary of the funding plan and programming/allocation/expenditure history, as well as a discussion of project benefits that were anticipated prior to construction compared with an estimate of the actual benefits achieved. The

CMAs are required to submit the completed project reporting information to MTC by the final application due date.

Regional Projects

Applications for projects with regionwide or multi-county benefits should be submitted to both MTC and the affected county CMAs for review. Regional projects will be considered for programming in the context of other county project priorities. MTC staff will work with the interested parties (CMAs and project sponsors) to determine the appropriate level of funding for these projects and negotiate county contributions of the project cost. County contributions would be based on population shares of the affected counties, or other agreed upon distribution formulas.

85-115% Adjustments

MTC may, pursuant to Streets and Highways Code Section 188.8 (k), pool the county shares within the region, provided that each county shall receive no less than 85 percent and not more than 115 percent of its county share for any single STIP programming period and 100 percent of its county share over two STIP programming cycles.

MTC may recommend use of the 85%-115% rule provided for in SB 45 to ensure, as needed, that the proper scope of projects submitted for programming can be accommodated. MTC will also work with CMAs to recommend other options, such as phased programming across STIP cycles, to ensure that sufficient funding and concerns such as timely use of funds are adequately addressed.

MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy

SB 45 established strict timely use of funds and project delivery requirements for transportation projects programmed in the STIP. Missing critical milestones could result in deletion of the project from the STIP, and a permanent loss of the funds to the county and region. Therefore, these timely use of funds deadlines must be considered in programming the various project phases in the STIP. While SB 45 provides 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, Revised, details the Regional Project Delivery Policy for Regional Discretionary Funding, which may be more restrictive than the State's delivery policy. See Attachment C to MTC Resolution No. 4208 for additional extension and amendment procedures.

Allocation of Funds - Requirements

To ensure there is no delay in the award of the construction contract (which CTC guidelines and MTC Resolution No. 3606 require within six months of allocation), STIP allocation requests for the construction phase of federally-funded projects must be accompanied by the complete and accurate Request for Authorization (RFA) package (also known as the E-76 package). Concurrent submittal of the CTC allocation request and the RFA will minimize delays in contract award. Additionally, for the allocation of any non-environmental phase funds (such as for final design, right of way, or construction), the project sponsor must demonstrate that both CEQA and NEPA documents are completed and certified for federalized projects.

Notice of Cost Increase

For projects with a total estimated cost over \$25 million, the implementing agency must perform quarterly project cost evaluations. If a cost increase greater than 10 percent of the total estimated cost of the particular phase is identified, the implementing agency must notify and submit an updated Project Programming Request (PPR) form to the appropriate CMA and MTC. In the event that a project is divided into sub-elements, the implementing agency will include all project sub-elements (i.e. landscaping, soundwalls, adjacent local road improvements) in the quarterly cost evaluation.

Early notification of cost increases allows the CMA and MTC to assist in developing strategies to manage cost increases and plan for future county share programming.

Cost Escalation for Caltrans-Implemented Projects

CTC remains very critical of unexpected cost increases to projects funded by the STIP. In order to ensure that the amounts programmed in the STIP are accurate, MTC encourages the CMAs to consult with Caltrans and increase Caltrans project costs by an agreed-upon escalation rate if funds are proposed to be shifted to a later year. This will currently only apply to projects implemented by Caltrans.

Notice of Contract Award

Caltrans has developed a procedure (Local Programs Procedures LPP-01-06) requiring project sponsors to notify Caltrans immediately after the award of a contract. Furthermore, Caltrans will not make any reimbursements for expenditures until such information is provided. Project sponsors must also notify MTC and the appropriate CMA immediately after the award of a contract. To ensure proper monitoring of the Timely Use of Funds provisions of SB 45, project sponsors are required to provide MTC and the county CMA with a copy of the LPP-01-06 "Award Information for STIP Projects – Attachment A" form, when it is submitted to Caltrans. This will assist MTC and the CMA in maintaining the regional project monitoring database, and ensure accurate reporting on the status of projects in advance of potential funding lapses. In accordance with CTC and Caltrans policies, construction funds must be encumbered in a contract within six months of allocation.

METROPOLITAN TRANSPORTATION COMMISSION 2016 Regional Transportation Improvement Program Draft Development Schedule (Subject to Change) August 3, 2015	
March 26, 2015	Caltrans presentation of draft STIP Fund Estimate Assumptions (CTC Meeting – Irvine)
May 28, 2015	CTC adoption of STIP Fund Estimate Assumptions (CTC Meeting – Fresno)
June 25, 2015	Caltrans presentation of the draft STIP Fund Estimate and draft STIP Guidelines (CTC Meeting – Sacramento)
June 15, 2015	Partnership Technical Advisory Committee (PTAC) / Programming and Delivery Working Group (PDWG) discussion and review of initial issues and schedule for 2016 RTIP
June 24, 2015	Governor signs State Budget
July 20, 2015	PDWG discussion of proposed RTIP Policies and Procedures
July 23, 2015	STIP Fund Estimate and Guidelines Workshop (Sacramento)
August 27, 2015	CTC adopts STIP Fund Estimate and STIP Guidelines (CTC Meeting – San Diego)
September 2, 2015	Draft RTIP Policies and Procedures published online and emailed to stakeholders for public comment
September 9, 2015	MTC Programming and Allocations Committee (PAC) scheduled review and recommendation of final proposed RTIP Policies and Procedures
September 23, 2015	MTC Commission scheduled adoption of RTIP Policies and Procedures
October 14, 2015	CMAAs submit to MTC, RTIP projects summary listings and identification of projects requiring project-level performance measure analysis. Deadline to submit Complete Streets Checklist for new projects.
October 19, 2015	PTAC scheduled review of draft RTIP
November 4, 2015	Final Project Programming Request (PPR) forms due to MTC. Final RTIP project listing and performance measure analysis due to MTC. Final PSR (or PSR Equivalent), Resolution of Local Support, and Certification of Assurances due to MTC (Final Complete Applications due)
December 2, 2015	Draft RTIP scheduled to be available for public review
December 9, 2015	PAC scheduled review of RTIP and referral to Commission for approval
December 15, 2015	2016 RTIP due to CTC (PAC approved project list will be submitted)
December 16, 2015	MTC Commission scheduled approval of 2016 RTIP (Full RTIP to be transmitted to CTC within one week of Commission approval)
January 21, 2016	CTC 2016 STIP Hearing – Northern California (CTC Meeting – Sacramento)
January 26, 2016	CTC 2016 STIP Hearing – Southern California (TBD)
February 19, 2016	CTC Staff Recommendations on 2016 STIP released
March 16-17, 2016	CTC adopts 2016 STIP (CTC Meeting – Southern California)

Shaded Area – Actions by Caltrans or CTC

2016 STIP Fund Estimate County Targets

Metropolitan Transportation Commission

Table 1: County Share Targets

	2016 STIP New Program Targets
Alameda	0
Contra Costa	0
Marin	0
Napa	0
San Francisco	0
San Mateo	0
Santa Clara	0
Solano	0
Sonoma	0

Bay Area Totals	0
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Note: While CTC did not provide annual targets, many existing projects may be re-programmed to the last two years (FY 2019-20 and FY 2020-21) due to capacity constraints.

*Table 2: Planning, Programming, and Monitoring Amounts
FY 2019-20 and FY 2020-21*

	2016 STIP New PPM Targets
Alameda	0
Contra Costa	0
Marin	0
Napa	0
San Francisco	0
San Mateo	0
Santa Clara	0
Solano	0
Sonoma	0

Bay Area Totals	0
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Note: Existing PPM programming remains unchanged

**2016 Regional Transportation Improvement Program
Policies, Procedures and Project Selection Criteria
Appendix A-3: 2016 RTIP Project Screening Criteria**

Eligible Projects

- A. Eligible Projects.** SB 45 (Chapter 622, Statutes 1997) defined the range of projects that are eligible for consideration in the RTIP. Eligible projects include, state highway improvements, local road improvements and rehabilitation, public transit, intercity rail, grade separation, pedestrian and bicycle facilities, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety. Due to the current fund make up of the STIP, sponsors should expect that all projects programmed in the STIP include a mix of state and federal funds.

Planning Prerequisites

- B. RTP Consistency.** Projects included in the RTIP must be consistent with the adopted Regional Transportation Plan (RTP), which state law requires to be consistent with federal planning and programming requirements. Each project to be included in the RTIP must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number.
- C. CMP Consistency.** Local projects must also be included in a County Congestion Management Plan (CMP), or in an adopted Capital Improvement Program (CIP) for counties that have opted out of the CMP requirement, prior to inclusion in the RTIP.
- D. PSR or PSR Equivalent is Required.** Projects in the STIP must have a complete Project Study Report (PSR) or, for a project that is not on a state highway, a project study report equivalent or major investment study. The intent of this requirement is to ensure that the project scope, cost and schedule have been adequately defined and justified. Projects with a circulating draft or final environmental document do not need a PSR. This requirement is particularly important in light of SB 45 timely use of funds requirements, discussed below.

The required format of a PSR or PSR equivalent varies by project type. Additional guidance on how to prepare these documents is available on the internet at the addresses indicated within Part 3 (PSR, or equivalent) of Appendix A-4: 2016 RTIP Project Application, which includes a table categorizing PSR and PSR equivalent requirements by project type.

Project Costs and Phases

- E. Escalated Costs.** All projects will count against share balances on the basis of their fully escalated (inflated) costs. All RTIP project costs must be escalated to the year of expenditure.

As required by law, inflation estimates for Caltrans operations (capital outlay support) costs are based on the annual escalation rate established by the Department of Finance.

Local project sponsors may use the state escalation rates or their own rates in determining the escalated project cost in the year programmed.

F. Project Phases. Projects must be separated into the following project components:

1. Completion of all studies, permits and environmental studies (ENV)
2. Preparation of all Plans, Specifications, and Estimates (PS&E)
3. Acquisition of right-of-way (ROW)
4. Construction and construction management and engineering, including surveys and inspections.” (CON)

Note: Right-of-way and construction components on Caltrans projects must be further separated into capital costs and Caltrans support costs (ROW-CT and CON-CT).

The project sponsor/CMA must display the project in these four components (six for Caltrans projects) in the final submittal. STIP funding amounts programmed for any component shall be rounded to the nearest \$1,000. Additionally, unless substantially justified, no project may program more than one project phase in a single fiscal year. Caltrans-sponsored projects are exempt from this prohibition. Additionally, right of way (ROW) funds may be programmed in the same year as final design (PS&E) if the environmental document is approved. ROW funds may be programmed in the same year as construction (CON) only if the project does not have significant right of way acquisition or construction costs that require more than a simple Categorical Exemption or basic permitting approvals (see section L). The CTC will not allocate PS&E, ROW, or CON funding until CEQA and NEPA (if federalized) documents are complete and submitted to CTC.

All requests for funding in the RTIP for projects on the state highway system and implemented by an agency other than the Department must include any oversight fees within each project component cost, as applicable and as identified in the cooperative agreement. This is to ensure sufficient funding is available for the project component.

G. Minimum Project Size. New projects or the sum of all project components per project cannot be programmed for less than \$500,000 for counties with a population over 1 million (from 2010 U.S. Census data: Alameda, Contra Costa, and Santa Clara Counties), and \$250,000 for counties with a population under 1 million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma Counties), with the following exceptions:

- (a) Funds used to match federal funds;
- (b) Planning, Programming and Monitoring (PPM);
- (c) Projects for landscaping and mitigation of State highway projects, including soundwalls;
- (d) Caltrans project support components not allocated by the Commission; and
- (e) Right-of-way capital outlay for Caltrans, which is not allocated by the Commission on a project basis.

Other exceptions may be made on a case-by-case basis.

H. Fiscal Years of Programming. The 2016 STIP covers the five-year period from FY 2016-17 through 2020-21. The 2016 STIP has a shortfall in funding in the first three years, which may require counties to delay certain projects in order to align programming with available funding. If a project will not be ready for allocation in a certain year, project sponsors should delay funds to a later year of the five-year STIP period.

Readiness Standards

- I. Project Phases Must Be Ready in the Year Proposed.** Funds designated for each project component will only be available for allocation until the end of the fiscal year in which the funds are programmed in the STIP. Once allocated, the sponsor will have two additional years beyond the end of the programmed fiscal year to expend pre-construction STIP funds. For construction, the sponsor will have six months to award a contract and three years to expend funds after project award. Project sponsors must invoice at least once in a six-month period following the allocation of funds. It is therefore very important that projects be ready to proceed in the year programmed.
- J. Completion of Environmental Process.** Government Code Section 14529(c) requires that funding for right-of-way acquisition and construction for a project may be included in the STIP only if the CTC makes a finding that the sponsoring agency will complete the environmental process and can proceed with right-of-way acquisition or construction within the five year STIP period. Furthermore, in compliance with Section 21150 of the Public Resources Code, the CTC may not allocate funds to local agencies for design, right-of-way, or construction prior to documentation of environmental clearance under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) for federally-funded projects. Therefore, project sponsors must demonstrate to MTC that these requirements can be reasonably expected to be met prior to programming final design, right-of-way, or construction funds in the RTIP. Final CEQA documents (aside from Categorical Exemptions, or CEs) must be submitted to CTC prior to allocation. Additional information is available at: <http://www.catc.ca.gov/programs/envIRON.htm>.
- K. Programming Project Components in Sequential STIP Cycles.** Project components may be programmed sequentially. That is, a project may be programmed for environmental work only, without being programmed for plans, specifications, and estimates (design). A project may be programmed for design without being programmed for right-of-way or construction. A project may be programmed for right-of-way without being programmed for construction. The CTC recognizes a particular benefit in programming projects for environmental work only, since projects costs and particularly project scheduling often cannot be determined with meaningful accuracy until environmental studies have been completed. As the cost, scope and schedule of the project is refined, the next phases of the project may be programmed with an amendment or in a subsequent STIP.

When proposing to program only preconstruction components for a project, the implementing agency must demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the regional transportation plan or the Caltrans interregional transportation strategic plan. The anticipated total project cost and source of any uncommitted future funding must be identified.

- L. Sequential Phasing.** For most projects, the different project phases should be programmed sequentially in the STIP, i.e. environmental before design before right of way before construction. Projects with significant right of way acquisition or construction costs that require more than a simple Categorical Exemption or basic permitting approvals, must not be programmed with the right of way and construction components in the same year as the environmental. Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of

design, right of way or construction. As prescribed in Section F, projects may not have more than one phase programmed per fiscal year, with the exceptions of Caltrans-sponsored preconstruction phases, and right of way (ROW) funds programmed with final design (PS&E) or construction (CON) where there are no significant ROW acquisitions necessary.

M. The Project Must Be Fully Funded. All local projects must be accompanied by an authorizing resolution stating the sponsor's commitment to complete the project as scoped with the funds requested. A model resolution including the information required is outlined in Appendix A-4 - Part 1 of this guidance.

The CTC will program a project component only if it finds that the component itself is fully funded, either from STIP funds or from other committed funds. The CTC will regard non-STIP funds as committed when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including STP, CMAQ, and Federal formula transit funds, the commitment may be by Federal TIP adoption. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval.

All regional agencies with rail transit projects shall submit full funding plans describing each overall project and/or useable project segment. Each plan shall list Federal, State, and local funding categories by fiscal year over the time-frame that funding is sought, including funding for initial operating costs. Moreover, should the project schedule exceed the funding horizon, then the amount needed beyond what is currently requested shall be indicated. This information may be incorporated in the project application nomination sheets.

N. Field Review for Federally Funded Local Projects. One way to avoid unnecessary STIP amendment and extension requests is to conduct a field review as early as possible, so potential issues may be identified with sufficient time for resolution.

For all projects in the 2016 RTIP (anticipated to be a mix of federal and state funding), the project sponsor agrees to contact Caltrans and schedule and make a good faith effort to complete a project field review within 6-months of the project being included in the Transportation Improvement Program (TIP). For the 2016 STIP, Caltrans field reviews should be completed by September 1, 2016 for federal aid projects programmed in 2016-17 and 2017-18. The requirement does not apply to planning activities, state-only funded projects, or STIP funds to be transferred to the Federal Transit Administration (FTA).

Other Requirements

O. Availability for Audits. Sponsors must agree to be available for an audit if requested. Government Code Section 14529.1 "The commission [CTC] shall request that the entity receiving funds accept an audit of funds allocated to it by the commission, if an audit is deemed necessary."

P. Interregional Projects May Be Proposed Under Some Restrictive Circumstances. The project must be a usable segment and be more cost-effective than a Caltrans alternative project. Government Code Section 14527 (c) "A project recommended for funding by the RTPA in the Interregional

Improvement Program shall constitute a usable segment, and shall not be a condition for inclusion of other projects in the RTIP.” Government Code Section 14529 (k) “... the commission [CTC] must make a finding, based on an objective analysis, that the recommended project is more cost-effective than a project submitted by the department....”

- Q. Premature Commitment of Funds.** The project sponsor may not be reimbursed for expenditures made prior to the allocation of funds by the CTC (or by Caltrans under delegation authority), unless the provisions of Senate Bill 184 are met in accordance with the CTC Guidelines for Implementation of SB 184. Under no circumstances may funds be reimbursed for expenditures made prior to the funds being programmed in the STIP or prior to the fiscal year in which the project phase is programmed. In addition, the sponsor must make a written request to Caltrans prior to incurring costs, in accordance with Caltrans Locals Assistance Procedures for SB 184 implementation.
- R. State-Only Funding.** The 2016 RTIP is expected to be funded with a mix of federal and state funds. Project sponsors must federalize their projects by completing NEPA documentation and complying with federal project delivery rules, unless they are granted a state-only funding exception by the CTC. Project sponsors are expected to meet all requirements of Article XIX in selecting projects receiving state-only funding. This includes sponsors or the CMA providing documentation verifying the county passed a measure allowing for the use of state-only State Highway Account funds on fixed guideway projects, should RTIP funds be proposed for use on non-federalized fixed guideway transit projects.
- S. Federal Transportation Improvement Program.** All projects programmed in the STIP must also be programmed in the federal Transportation Improvement Program (TIP), regardless of fund source. Project sponsors are encouraged to submit TIP amendment requests immediately following inclusion of the project into the STIP by the CTC. The project listing in the TIP must include total project cost by phase regardless of the phase actually funded by the CTC. STIP projects using federal funds will not receive federal authorization to proceed without the project being properly listed in the TIP.
- T. Agency Single Point of Contact.** Project sponsors shall assign a single point of contact within the agency to address programming and project delivery issues that may arise during the project life cycle. The name, title, and contact information of this person shall be furnished to the CMA and MTC at the time of project application submittal. This shall also serve as the agency contact for all FHWA-funded projects.

2016 Regional Transportation Improvement Program (RTIP)
Appendix A-4: 2016 RTIP Project Application

Project sponsors must submit a completed project application for each project proposed for funding in the 2016 RTIP. The application consists of the following five parts and are available on the Internet (as applicable) at: <http://www.mtc.ca.gov/funding/>

1. Resolution of local support
2. Project Study Report (PSR), or equivalent
3. RTIP Project Programming Request (PPR) form (with maps) (must be submitted electronically)
4. Performance Measures Worksheet (if applicable)
5. Complete Streets Checklist (if applicable: check with CMA or on MTC's website, listed above)

Part 1: Sample Resolution of Local Support

Note: Use the latest version of the Resolution of Local Support at: <http://www.mtc.ca.gov/funding/onebayarea/>

Resolution No. _____

Authorizing the filing of an application for funding assigned to MTC and committing any necessary matching funds and stating the assurance to complete the project

WHEREAS, (INSERT APPLICANT NAME HERE) (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for (INSERT FUNDING \$ AMOUNT HERE) in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding, Transportation Alternatives (TA) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the (INSERT PROJECT TITLE(S) HERE) (herein referred to as PROJECT) for the (INSERT MTC PROGRAM(S) HERE) (herein referred to as PROGRAM); and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (Public Law 112-141, July 6, 2012) and any extensions or successor legislation for continued funding (collectively, MAP 21) authorize various federal funding programs including, but not limited to the Surface Transportation Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives Program (TA) (23 U.S.C. § 213); and

WHEREAS, state statutes, including California Streets and Highways Code §182.6 and §182.7 and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to MAP-21, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
- that the PROJECT will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the PROJECT as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
- that the PROJECT will comply with all project-specific requirements as set forth in the PROGRAM; and
- that APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and
- in the case of a transit project, the PROJECT will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
- in the case of a highway project, the PROJECT will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
- in the case of an RTIP project, state law requires PROJECT be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and

WHEREAS, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

WHEREAS, there is no legal impediment to APPLICANT making applications for the funds; and

WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under MAP-21 or continued funding; and be it further

RESOLVED that APPLICANT will provide any required matching funds; and be it further

RESOLVED that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and be it further

RESOLVED that APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to

deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and be it further

RESOLVED that PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

RESOLVED that APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and be it further

RESOLVED that PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and be it further

RESOLVED that, in the case of a transit project, APPLICANT agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and be it further

RESOLVED that, in the case of a highway project, APPLICANT agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and be it further

RESOLVED that, in the case of an RTIP project, PROJECT is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and be it further

RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and be it further

RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED that APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it further

RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution and to include the PROJECT, if approved, in MTC's federal TIP.

RTIP Project Application

Part 2: Project Study Report (PSR), or equivalent

The required format of a PSR or PSR equivalent varies by project type. The following table categorizes PSR and PSR equivalent requirements by project type. Additional guidance on how to prepare these documents is available on the Internet at the addresses indicated below, or from MTC.

Project Study Report (PSR) Requirements
PSR and Equivalents by Project Type

Project Type	Type of Document Required *	Where to get more information
State Highway	Full PSR or PD/ENV Only	http://www.dot.ca.gov/hq/oppd/pdpm/pdpmn.htm
Local Roadway a. rehabilitation b. capacity increasing or other project	PSR for local rehabilitation PSR equivalent – project specific study with detailed scope and cost estimate	http://www.dot.ca.gov/hq/LocalPrograms/psr1.pdf In most cases completing the Preliminary Environmental Study and Field Review forms in the Local Assistance Procedures Manual should be sufficient. These forms can be found at: <u>Preliminary Environmental--</u> http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm then look in chapter 6 pg 6-31. <u>Field Review --</u> http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm then look in chapter 7 pg 7-13.
Transit	State of California Uniform Transit Application	http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/state-uta-app-091906.pdf
Other	PSR equivalent with detailed scope and cost estimate	To be determined on a case by case basis

* In some instances a Major Investment Study (MIS) prepared under federal guidance may serve as a PSR equivalent where information provided is adequate for programming purposes.

RTIP Project Application

Part 3: Project Programming Request (PPR) Form

Applicants are required to submit a Project Programming Request (PPR) form in order to be considered for funding from the 2016 RTIP.

The PPR for new projects can be downloaded from the following location:

http://www.dot.ca.gov/hq/transprog/ocip/pprs/ppr_new_projects%20-%202015-04-02-fy%2016-17%20thru%2020-21.xlsm

The PPRs for existing projects can be downloaded from the following location:

http://www.dot.ca.gov/hq/transprog/ocip/pprs/pprs_2016/pprs_2016.html

Part 4: Performance Measures Worksheet

Applicants submitting nominations for projects with total project costs exceeding \$50 million, or have over \$15 million in STIP funds programmed, are required to submit a Performance Measure Worksheet.

The Worksheet template is available at the following location:

<http://www.catc.ca.gov/programs/stip.htm>

Select the “2016 STIP Guidelines” document. The template begins on page 46 of the guidelines, under “Appendix B: Performance Indicators, Measures, and Definitions”.

Part 5: Complete Streets Checklist

Applicants are required to include the Complete Streets (Routine Accommodations) Checklist with the application submittal to MTC for projects that will have an impact on bicycles or pedestrians. The Checklist is available from the Congestion Management Agencies and at the MTC website at http://www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm.

MTC 2016 Regional Transportation Improvement Program

2016 RTIP as adjusted
March 9, 2016
(all numbers in thousands)

County	Agency Shares	PPNO	Project	2016 RTIP Total	2016 RTIP Funding by Fiscal Year					Outside RTIP
					16-17	17-18	18-19	19-20	20-21	
Alameda County Shares										
Alameda	MTC	2100	Planning, programming, and monitoring	406	131	135	140	-	-	-
Alameda	ACTC	2179	Planning, programming, and monitoring	2,201	886	750	565	-	-	-
Alameda	ACTC	81J	SR-84 East-West Connector in Fremont	12,000	-	-	12,000	-	-	-
San Mateo	BART	2103C	Daly City BART Station Intermodal Improvements	200	200	-	-	-	-	-
Sonoma	Caltrans	360U	US-101 Marin-Sonoma Narrows Seg B2 Ph 2	2,000	2,000	-	-	-	-	-
Alameda	BART	2010C	BART Station Modernization Program (ALA)	-	-	-	-	-	-	3,726
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	-	-	-	-	-	-	3,063
Alameda County Total				16,807	3,217	885	12,705	-	-	6,789
Contra Costa County Shares										
Contra Costa	MTC	2118	Planning, programming, and monitoring	264	85	88	91	-	-	-
Contra Costa	CCTA	2011O	Planning, programming, and monitoring	1,518	609	455	454	-	-	-
Sonoma	Caltrans	360U	US-101 Marin-Sonoma Narrows Seg B2 Ph 2	29,000	29,000	-	-	-	-	-
Contra Costa	CCTA	242K	I-80/San Pablo Dam Rd Interchange (Ph. 2)	9,200	-	9,200	-	-	-	-
Contra Costa	CCTA	222E	I-680 SB HOV Gap Closure (N. Main-Livorna)	15,557	-	15,557	-	-	-	-
Contra Costa	CCTA	2025J	Kirker Pass Rd NB Truck Climbing Lane	2,650	-	-	2,650	-	-	-
Contra Costa	CCTA	2025H	I-80/Central Ave Interchange, Ph 2 (Local Rd Realign)	2,000	-	-	2,000	-	-	-
Contra Costa	BART	2010B	Walnut Creek BART TOD Intermodal Project	5,300	5,300	-	-	-	-	-
Contra Costa	Concord	2010D	Concord BART Station Bike/Ped Access Improvemts	1,007	1,007	-	-	-	-	-
Contra Costa	CCTA	298E	I-680/SR-4 Interchange, Widening of SR-4	5,100	5,100	-	-	-	-	9,610
Contra Costa	BART	2010C	BART Station Modernization Program (CC)	-	-	-	-	-	-	13,000
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	-	-	-	-	-	-	2,090
Contra Costa Total				69,814	40,407	24,757	4,650	-	-	24,700
Marin County Shares										
Marin	TAM	2127C	Planning, programming, and monitoring	412	206	206	-	-	-	-
Marin	MTC	2127	Planning, programming, and monitoring	75	24	25	26	-	-	-
Marin	Fairfax	2128E	Fairfax Parkade Area Circulation Improvements	255	255	-	-	-	-	-
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	-	-	-	-	-	-	571
Marin County Total				255	255	-	-	-	-	571

County	Agency	PPNO	Project	2016 RTIP Funding by Fiscal Year					RTIP	
				16-17	17-18	18-19	19-20	20-21		
Napa County Shares										
Napa	MTC	2130	Planning, programming, and monitoring	15	15	16	-	-	-	-
Napa	TPA	1003E	Planning, programming, and monitoring	110	165	-	-	-	-	-
Napa	City	2130F	California Ave Roundabouts	431	1,070	-	-	-	-	-
Napa	Calistoga	2130M	Petrified Forest Rd and SR-128, Intersection Improvements	-	50	425	-	-	-	-
Napa	Yountville	2130N	Hopper Creek Pedestrian Path (Oak Cir - Mission)	100	400	-	-	-	-	-
Napa	American Cyn	2130E	Eucalyptus Dr Extension	-	-	2,819	-	-	-	-
Napa	Napa County	2130P	Airport Blvd Rehabilitation	-	-	-	-	-	-	1,332
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	-	-	-	-	-	-	376
Napa County Total				531	1,520	3,244	-	-	-	1,708
San Francisco County Shares										
San Francisco	SFCTA	2007	Planning, programming, and monitoring	447	667	-	-	-	-	-
San Francisco	MTC	2131	Planning, programming, and monitoring	67	69	71	-	-	-	-
San Francisco	SF DPW	new	Lombard Street Vision Zero Project	1,910	-	-	-	-	-	-
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	-	-	-	-	-	-	1,548
San Francisco County Total				1,910	1,910	-	-	-	-	1,548
San Mateo County Shares										
San Mateo	MTC	2140	Planning, programming, and monitoring	69	71	74	-	-	-	-
San Mateo	SM C/CAG	2140A	Planning, programming, and monitoring	462	338	338	-	-	-	-
San Mateo	Caltrans	690A	US-101 Willow Rd Interchange Reconstruction	8,000	-	-	-	-	-	-
San Mateo	Caltrans	632C	SR-1 Calera Parkway - Pacifica, Phase 1	-	6,900	-	-	-	-	-
San Mateo	San Mateo	668A	SR-92 Improvements Phase 1: Op Impr at 92/ECR IC	5,000	-	-	-	-	-	-
San Mateo	SM C/CAG	new	US-101 HOV/Express Lanes (Santa Clara Co-380)	3,000	6,399	-	-	-	-	-
San Mateo	S. San Francisco	0648F	Grand Boulevard Initiative - Complete Streets	-	1,991	-	-	-	-	-
San Mateo	Caltrans	2140E	Countywide ITS Project	-	800	3,498	-	-	-	-
San Mateo	SM C/CAG	668D	SR-92 Improvements Phase 2: 92/101 Interchange Imps	-	2,411	3,217	-	-	-	18,211
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	-	-	-	-	-	-	1,598
San Mateo County Total				16,000	18,501	6,715	-	-	-	19,809
Santa Clara County Shares										
Santa Clara	MTC	2144	Planning, programming, and monitoring	153	158	163	-	-	-	-
Santa Clara	SCVTA	2255	Planning, programming, and monitoring	1,053	784	783	-	-	-	-
Santa Clara	VTA	521C	I-680 Soundwall from Capitol to Mueller	731	355	3,275	-	-	-	-
Santa Clara	VTA	2147E	BART Extension from Berryessa to Santa Clara	-	14,672	-	-	-	-	-
Santa Clara	Palo Alto	2015D	US-101/Adobe Creek Bicycle and Pedestrian Bridge	-	-	-	-	-	-	4,350
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	-	-	-	-	-	-	3,632
Santa Clara County Total				731	15,027	3,275	-	-	-	7,982

County	Agency	PPNO Project	2016 RTIP Total	2016 RTIP Funding by Fiscal Year					Outside RTIP
				16-17	17-18	18-19	19-20	20-21	
Solano County Shares									
Solano	MTC	2152 Planning, programming, and monitoring	125	40	42	43	-	-	-
Solano	STA	2263 Planning, programming, and monitoring	681	274	203	204	-	-	-
Solano	Solano TA	5301V Jepson Pkwy (Leisure Town from Commerce to Orange)	3,296	-	-	3,296	-	-	6,064
Regional	BATA/CT/CTC	9051A Improved Bike/Ped Connectivity to East Span SFOBB	-	-	-	-	-	-	945
Solano County Total			4,102	314	245	3,543	-	-	7,009
Sonoma County Shares									
Sonoma	MTC	2156 Planning, programming, and monitoring	150	48	50	52	-	-	-
Sonoma	SCTA	770E Planning, programming, and monitoring	847	343	504	-	-	-	-
Regional	BATA/CT/CTC	9051A Improved Bike/Ped Connectivity to East Span SFOBB	-	-	-	-	-	-	1,177
Sonoma County Total			997	391	554	52	-	-	1,177
2016 RTIP Total - Bay Area			159,429	63,756	61,489	34,184	-	-	71,293

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Note: Detail on project programming by year and phase will be submitted to CTC

Date: September 23, 2015
W.I.: 1515
Referred by: PAC

Attachment C
Resolution No. 4208
Page 1 of 12

**2016
Regional Transportation Improvement Program**

**STIP Amendments / Extensions
Rules and Procedures**

September 23, 2015

**MTC Resolution No. 4208
Attachment C**

**Metropolitan Transportation Commission
Programming and Allocations Section
<http://www.mtc.ca.gov/funding.htm>**

RTIP
Regional Transportation Improvement Program
STIP Amendments / Extensions
Rules and Procedures
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Regional Transportation Improvement Program (RTIP) STIP Amendments / Extensions Rules and Procedures

What is the STIP?

The State Transportation Improvement Program (STIP) is the State's spending program for state and federal funding. The STIP is comprised of the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP). The program is updated every two years and covers a five-year period. STIP funded projects, like all other state and federally funded projects, must be listed in the TIP in order for the sponsor to access the funding.

Seventy-five percent (75%) of the funding in the STIP flows to regions by formula through their RTIPs. Regions throughout the state are charged with developing an expenditure plan for the funds. Eligible project types include improvements to state highways, local roads, public transit, intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety.

The remaining 25% of the funding flows to the ITIP, which is a statewide program managed by Caltrans. This funding is directed to projects that improve interregional transportation. Eligible project types include intercity passenger rail, mass transit guideways, grade separation, and state highways.

When are Amendments and Extensions Allowed?

STIP Amendments

An amendment may change the cost, scope or schedule of a STIP project and its components. For instance, if the final cost estimate for a project is higher (or lower) than the amount programmed, a STIP amendment may be requested to increase or (decrease) the amount programmed. Or, as a project progresses through project development, it may be time to add the next component or phase. Likewise, if the project schedule is delayed significantly, an amendment may be warranted to request a change in program year of the funding in order to prevent a funding lapse. STIP amendments may also be requested to delete project funding or to add a new project into the STIP.

Important Tip: Once a state fiscal year (July 1 – June 30) has begun, the CTC will not allow STIP amendments to delete or change the funding programmed in that fiscal year. Instead, the project sponsor may request a one-time extension as described below.

One-time Extension Requests

SB 45 established deadlines for allocation, contract award, expenditure and reimbursement of funds for all projects programmed in the STIP. The CTC may, upon request, grant a one-time extension to each of these deadlines for up to 20 months. However, the CTC will only grant an extension if it finds that an unforeseen and extraordinary circumstance beyond the control

of the responsible agency has occurred that justifies the extension. Furthermore, the extension will not exceed the period of delay directly attributable to the extraordinary circumstance. Generally, the CTC does not grant extensions longer than 12 months. Additionally, project sponsors must be present at the CTC meeting where action is taken on any extension request, to answer questions the CTC staff or commissioners may have.

Roles and Responsibilities

The STIP Amendment and Extensions process requires review and approval by various agencies to ensure the action requested is appropriate, and consistent with state statutes, CTC guidance, Caltrans procedures and regional policies. Projects must be included in a county Congestion Management Program (CMP) or county Capital Improvement Program (CIP), and must be consistent with the Regional Transportation Plan (RTP) to be programmed in the RTIP. Therefore, any additions or changes that may impact the priorities established within these documents must be reviewed and approved by the appropriate agency. Furthermore, improperly programmed funds or missed deadlines could result in funding being permanently lost to the region.

Project sponsors are responsible for reviewing and understanding the procedures, guidance and regulations affecting projects programmed in the STIP. Project sponsors must also assign a Single Point of Contact – an individual responsible for submitting documentation for STIP amendments and extensions that must have read and understood these policies and procedures, particularly the CTC STIP Guidelines available on the internet at <http://www.dot.ca.gov/hq/transprog/ocip.htm> and the MTC RTIP Policies and Application Procedures posted on the internet at: <http://www.mtc.ca.gov/funding/>. Project sponsors are ultimately responsible for ensuring the required documentation is provided to Caltrans by the deadlines established by MTC's Regional Project Delivery Policy (MTC Resolution No. 3606) and Caltrans for all allocations, extensions, and additional supplemental funds requests.

The Congestion Management Agencies/Transportation Authorities are responsible for ensuring the packages submitted by the project sponsors are complete, and the proposed changes are consistent with the Regional Transportation Plan (RTP), and Congestion Management Plans (CMPs) or Capital Improvement Program (CIP). The CMAs/TAs check to ensure the proposed changes meet MTC, CTC and other state or federal guidance and regulations. As mentioned in the Guiding Principles of the 2016 RTIP Policies and Procedures, the CMA must consider equitable distribution of projects in accordance with Title VI. Following CMA/TA concurrence of the request, the complete package is forwarded to MTC.

The Metropolitan Transportation Commission (MTC), as the Regional Transportation Planning Agency (RTPA) for the nine counties of the San Francisco Bay Area, provides concurrence for the STIP requests and formally submits all STIP Amendments to Caltrans for approval by the CTC. MTC also verifies compliance with established state and regional policies. Although MTC provides concurrence on extensions, additional supplemental funds requests and some allocation requests, it is the responsibility of the project sponsor, not MTC,

to ensure the required documentation is submitted to Caltrans by the established deadlines for these action requests.

The California Department of Transportation (Caltrans) processes the requests and makes recommendations to the California Transportation Commission (CTC) in accordance with Department procedures and CTC policies and guidelines.

The California Transportation Commission (CTC) approves or rejects the requests based on state statutes and its own established guidance and procedures.

Requesting STIP Amendments and Extensions

As described below, the procedures for processing STIP amendments and extensions vary depending on whether the project is sponsored by Caltrans or a local agency, and whether it has already received STIP funding.

Step 1: Project Sponsor Requests STIP Amendment or Extension

For currently programmed Caltrans projects:

- Caltrans and the appropriate CMA identify and discuss the issue(s) that may require an amendment or extension and notify MTC Programming and Allocations (P&A) Section staff that a change to the current STIP may be necessary and is being considered.
- Caltrans and CMA agree on proposed change(s).
- Where necessary, CMA staff requests policy board approval of proposed change.
- Once approved by the CMA, CMA notifies Caltrans in writing of the county's concurrence, with a copy sent to MTC P&A.
- Caltrans requests MTC concurrence for the STIP Amendment/Extension by transmitting the following to MTC P&A:
 - Letter requesting the STIP Amendment or Extension with explanation and justification of the need for the action with the following attachments:

For a STIP Amendment:

- Copy of CMA's letter of concurrence
- Revised Project Programming Request (PPR) Form – <http://www.mtc.ca.gov/funding/>
- Submittal of TIP Revision Request through FMS – <http://fms.mtc.ca.gov>
- A construction 'STIP History' for each amendment that would delay the year of construction. The 'STIP History' outlines the project's construction history as programmed in the STIP with particular attention to any previous delays and reason for the previous and current delay. It must note the original inclusion of the project construction component in the STIP and each prior project construction STIP amendment delay including for each, the amendment date, the dollar amount programmed for construction, and the scheduled year of construction delay. It must also include a statement on the

financial impact of the construction delay on the project, and an estimated funding source for the additional funds necessary to complete the project under the delayed schedule. (A STIP History is only required for amendments to delay the year of construction.)

For an Extension:

- Copy of CMA's letter of concurrence
- A construction 'STIP History' for each extension that would delay construction as described above for a STIP Amendment.

For currently programmed local projects:

- Sponsor and the appropriate CMA identify and discuss the issue(s) that may require an amendment or extension and notify Caltrans and MTC Programming and Allocations Section staff that a change to the current STIP may be necessary and is being considered.
- Sponsor and CMA agree on proposed change(s).
- Sponsor requests CMA concurrence for the STIP Amendment/Extension by submitting the following to the CMA:
 - Letter requesting the STIP Amendment or Extension with explanation and justification of the need for the action with the following attachments:

For a STIP Amendment:

- Revised Project Programming Request (PPR) Form - <http://www.mtc.ca.gov/funding/>
- Submittal of TIP Revision Request through FMS – <http://fms.mtc.ca.gov>
- A construction 'STIP History' for each amendment that would delay the year of construction. The 'STIP History' outlines the project's construction history as programmed in the STIP with particular attention to any previous delays and reason for previous and current delay. It must note the original inclusion of the project construction component in the STIP and each prior project construction STIP amendment delay including for each, the amendment date, the dollar amount programmed for construction, and the scheduled year of construction delay. It must also include a statement on the financial impact of the construction delay on the project, and an estimated funding source for the additional funds necessary to complete the project under the delayed schedule. (A STIP History is only required for amendments to delay the year of construction.)
- Any other documentation required by the CMA or Caltrans

For an Extension:

- Copy of completed Request for Time Extension form (Exhibit 23-B, located on the internet at: <http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/lapg-forms/g23forms-2013-05-08.docx>).

- A construction 'STIP History' for each extension that would delay construction, as described above for a STIP Amendment.
 - A listing showing the status of all SB 45 and regional project delivery policy (MTC Resolution 3606) deadlines for all of the project sponsors' allocated STIP projects, and all active projects funded through the Federal Highway Administration (FHWA), including but not limited to Surface Transportation Program (STP), Congestion Mitigation Air Quality Improvement (CMAQ), and Active Transportation Program (ATP) projects. This is to ensure project sponsors are aware of the other deadlines facing other projects, and so that sponsors will work to meet those deadlines. A template is available online at: http://www.mtc.ca.gov/funding/delivery/Template_FHWA_Funded_Projects_Status.xlsx.
 - Any other documentation required by the CMA or Caltrans
- Where necessary, CMA staff requests policy board approval of proposed request.
 - Sponsor submits Caltrans' "Request for Time Extension" form and any other required documentation to Caltrans.
 - CMA requests MTC concurrence for the STIP Amendment/Extension by transmitting a letter to MTC P&A requesting the STIP Amendment or Extension with explanation and justification of the need for the action along with the documentation submitted by the project sponsor. A copy of the request is also sent to Caltrans.
 - Sponsor must be present at the CTC meeting where action is being taken on the extension request to justify the reasons for the extension. Failure to be present may result in the CTC denying the extension request, and risk losing the programmed funds permanently due to missed deadlines. In limited instances, a project sponsor may request that their CMA be available in place of the project sponsor. The CMA and MTC must concur with this request via email.

Important Tip: For STIP Extensions, the CTC will only grant an extension if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. Furthermore, the extension will not exceed the period of delay directly attributable to the extraordinary circumstance, up to a maximum of 20 months (although the Commission generally does not grant any extension longer than 12 months). It is therefore absolutely necessary that the letter and supporting documentation clearly explains and justifies the extension request. Failure to provide adequate justification and not being present at the CTC meeting will most likely result in an extension not being approved.

For all new projects:

- Sponsor and the appropriate CMA identify and discuss the issue(s) that may require a new project to be added to the STIP and notify Caltrans and MTC Programming and Allocations (P&A) Section staff an amendment to the current STIP may be necessary and is being considered.
- Sponsor and CMA agree on proposed addition.

- Sponsor requests CMA concurrence for the STIP Amendment by submitting the following to the CMA:
 - Letter requesting the STIP Amendment with explanation and justification of the need for the project to be added to the STIP.
 - Submittal of TIP Revision Request through FMS – <http://fms.mtc.ca.gov>
 - RTIP Application form including: - <http://www.mtc.ca.gov/funding/>
 - Resolution of local support
 - Project Programming Request (PPR) forms (with maps)
 - Transportation Improvement Program (TIP) amendment
 - Project Study Report (PSR), or equivalent.
 - Complete Streets Checklist and Performance Measures form, as applicable
 - Copy of State-Only Funding Request Exception Form (Only if requesting state-only funding and project is not on pre-approved state-only eligible funding list. Original request is to be submitted directly to Caltrans HQ Budgets for processing and approval prior to MTC submittal of the request to Caltrans/CTC).
- CMA staff obtains policy board approval of proposed addition.
- CMA requests MTC concurrence for the new project by transmitting a letter to MTC P&A requesting the STIP Amendment with an explanation and justification of the need for the project along with a copy of the CMA Resolution approving the project, and the documentation listed above provided by the project sponsor.

Step 2: MTC Review and Concurrence

- Once a complete request has been received, MTC P&A staff will place the request on the MTC Programming and Allocations Committee (PAC) meeting agenda for concurrence of major changes, or prepare a letter of concurrence for the Executive Director's signature for minor changes.
- Following approval by PAC and/or the Executive Director, MTC send a Letter of Concurrence to Caltrans District 4 with a copy to the appropriate CMA. (District 4 will ensure that the request is copied to the appropriate contacts at Caltrans Headquarters and CTC.) MTC may concur with minor extensions administratively at the staff level, and with minor changes on Caltrans-sponsored projects administratively via email.

Major versus minor changes

- All major changes, including any requests to program a new project, will be presented to MTC's Programming and Allocations Committee (PAC) to determine MTC's concurrence. Major changes include:
 - request to program a new project (or delete a project)
 - schedule delay that affects air quality conformity analysis
 - project advance with reimbursement or replacement project per AB 3090

- request to use Grant Anticipation Revenue Vehicle (GARVEE) financing
 - For minor changes, MTC staff may write a letter of concurrence for the Executive Director's signature. Minor changes include:
 - Extension requests for allocation, award, expenditure and reimbursement/project completion deadlines (minor extensions may be concurred administratively by MTC staff)
 - schedule changes, except where change implies major cost or delivery ramifications
 - changes in implementing agency or project sponsor
 - changes to project budget that are less than 20% of the total project cost or less than \$1 million.
 - redirection of funds from one project component to another (e.g. from project engineering into environmental)
 - changes considered routine and not impacting project delivery
- * Amendments or extensions based on new federal or state requirements may need to go to MTC's PAC

Additional/Supplemental Funds

On occasion it may be necessary to provide additional 'Supplemental' funding to a project as a result of cost increases or revised cost estimates. There are several different processes to follow depending on where the project is within its delivery schedule. The various methods to add STIP funding to a project are as follow:

Biennial STIP Cycle: If additional funding is identified years before the actual allocation, the project sponsor may request the funding through the biennial STIP adoption process. This process is outlined in MTC's RTIP Policies and Application Procedures, and is the preferred method of requesting additional/supplemental funds.

STIP Amendment: If additional funding is identified prior to the allocation of funds, but is required prior to the next biennial STIP adoption, a STIP amendment adding the funds to the project may be requested as outlined in the STIP Amendment procedures above. However, in most cases the additional funds could be added at the time of allocation, thus foregoing the STIP amendment process.

Additional Funds at Time of Allocation: Often the simplest way to add supplemental funds is at the time of allocation. The process is the same as the procedures outlined above for a time extension, except that instead of a "Request for Time Extension" form, a "Request for STIP Funding Allocation" form is used (Exhibit 23-O, located on the internet at: <http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/lapg-forms/g23forms-2014-11-24.docx>). In all supplemental funding requests, the additional funding must be approved by the CTC.

Additional Funds After Allocation: It may be necessary to seek additional funds after an allocation, either to award the project or due to unforeseen cost increases while the project is under construction. In either case, an analysis should be performed to determine whether re-engineering (sometimes called “value engineering”) could achieve cost reductions to accommodate the increase. If additional funds are still necessary, a funding source outside the STIP should be pursued prior to seeking additional STIP funding. If it is determined that additional STIP funds are needed, then the project sponsor should proceed as with the procedures outlined for “Additional Funds at Time of Allocation”. It should be noted that once the funds are allocated, the project sponsor does not have the option to add the funds through a STIP amendment since the CTC does not allow amendments to change the programming for a given component after the funds have been allocated.

Allocation of Funds

Project sponsors request an allocation of funds directly to Caltrans, with Caltrans placing the request on the CTC Agenda for approval. The completed request package is due to Caltrans 60 days prior to the CTC meeting where the funds are anticipated to be allocated. MTC requires sponsors to obtain MTC concurrence on allocation requests in addition to the circumstances noted below:

Local Road Rehabilitation Projects: Allocation of funds for local road rehabilitation projects requires certification from MTC. Project sponsors should submit the “Pavement Management System Certification” form with the “Local Road Rehabilitation Project Certification” form attached (Exhibits 23-L and 23-K, both found on the internet at: <http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/lapg-forms/g23forms-2014-11-24.docx>) directly to MTC for signature. MTC will then transmit the signed form to Caltrans District 4 – Local Assistance. All other allocation request documentation should be sent directly to Caltrans District 4 – Local Assistance.

Allocation of State-Only Funds: MTC concurs with all State-Only funds allocations that are listed in the STIP as State-Only. Projects without State-Only funding pre-approved by CTC must request a State-Only Funding Exception form (Exhibit 23-F, found on the internet at: <http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/lapg-forms/g23forms-2014-11-24.docx>). MTC must concur with the exception request, and the form is submitted to Caltrans.

Funds Allocated Differently than Programmed: In some instances it may be necessary to allocate funds differently from what is programmed in the STIP. These situations generally still require MTC concurrence. Fortunately a STIP amendment may not be required, and the funding may be revised at the time of the allocation, thus avoiding the long STIP amendment process. However, A TIP amendment is still required, especially if federal funds are involved. Changes that are allowed at the time of allocation are noted below; however, project sponsors should consult with Caltrans District 4 Local Assistance, the CMA and/or MTC to determine whether a change at the time of allocation is permissible before preparing the allocation request.

- Change in implementing agency

- Cost savings (allocation less than program amount)
- Redirection of funds among project components or phases within the project as long as total STIP funding has not increased or previously been allocated.
- Advancement of funding from future years (transit projects with funds to be transferred to FTA require a TIP amendment to advance funds)
- Change in funding type (a change to state-only funding requires approval from Caltrans with their “State-Only Funding Request Exception” form if the project type is not on the pre-approved state-only eligible funding list – see “Allocation of State-Only Funds” above).

STP/CMAQ Match Reserve: Project sponsors must work with the applicable CMA/TA to obtain programming approval for STP/CMAQ match made available in the STIP. The CMA develops a countywide list for the use of the reserved funds and submits the list to MTC, who in turns provides Caltrans with the region-wide Match Program. Any deviation from this program, whether in the funding amount, project sponsor, or funding year, requires the CMA to resubmit an updated plan for the county to MTC. Caltrans cannot allocate the matching funds if they are inconsistent with the approved STIP - STP/CMAQ Match Program.

Funds allocated as programmed in the STIP: The allocation of funds as they are programmed in the STIP and TIP should receive MTC concurrence. Project sponsors work with Caltrans District 4 local assistance and MTC programming staff in obtaining the allocation. STIP projects using federal funds will not receive federal authorizations to proceed without the project being properly listed in the TIP. Federal authorization to proceed (E-76) requests must be submitted to Caltrans concurrently with the STIP allocation package to avoid delays to authorization.

Important Tip: Although some minor changes in the allocation of funds may not require a full STIP amendment, most changes still require MTC concurrence, and possibly a TIP amendment and a vote of the CTC. Project sponsors are encouraged to consult with the CMA, and Caltrans District 4 prior to preparing any allocation request, to ensure sufficient time is allowed for processing the allocation request, particularly toward the end of the year when the Timely Use of Funds provisions of SB 45 are of critical concern.

Timeline for STIP Amendment/Extension Approval

Completed documentation requesting MTC concurrence must be received by MTC staff no later than the first day of the month prior to the month in which the request will be heard by the Programming and Allocations Committee (PAC). (For example, requests received by January 1 will be reviewed at the February PAC meeting). Subsequently, requests with completed documentation and MTC concurrence must be submitted to the Caltrans District Office 60 to 90 days prior to the CTC meeting where the item will be considered. Therefore, requests for concurrence need to be submitted to MTC generally 150 days prior to CTC action for STIP Amendments and 120 days prior to CTC action for extensions.

For example, a STIP amendment request to add a new STIP project (considered a major amendment) is due to MTC by January 1, so it may be approved at the February PAC Meeting, and then submitted to Caltrans in time for the 60-day due date of March 2, so it may be noticed at the May 2 CTC meeting for action at the June 6 CTC meeting.

Important Tip: The CTC will not amend the STIP to delete or change the funding for any project component after the beginning of the fiscal year in which the funding is programmed. Therefore, all amendments to delay a project component must be approved by the CTC by the June meeting in the year prior to the programmed year of funding. To meet this deadline, amendments to delay delivery must be submitted to MTC no later than January 1 of the fiscal year prior to the fiscal year of the funding subject to delay.

A due date schedule is prepared each year for the submittal of STIP requests. This schedule is posted on the internet at: <http://www.dot.ca.gov/hq/transprog/ctliaison.htm>

STIP Amendment Form/TIP Amendment Form

The forms necessary to initiate the STIP Amendment process may be downloaded from the MTC website at: <http://www.mtc.ca.gov/funding/>. TIP Amendments should be processed through the Fund Management System, also available at the website mentioned above.

Contacts for STIP Amendments/Extensions:

Name	Area	Phone	Email
Kenneth Kao	STIP	510.817.5768	kkao@mtc.ca.gov
Ross McKeown	STIP	510.817.5842	rmckeown@mtc.ca.gov
Adam Crenshaw	TIP Amendments	510.817.5794	acrenshaw@mtc.ca.gov

APPENDIX A – 18

Regional Policies: Project Funding and Specific Funding Programs

**Active Transportation Program (ATP) Cycle 1
Regional Competitive Program Guidelines and
Program of Projects for the San Francisco Bay Area
MTC Resolution No. 4132**



Date: April 23, 2014
W.I.: 1512
Referred by: PAC
Revised: 09/24/14-C
04/22/15-C
05/27/15-C

ABSTRACT

Resolution No. 4132, Revised

This resolution adopts the Active Transportation Program (ATP) Regional Competitive Program Guidelines and Program of Projects 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 – Regional Competitive Active Transportation Program of Projects

On September 24, 2014, the Commission adopted Attachment B, the 2014 Regional Competitive Active Transportation Program (ATP) of Projects and contingency list of projects.

On April 22, 2015, the Commission revised Attachment B to delete the Jennings Avenue Bicycle/Pedestrian Crossing project in Santa Rosa for \$8,157,000, and add \$1,318,000 to the existing Riverside Avenue Pedestrian Overcrossing project in Contra Costa County, and move four projects totaling \$6,839,000 from the contingency list to the funded program, and add eight new projects to the contingency list totaling \$7,663,000.

On May 27, 2015, the Commission revised Attachment B to delete the Bay Area Bike Share Expansion project for \$7,713,000, increase funding for the SFMTA Vision Zero project, move seven projects totaling \$7,158,000 from the contingency list to the funded program, and add two projects to the contingency list.

Further discussion of these actions is contained in the MTC Executive Director's Memorandum to the MTC Programming and Allocations Committee dated April 9, 2014, September 10, 2014, April 8, 2015, and May 13, 2015.

Date: April 23, 2014
W.I.: 1512
Referred by: PAC

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4132

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/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

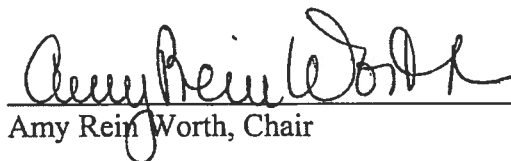
RESOLVED, that MTC approves the Active Transportation Program of Projects, as set forth in Attachment B of this resolution, and be it further

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 or designee is authorized to revise Attachment B as necessary to reflect the programming of projects as the projects are selected; 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



Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on April 23, 2014.

Date: April 23, 2014
W.I.: 1515
Referred by: PAC
Revised: 09/24/14-C

Attachment A
Resolution No. 4132
Page 1 of 11

**Cycle 1 Regional Competitive
Active Transportation Program
(ATP)**

Guidelines

April 23, 2014

**MTC Resolution No. 4132
Attachment A**

**Metropolitan Transportation Commission
Programming and Allocations Section
<http://www.mtc.ca.gov/funding/>**

**Cycle 1 Regional Competitive Active Transportation Program (ATP)
Guidelines
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Cycle 1 Regional Competitive Active Transportation Program 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 a number of other funding sources intended to promote active transportation, such as the Bicycle Transportation Account and Transportation Alternatives Program, into one program.

State and federal law segregate ATP funds into three main components, with funding 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 Competitive Active Transportation Program”

The California Transportation Commission (CTC) developed guidelines for the ATP, approved on March 20, 2014. The CTC Guidelines lay out the programming policies, procedures, and project selection criteria for not only the statewide competitive program, but also for the small urban/rural and large MPO regional competitive programs. Large MPOs, such as MTC, have the option of developing their own policies, procedures, and project selection criteria that differ from those adopted by CTC, provided they are approved by CTC.

This document serves as MTC’s Regional ATP Guidelines that substantially follow those of the CTC, but include a number of differences based on the region’s existing policies and priorities. MTC adopted these Guidelines for the MTC Regional Competitive Active Transportation Program on April 23, 2014, for final consideration by the CTC in May 2014.

Development Principles

The following principles will frame the development of MTC’s Regional Competitive Active Transportation Program.

- MTC will work with CTC staff, Caltrans, CMAs, transit operators, and interested stakeholders to develop the Regional Competitive Active Transportation Program.
- Investments made in the ATP must carry out the objectives of the Regional Transportation Plan (RTP).
- MTC will meet or exceed the 25% programming goal to projects benefiting disadvantaged communities.
- MTC will continue to work with Caltrans, CMAs, transit operators, and project sponsors to seek efficiencies and streamlining for delivering projects in the federal-aid process.

- MTC will continue to advocate for improved ATP delivery strategies, including using either a lump sum allocation or delegated authority to Caltrans.
- MTC will continue to advocate that all projects savings and un-programmed balances remain within the ATP program rather than be 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).

CTC Guidelines

The California Transportation Commission (CTC) ATP Guidelines were adopted on March 20, 2014, and are available at: <http://www.catc.ca.gov/programs/ATP.htm>. The most current CTC Guidelines for the Active Transportation Program, as posted on the CTC website, is incorporated in MTC's Regional Competitive ATP Guidelines via this reference. All project sponsors are required to follow the MTC and CTC ATP Guidelines in the development and implementation of the ATP.

ATP Development Schedule

Development of the ATP under these procedures will be done in accordance with the schedule outlined in Appendix A-1 of this guidance.

ATP Regional Shares

Appendix A-2 of this guidance provides the MTC regional shares for this round of ATP funding (FY 2014-15), consistent with the ATP Fund Estimate approved by the CTC on December 11, 2013. Appendix A-2 also includes MTC's 25% programming goal 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://www.mtc.ca.gov/get_involved/participation_plan.htm.

ATP Projects in the Transportation Improvement Program (TIP)

In response to state and federal requirements, ATP funds must be programmed in the TIP prior to seeking a CTC allocation. In addition, it is required 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. In the ATP, all projects are subject to be a mix of federal and state funds, and therefore require a CTC allocation, and a federal authorization to proceed (if federal funds are on the project) prior to 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 Competitive 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 Competitive Active Transportation Program, and has one additional evaluation criteria. The additional criteria will give points for projects that support previously-adopted regional priorities and projects that meet *Plan Bay Area's* objective to meet SB 375 commitments. MTC has also included various project screening criteria and additional language for consistency with regional policies and goals. Further information on these changes, as well as instructions on the application process are detailed later in this guidance.

Project Sponsors may apply for either the State ATP program or Regional Competitive Active Transportation Program, or both. Sponsors applying to the State ATP program or to both the state and regional programs must submit a copy of their state application to MTC, along with a regional application.

2. Definition of Disadvantaged Communities

The CTC Guidelines state that an MPO may define Disadvantaged Communities differently than the three criteria outlined in the statewide guidance. The MTC region has already adopted a measure to define Disadvantaged Communities known as "Communities of Concern". MTC recently updated the Communities of Concern definition in 2013 as a part of the *Plan Bay Area* Equity Analysis Report.

MTC's Communities of Concern are defined as those census tracts having either 1) significant concentrations of both low-income and minority residents, or 2) significant concentrations of any four or more of the following eight disadvantage factors: minority persons; low-income persons below 200% of the federal poverty level (about \$44,000 per year for a family of four); persons with Limited English Proficiency; zero-vehicle households; seniors aged 75 and over; persons with a disability; single-parent families; and housing units occupied by renters paying more than 50% of household income on rent. The concentration thresholds for these factors are described below.

Disadvantage Factor	% of Regional Population	Concentration Threshold
1. Minority Population	54%	70%
2. Low Income (<200% of Poverty) Population	23%	30%
3. Limited English Proficiency Population	9%	20%
4. Zero-Vehicle Households	9%	10%
5. Seniors Aged 75 and Over	6%	10%
6. Population with a Disability	18%	25%
7. Single-Parent Families	14%	20%
8. Rent-Burdened Households	10%	15%

Based on this definition, roughly 20% 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* Equity Analysis Report and associated Appendix, available online at: http://onebayarea.org/pdf/final_supplemental_reports/FINAL_PBA_Equity_Analysis_Report.pdf and http://onebayarea.org/pdf/final_supplemental_reports/FINAL_PBA_Equity_Analysis_Report-Appendices.pdf. Further, applicants can find an online map showing precise locations of Communities of Concern online at: <http://geocommons.com/maps/118675>.

3. Match Requirement

The CTC Guidelines prescribe a match requirement of 11.47%, which is waived for projects benefiting a Disadvantaged Community, stand-alone non-infrastructure projects, and safe routes to schools projects. The CTC Guidelines allow MPOs to define its own match requirements for the Regional Competitive Active Transportation Program.

Consistent with CTC guidance, the match requirement for the regional ATP is 11.47%, with the same match waivers for projects benefiting a Community of Concern, 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. Contingency Project List

MTC will adopt a list of projects for programming the Regional Competitive 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 1 Regional Competitive ATP. This will ensure that the Regional Competitive ATP will fully use all ATP funds, and that no ATP funds are lost to the region.

Application Process

Project Application

Upon CTC concurrence of MTC's Regional ATP Guidelines, MTC will issue a call for projects for the Regional Competitive Active Transportation Program. Project sponsors must complete an application for each new project proposed for funding in the ATP, consisting of the items included in Appendix A-3 of this guidance. In addition to MTC's Fund Management System (FMS) application, project sponsors must use the Project Programming Request (PPR) forms provided by Caltrans for all projects. The nomination sheet must be submitted electronically for upload into the regional and statewide databases. All application materials, in the form of 5 hard copies and 1 electronic copy (via

CD/DVD, portable hard drive, or USB thumb drive) must be received by MTC no later than 4 PM on July 24, 2014 in order 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 criteria.

- A. Prohibition of Multiple Phases in 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 with right of way acquisition may not have more than one phase programmed per fiscal year.
- B. Deliverability.** Project sponsors must demonstrate they can meet the expedited delivery timeframe imposed on the program by the CTC. 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. For projects programmed in FY 2014-15, sponsors submit the CTC allocation and obligation paperwork to Caltrans/CTC by January 31, 2015, and receive the federal authorization to proceed (E-76 / federal obligation) by March 31, 2015. For projects programmed in FY 2015-16, sponsors submit the CTC allocation and obligation paperwork to Caltrans/CTC by November 1, 2015, and receive the federal authorization to proceed (E-76 / federal obligation) by January 31, 2016. ATP funds for the environmental phase must be programmed and obligated in FY 2014-15. There are no extensions to these deadlines.

Additional Project Evaluation Criterion

MTC will use the CTC project evaluation criteria as set forth in the CTC Guidelines, with one additional criterion for the Regional Competitive Active Transportation Program. The additional criterion is:

- **Consistency with Regional Priorities and Planning Efforts. (0 to 10 points)**
Applicants shall describe the project's consistency with previously-approved regional priorities, and how the project meets *Plan Bay Area's* objective to meet SB 375 commitments. Points will be awarded for the degree of the proposed project's consistency with regional priorities, such as:
 - Consistency with *Plan Bay Area's* Healthy and Safe goals of reduction of particulate matter, collision reduction and encouragement of active transport
 - Consistency with MTC's Safe Routes to School Program
 - Establishment and expansion of regional bike share
 - Bay Trail build-out
 - Regional Bike Network build-out
 - Gap closures in the Regional Bike Network
 - Multi-jurisdictional projects

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). For additional information, refer to http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf

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://www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm. Furthermore, it is encouraged that all bicycle projects programmed in the ATP support the Regional Bicycle Network. 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 polices for accommodating bicycles and non-motorized travel, is available on MTC's Web site at: <http://www.mtc.ca.gov/planning/bicyclespedestrians/>.

METROPOLITAN TRANSPORTATION COMMISSION (MTC)
Regional Active Transportation Program (ATP)
Development Schedule (Subject to Change)
April 23, 2014, Rev. Sept. 24, 2014

September 26, 2013	Governor signs bill creating Active Transportation Program (ATP)
November 27, 2013	CTC releases draft ATP Guidelines
March 2014	Draft Regional ATP Guidelines presented to Working Groups
March 20, 2014	CTC scheduled adoption of State ATP Guidelines CTC scheduled release of ATP Call for Projects for Statewide Competitive Program
April 9, 2014	MTC Programming and Allocations Committee (PAC) scheduled review and recommendation of final proposed Regional ATP Guidelines
April 23, 2014	MTC Commission scheduled adoption of Regional ATP Guidelines MTC submits approved Regional ATP Guidelines to CTC for consideration
May 21, 2014	State ATP Applications Due to CTC (Statewide Program) CTC scheduled approval of MTC's Regional ATP Guidelines (CTC Meeting – San Diego) MTC releases ATP Call for Projects for Regional Competitive Program
July 24, 2014	Regional ATP Applications Due to MTC (Regional Competitive Program)
August 8, 2014	CTC releases staff recommendation for ATP Statewide Competitive Program
August 20, 2014	ATP Statewide Program Adoption: CTC scheduled to adopt statewide program and transmit unsuccessful projects to the Regions for consideration
August 2014	MTC releases staff recommendation for ATP Regional Competitive Program
September 2014	Working Group discussions of staff recommendations
September 10, 2014	MTC Programming and Allocation Committee (PAC) scheduled review and recommendation of final ATP Regional Competitive Program
September 24, 2014	ATP Regional Competitive Program Adoption: MTC Commission scheduled approval of ATP regional program and transmittal to CTC for consideration
October 1, 2014	TIP Amendment Deadline: Successful ATP project sponsors to submit 2015 TIP Amendment.
November 12, 2014	CTC Approval of ATP Regional Competitive Program: CTC scheduled to approve Regional Program
December 17, 2014	MTC Commission scheduled to approve TIP Amendment to add ATP projects into federal TIP
January 31, 2015	TIP Approval: FHWA/FTA anticipated approval of ATP projects in federal TIP Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2014-15
March 31, 2015	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2014-15
November 1, 2015	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2015-16
January 31, 2016	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2015-16

Shaded Area – Actions by State, CTC or Caltrans

Appendix A-2

MTC Resolution No. 4132
 Attachment A, Appendix A-2
 Adopted: 04/23/14-C
 Revised: 09/24/14-C

Regional Active Transportation Program (ATP) Cycle 1 - Revised Regional Share Targets FY 2013-14 through FY 2015-16 September 2014

ATP Regional Share

All numbers in thousands

Fund Source	FY 2014-15 *	FY 2015-16	Total Regional ATP
Federal TAP	\$10,503	\$5,252	\$15,755
Federal Other	\$3,829	\$1,915	\$5,744
State	\$6,572	\$2,908	\$9,480
Total ATP Regional Share	\$20,904	\$10,075	\$30,979

Disadvantaged Communities Target

Classification	FY 2014-15 *	FY 2015-16	Total Regional ATP
25% - Benefiting Disadvantaged Communities	\$5,226	\$2,519	\$7,745
75% - Anywhere in the Region	\$15,678	\$7,556	\$23,234
Total ATP Regional Share	\$20,904	\$10,075	\$30,979

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* Due to the late start with the program, FY 2013-14 funding is included in delivery target for FY 2014-15

Note: Figures revised based on August 2014 ATP Fund Estimate Revision

Appendix A-3: Regional Competitive ATP Project Application

Project sponsors must submit a completed project application for each project proposed for funding in the Regional Competitive Active Transportation Program. The application consists of the following six parts and are available on the Internet (as applicable) at: <http://www.mtc.ca.gov/funding/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
2. Project application forms
 - a. Statewide ATP Application Form, available at <http://www.catc.ca.gov/programs/ATP.htm>
 - b. Regional competitive ATP Supplemental Application Form, available at <http://www.mtc.ca.gov/funding/ATP/>
3. Project Programming Request (PPR) form
 - a. Available at: http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls
4. Documentation of all other funds committed to the project
5. Resolution of Local Support
 - a. Available at: http://files.mtc.ca.gov/pdf/ATP/ATP_Resolution_Local_Support.docx
6. Complete Streets Checklist
 - a. Available at: http://www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm

Attachment B
Metropolitan Transportation Commission
2014 Active Transportation Program (ATP)
Cycle 1
FY 2014-15 and FY 2015-16
Regional ATP Cycle 1 list of Projects
May 2015

MTC Resolution No. 4132
Attachment B
Adopted: 04/23/14-C
Revised: 09/24/14-C
04/22/15-C
05/27/15-C

Regional ATP Cycle 1 Projects

County	Implementing Agency	Project	Regional ATP
Alameda	Alameda (City)	Cross Alameda Trail (includes SRTS component)	\$2,231,000
Alameda	Alameda County	Be Oakland, Be Active: A Comprehensive SRTS Program	\$988,000
Alameda	Berkeley	LeConte Elementary Schools SRTS Imps.	\$682,000
Alameda	Livermore	Marilyn Avenue Elementary Safe Routes to School	\$358,000
Alameda	Oakland	Lake Merritt to Bay Trail Bike/Ped Gap Closure (PS&E/ROW)	\$3,210,000
Contra Costa	CCTA	Riverside Ave Ped Overcrossing Replacement	\$2,000,000
Contra Costa	EBRPD	San Francisco Bay Trail, Pinole Shores to Bay Front Park	\$4,000,000
Regional	MTC	Bay Area Bike Share Expansion	\$0
San Mateo	San Mateo (City)	City of San Mateo Safe Routes to School Program	\$2,515,000
Santa Clara	Santa Clara VTA	Central and South County Bicycle Corridor Plan	\$443,000
San Francisco	SFMTA	San Francisco Citywide Bicycle Wayfinding	\$792,000
Alameda	Alameda County	Safe Routes to School Alameda County	\$668,000
Santa Clara	Santa Clara County	Gilroy Moves! (SRTS)	\$1,876,000
San Francisco	SFMTA	Vision Zero Safety Investment	<u>\$4,058,000</u>
<u>Alameda</u>	<u>Oakland</u>	<u>City of Oakland Improvements for SRTS</u>	<u>\$1,236,000</u>
<u>Contra Costa</u>	<u>Contra Costa County</u>	<u>Port Chicago Hwy and Willow Pass Rd Bike/Ped Facility</u>	<u>\$800,000</u>
<u>Alameda</u>	<u>Oakland</u>	<u>High St-Courtland Ave-Ygnacio Ave Intersection Imps.</u>	<u>\$1,128,000</u>
<u>Alameda</u>	<u>Alameda County</u>	<u>Ashland Ave. Bicycle and Pedestrian SRTS</u>	<u>\$708,000</u>
<u>Contra Costa</u>	<u>Pleasant Hill</u>	<u>Contra Costa Blvd. Improvements (Beth-Harriet)</u>	<u>\$1,556,000</u>
<u>Sonoma</u>	<u>Sonoma County</u>	<u>Sonoma County SRTS High School Pilot</u>	<u>\$872,000</u>
<u>Alameda</u>	<u>Alameda County</u>	<u>Hillside Elementary School SRTS</u>	<u>\$858,000</u>
TOTAL:			\$30,979,000

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Regional ATP Cycle 1 Contingency List

County	Implementing Agency	Project	Regional ATP
<u>San Francisco</u>	<u>SFMTA</u>	<u>Accessible Transit Wayfinding Toolkit</u>	<u>\$390,000</u>
<u>Alameda</u>	<u>San Leandro</u>	<u>Floresta / Monterey Intersection Improvements</u>	<u>\$621,000</u>
TOTAL:			\$1,011,000

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APPENDIX A – 19

Regional Policies: Project Funding and Specific Funding Programs

**Active Transportation Program (ATP) Cycle 2
Regional Competitive Program Guidelines and
Program of Projects for the San Francisco Bay Area
MTC Resolution No. 4172**



Date: February 25, 2015
W.I.: 1515
Referred by: PAC
Revised: 10/28/15-C
01/27/16-C
05/25/16-C

ABSTRACT

Resolution No. 4172, Revised

This resolution adopts the Active Transportation Program (ATP) Regional Program Cycle 2 Guidelines and Program of Projects 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 – Regional Active Transportation Program of Projects

This resolution was amended by Commission Action on October 28, 2015 to include Attachment B, the Regional Active Transportation Program of Projects.

This resolution was amended by Commission Action on January 27, 2016 to revise Attachment B, the Regional Active Transportation Program of Projects, to reflect updated total program/funding amount of \$30.225 million, and to reduce the San Francisco Department of Public Work's Lombard Street Vision Zero project by \$30,000 to \$1,824,000, and to remove the project from the contingency list.

This resolution was amended by Commission Action on May 25, 2016 to revise Attachment B, the Regional Active Transportation Program of Projects, to reflect programming changes based on Caltrans' eligibility determination for two projects: reduce Marin Transit's Novato Transit Facility project to \$989,000, and reduce San Francisco Department of Public Health's Safe Routes to School project to \$2,411,000; and augment funding to San Francisco Department of Public Works' Lombard Street Vision Zero project by \$683,000 to \$2,507,000.

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated February 11, 2015, October 14, 2015, January 13, 2016, and May 11, 2016.

Date: February 25, 2015
W.I.: 1515
Referred by: PAC

RE: Adoption of Regional Active Transportation Program (ATP)
Cycle 2 Guidelines and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4172

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



Chair

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

Date: February 25, 2015
W.I.: 1515
Referred by: PAC

Attachment A
Resolution No. 4172
Page 1 of 12

**2015 Regional Active Transportation Program
(ATP)**

Cycle 2

Guidelines

February 25, 2015

**MTC Resolution No. 4172
Attachment A**

**Metropolitan Transportation Commission
Programming and Allocations Section
<http://www.mtc.ca.gov/funding/>**

**2015 Regional Active Transportation Program (ATP) Cycle 2
Guidelines
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2015 Regional Active Transportation Program Cycle 2 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 a number of 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 2 ATP, expected to be approved on March 26, 2015. 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 the regional guidelines are approved by CTC.

This document serves as MTC’s Cycle 2 Regional ATP Guidelines that substantially follow those of the CTC, but include a number of differences based on the region’s existing policies and priorities. MTC adopted these Guidelines for the MTC Regional Active Transportation Program on February 25, 2015, for final consideration by the CTC in March 2015.

Development Principles

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

- MTC will work with CTC staff, Caltrans, Congestion Management Agencies (CMAs), 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, CMAs, 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).

CTC Guidelines

The California Transportation Commission (CTC) ATP Guidelines are expected to be adopted on March 26, 2015, and are available at: <http://www.catc.ca.gov/programs/ATP.htm>. The most current 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

Development of the ATP will follow the schedule outlined in Appendix A-1 of this guidance.

ATP Regional Shares

Appendix A-2 of this guidance provides the MTC regional shares for Cycle 2 of ATP funding (FY 2016-17, FY 2017-18, and FY 2018-19), consistent with the ATP Fund Estimate expected to be approved by the CTC on March 26, 2015. 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://www.mtc.ca.gov/get_involved/participation_plan.htm.

ATP Projects in the Transportation Improvement Program (TIP)

Consistent with state and federal requirements, ATP funded projects must be programmed in the TIP prior to seeking a CTC allocation. Selected projects must complete and submit a Fund Management System (FMS) application by February 1, 2016 in order 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 prior to 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 on the application process are detailed later in this guidance.

Project sponsors may apply for either the State ATP program or Regional ATP program, or both. Sponsors applying to the State ATP program or to both the state and regional programs must submit a copy of their state application to MTC. In order 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 of Disadvantaged Communities

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 2013 as a part of the *Plan Bay Area Equity Analysis Report*. For the purposes of meeting 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 having either 1) significant concentrations of both low-income and minority residents, or 2) significant concentrations of any four or more of the following eight disadvantage factors: minority persons; low-income persons below 200% of the federal poverty level (about \$44,000 per year for a family of four); persons with Limited English Proficiency; zero-vehicle households; seniors aged 75 and over; persons with a disability; single-parent families; and housing units occupied by renters paying more than 50% of household income on rent. The concentration thresholds for these factors are described below.

Disadvantage Factor	% of Regional Population	Concentration Threshold
1. Minority Population	54%	70%
2. Low Income (<200% of Poverty) Population	23%	30%
3. Limited English Proficiency Population	9%	20%
4. Zero-Vehicle Households	9%	10%
5. Seniors Aged 75 and Over	6%	10%
6. Population with a Disability	18%	25%
7. Single-Parent Families	14%	20%
8. Rent-Burdened Households	10%	15%

Based on this definition, roughly 20% 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 Equity Analysis Report* and associated Appendix, available online at: http://onebayarea.org/pdf/final_supplemental_reports/FINAL_PBA_Equity_Analysis_Report.pdf and

http://onebayarea.org/pdf/final_supplemental_reports/FINAL_PBA_Equity_Analysis_Report-Appendices.pdf. Further, applicants can find an online map showing precise locations of Communities of Concern at: <http://geocommons.com/maps/118675>.

3. Match Requirement

The CTC Guidelines does not require a match for Statewide ATP projects. The CTC Guidelines allow MPOs to define different match requirements for the Regional ATP.

Differing from CTC Guidelines, MTC elects to impose a match requirement for the regional ATP of 11.47%, with match waivers for projects benefiting a Community of Concern, 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. 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 2 Regional ATP. This will ensure that the Regional ATP will fully use all ATP funds, and that no ATP funds are lost to the region. The contingency list is valid until the adoption of the next statewide ATP Cycle.

Application Process

Project Application

Upon CTC 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 (via CD/DVD, portable hard drive, or USB thumb drive) must be physically received by MTC or postmarked no later than June 1, 2015 in order 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 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 design and right of way, 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 submit the CTC allocation and obligation paperwork to Caltrans/CTC by November 1 of the programmed fiscal year, and receive the federal authorization to proceed (E-76 / federal obligation) by January 31 of the programmed fiscal year. There are no extensions to these regional delivery deadlines.

Additional Project Evaluation Criteria

MTC will use the CTC project evaluation criteria as set forth in the CTC Guidelines, with additional criteria for the Regional Active Transportation Program. The additional criteria are:

- **Consistency with Regional Priorities and Planning Efforts. (0 to 5 points)**
Applicants shall describe the project's consistency with previously-approved regional priorities, and how the project supports *Plan Bay Area*. Points will be awarded for the degree of the proposed project's consistency with regional priorities, such as:
 - Consistency with *Plan Bay Area's* Healthy and Safe goals of reduction of particulate matter, collision reduction and encouragement of active transport
 - Consistency with MTC's Safe Routes to School Program
 - Bay Trail build-out
 - Regional Bike Network build-out
 - Gap closures in the Regional Bike Network
 - Multi-jurisdictional projects
- **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 (CD/DVD/USB drive);
 - Documentation from Caltrans regarding environmental approval; and/or

- Other Council/Board action, such as resolutions and/or Planning Department approval of 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 or NEPA requirements to receive ATP funding.

- **Consistency with OBAG Complete Streets Policy. (0 or 2 points)**

Complete Streets are an essential part of promoting active transportation. To that end, additional points will be awarded to ATP project sponsors that supply documentation that the jurisdiction(s) in which the project is located meets the One Bay Area Grant (OBAG) Complete Streets Policy by September 30, 2015. The policy may be met by the jurisdiction either having updated the General Plan within the past four years to be consistent with the Complete Streets Act of 2008, or adopting a complete streets policy resolution. For further information regarding MTC's One Bay Area Grant (OBAG) Complete Streets Policy, refer to the OBAG Complete Streets website at:

http://www.mtc.ca.gov/funding/onebayarea/complete_streets.htm .

A sample complete streets policy resolution is available at:

http://www.mtc.ca.gov/planning/bicyclespedestrians/sample_OBAG_CS_resolution.doc.

- **Countywide Plans/Goals Consistency Determination. (0 or -2 points)**

Following the application due date, MTC will share the received applications with the County Congestion Management Agencies (CMAs) or Countywide Transportation Planning Agency (collectively referred to as "CMAs"). The CMAs will review the applications for consistency with adopted countywide transportation plans, active transportation plans, and/or other countywide goals, as applicable. The CMAs will provide MTC a list of projects determined to be inconsistent with countywide plans and/or goals no later than September 1, 2015. Inconsistent projects will receive a 2 point penalty; consistent projects will be held harmless.

- **Deliverability Determination. (0 or -5 points)**

The regional program evaluation committee, in consultation with MTC staff, will review each application's project delivery schedule for ability to meet regional deadlines as described in MTC Resolution No. 3606, Revised. Projects that are deemed unable to allocate ATP funds within the three programming years of Cycle 2 (FY 2016-17, 2017-18, and 2018-19) shall receive a 5 point penalty. Projects that are deemed able to allocate within the three programming years of Cycle 2 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 February 1, 2016. For additional information, refer to http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf.

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/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://www.mtc.ca.gov/planning/bicyclespedestrians/>.

METROPOLITAN TRANSPORTATION COMMISSION (MTC)
2015 Regional Active Transportation Program (ATP) Cycle 2
Appendix A-1: ATP Development Schedule (Subject to Change)
February 25, 2015

November 2014	CTC releases draft ATP Guidelines
January-February 2015	Draft Regional ATP Guidelines presented to Working Groups
February 11, 2015	MTC Programming and Allocations Committee (PAC) scheduled review and recommendation of final proposed Regional ATP Guidelines
February 25, 2015	MTC Commission scheduled adoption of Regional ATP Guidelines MTC submits adopted Regional ATP Guidelines to CTC for consideration
March 26, 2015	CTC scheduled adoption of State ATP Guidelines CTC scheduled release of ATP Call for Projects for Statewide Competitive Program CTC scheduled approval of MTC's Regional ATP Guidelines MTC scheduled release of ATP Call for Projects for Regional Program
June 1, 2015	State ATP Applications Due to CTC (Statewide Program) Regional ATP Applications Due to MTC (Regional Program)
September 15, 2015	CTC releases staff recommendation for ATP Statewide Competitive Program
October 7, 2015	MTC releases staff recommendation for ATP Regional Program
October 2015	Working Group discussions of staff recommendations
October 14, 2015	MTC Programming and Allocation Committee (PAC) scheduled review and recommendation of final ATP Regional Program
October 22, 2015	ATP Statewide Program Adoption: CTC scheduled to adopt statewide program and transmit unsuccessful projects to the Regions for consideration
October 28, 2015	ATP Regional Program Adoption: MTC Commission scheduled approval of ATP regional program and transmittal to CTC for consideration
December 10, 2015	CTC Approval of ATP Regional Program: CTC scheduled to approve Regional Program
February 1, 2016	TIP Amendment Deadline: Successful ATP project sponsors to submit 2015 TIP Amendment, including Resolution of Local Support
April 27, 2016	MTC Commission scheduled to approve TIP Amendment to add ATP projects into federal TIP
May 31, 2016	TIP Approval: FHWA/FTA anticipated approval of ATP projects in federal TIP
November 1, 2016	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2016-17
January 31, 2017	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2016-17
November 1, 2017	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2017-18
January 31, 2018	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2017-18
November 1, 2018	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2018-19
January 31, 2019	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2018-19

Shaded Area – Actions by State, CTC or Caltrans

**Metropolitan Transportation Commission (MTC)
 2015 Regional Active Transportation Program (ATP) Cycle 2**

**Appendix A-2: MTC ATP Regional Share Targets
 FY 2016-17 through FY 2018-19
 February 2015**

ATP Regional Share

All numbers in thousands

Fund Source	FY 2016-17	FY 2017-18	FY 2018-19	Total
Federal TAP	\$5,252	\$5,252	\$5,252	\$15,756
Federal Other	\$1,915	\$1,915	\$1,915	\$5,745
State	\$2,908	\$2,908	\$2,908	\$8,724
Total ATP Regional Share	\$10,075	\$10,075	\$10,075	\$30,225

State's 25% Disadvantaged Communities Minimum Requirement

Classification	FY 2016-17	FY 2017-18	FY 2018-19	Total
25% - Benefiting Disadvantaged Communities	\$2,519	\$2,519	\$2,519	\$7,557
75% - Anywhere in the Region	\$7,556	\$7,556	\$7,556	\$22,668
Total ATP Regional Share	\$10,075	\$10,075	\$10,075	\$30,225

METROPOLITAN TRANSPORTATION COMMISSION (MTC)
2015 Regional Active Transportation Program (ATP) Cycle 2

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://www.mtc.ca.gov/funding/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 <http://www.catc.ca.gov/programs/ATP.htm>
 - b. Regional ATP Supplemental Application Form, available at <http://www.mtc.ca.gov/funding/ATP/>, including back-up documentation, as applicable, such as:
 - i. Community of Concern benefit evidence
 - ii. Environmental Documentation certification evidence
 - iii. OBAG Complete Streets Policy compliance
3. Project Programming Request (PPR) form
 - a. Available at:
http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects2_5_5_14.xls
4. Complete Streets Checklist
 - a. Available at: http://mtc.ca.gov/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 February 1, 2016.

Attachment B
Metropolitan Transportation Commission
2015 Active Transportation Program (ATP)
Cycle 2
FY 2016-17 through FY 2018-19
Regional ATP Cycle 2 List of Projects
May 2016

MTC Resolution No. 4172
Attachment B
Adopted: 02/25/15-C
Revised: 10/28/15-C
01/27/16-C
05/25/16-C

Regional ATP Cycle 2 Projects (in county order)

County	Implementing Agency	Project	Regional ATP
Alameda	Alameda Co PW	Castro Valley Elementary Safe Routes to School (PS&E)	\$250,000
Alameda	Alameda Co PW	Creekside MS Safe Routes to School	\$475,000
Alameda	Alameda Co PW	Stanton ES Safe Routes to School (PS&E/ROW)	\$300,000
Alameda	Oakland	Telegraph Ave Complete Streets	\$4,554,000
Contra Costa	San Pablo	Rumrill Blvd Complete Streets Improvements	\$4,310,000
Marin	Marin Transit	Novato Transit Facility: Ped Access & Safety Imps	\$989,000
Napa	Napa Co (NCTPA)	Napa Valley Vine Trail - St. Helena to Calistoga	\$6,106,000
San Francisco	San Francisco DPH	SF Safe Routes to School Non-Infrastructure	\$2,411,000
San Francisco	San Francisco DPW	Lombard St Vision Zero	\$2,507,000
Santa Clara	San Jose	Coyote Creek Trail: Mabury to Empire	\$5,256,000
Solano	Solano TA	SRTS Infrastructure & NI: Benicia, Rio Vista, Vallejo	\$3,067,000
TOTAL:			\$30,225,000

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Regional ATP Cycle 2 Contingency List (in descending score order)

County	Implementing Agency	Project	Regional ATP
Alameda	ACTC	East Bay Greenway (PS&E)	\$4,125,000
Contra Costa	Contra Costa Co	Pacheco Blvd Sidewalk Gap Closure Ph III	\$759,000
San Francisco	SFMTA	SE SF Multi-Modal Safety Upgrades	\$10,164,000
Alameda	Piedmont	Pedestrian Safety & Bike Lane Implementation	\$3,062,000
Santa Clara	San Jose	ATP Safety and Behavior Change Campaign	\$889,000
Alameda	Alameda Co PW	Somerset Ave School Corridor SRTS (PS&E)	\$330,000
Contra Costa	Richmond	Goodrick Ave Bay Trail Gap Closure	\$1,271,000
Solano	Solano TA	Bay/Napa Vine Trail Gap Closure (Vallejo/Amer Cyn)	\$6,208,000
TOTAL:			\$22,683,000

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APPENDIX A – 20

Regional Policies: Project Funding and Specific Funding Programs

**Active Transportation Program (ATP) Cycle 3
Regional Competitive Program Guidelines and
Program of Projects for the San Francisco Bay Area
MTC Resolution No. 4218**



Date: February 24, 2016
W.I.: 1515
Referred by: PAC
Revised: 05/25/16-ED

ABSTRACT

Resolution No. 4218, Revised

This resolution adopts the Active Transportation Program (ATP) Regional Program Cycle 3 Guidelines and Program of Projects 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 – Regional Active Transportation Program of Projects

This resolution was revised via Executive Director Authority on May 25, 2016 to update the funding targets identified in Attachment A, Appendix A-2, to reflect the adopted 2017 Active Transportation Program Fund Estimate adopted by the California Transportation Commission on May 18, 2016.

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated February 10, 2016.

Date: February 24, 2016
W.I.: 1515
Referred by: PAC

RE: Adoption of Regional Active Transportation Program (ATP)
Cycle 3 Guidelines and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4218

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



Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on February 24, 2016.

Date: February 24, 2016
W.I.: 1515
Referred by: PAC

Attachment A
Resolution No. 4218
Page 1 of 13

**2017 Regional Active Transportation Program
(ATP)**

Cycle 3

Guidelines

February 24, 2016

**MTC Resolution No. 4218
Attachment A**

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

**2017 Regional Active Transportation Program (ATP) Cycle 3
Guidelines
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2017 Regional Active Transportation Program Cycle 3 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 a number of 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 3 ATP, expected to be approved on March 17, 2016. 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 the regional guidelines are approved by CTC.

This document serves as MTC’s Cycle 3 Regional ATP Guidelines that substantially follow those of the CTC, but include a number of differences based on the region’s existing policies and priorities. MTC adopted these Guidelines for the MTC Regional Active Transportation Program on February 24, 2016, for final consideration by the CTC in March 2016.

Development Principles

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

- MTC will work with CTC staff, Caltrans, Congestion Management Agencies (CMAs), 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, CMAs, 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).

CTC Guidelines

The California Transportation Commission (CTC) ATP Guidelines are expected to be adopted on March 17, 2016, and are available at: <http://www.catc.ca.gov/programs/ATP.htm>. The most current 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

Development of the ATP will follow the schedule outlined in Appendix A-1 of this guidance.

ATP Regional Shares

Appendix A-2 of this guidance provides the MTC regional shares for Cycle 3 of ATP funding (FY 2019-20 and FY 2020-21), consistent with the ATP Fund Estimate expected to be approved by the CTC on March 17, 2016. 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 prior to seeking a CTC allocation. Selected projects must complete and submit a Fund Management System (FMS) application by May 1, 2017 in order 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 prior to 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 on the application process are detailed later in this guidance.

Project sponsors may apply for either the State ATP program or Regional ATP program, or both. Sponsors applying to the State ATP program or to both the state and regional programs must submit a copy of their state application to MTC. In order 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. For the purposes of meeting 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 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* Equity Analysis Report and associated Appendix, available online at: http://onebayarea.org/pdf/final_supplemental_reports/FINAL_PBA_Equity_Analysis_Report.pdf and http://onebayarea.org/pdf/final_supplemental_reports/FINAL_PBA_Equity_Analysis_Report-Appendices.pdf. 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 not yet available; however, a list of census tracts is available upon request from MTC staff.

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, county congestion management agencies (CMAs), 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, CMAs 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.

MTC elects to change the statewide application's scoring point value for Disadvantaged Communities, assigning the value to 60% of the statewide scoring value. The remaining 40% of the statewide scoring value will be awarded for projects identified in an approved Community-Based Transportation Plan (CBTP). Proof of CBTP consistency will be provided by the applicant in the supplemental regional application.

3. Establish a Target for Project Funding Requests \$1 million and Under

MTC elects to establish a target of 20% of rATP funds for project requests of \$1 million and under. The goal of the target is to encourage smaller project applications throughout the region. If the 20% target is not met based on score order, projects requesting \$1 million and under which score five or fewer points under the lowest scoring funded project may be added to the Program in order to meet the target.

Project requests over \$1 million must meet federal requirements and receive federal funds, while project requests \$1 million and will be prioritized for state-only funding. Exceptions may be granted on a case-by-case basis, subject to the federal/state funding availability identified in Appendix A-2.

4. Match Requirement

The CTC Guidelines do not require a match for Statewide ATP projects. 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 a Community of Concern, 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.

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 3 Regional ATP. This will ensure that the Regional ATP will fully use all 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 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 (via CD/DVD, portable hard drive, or USB thumb drive) must be physically received by MTC or postmarked no later than June 15, 2016 in order 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 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 design and right of way, 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 submit the CTC allocation and obligation paperwork to Caltrans/CTC by November 1 of the programmed fiscal year, and receive the federal authorization to proceed (E-76 / federal obligation) by January 31 of the programmed fiscal year. There are no extensions to these regional delivery deadlines.

Additional Project Evaluation Criteria

MTC will use the CTC project evaluation criteria as set forth in the CTC Guidelines, with additional criteria for the Regional Active Transportation Program. The additional criteria are:

- **Consistency with Regional Priorities and Planning Efforts. (0 to 5 points)**
Applicants shall describe the project's consistency with previously-approved regional priorities, and how the project supports *Plan Bay Area*. Points will be awarded for the degree of the proposed project's consistency with regional priorities, such as:
 - Consistency with *Plan Bay Area's* Healthy and Safe goals of reduction of particulate matter, collision reduction and encouragement of active transport
 - Consistency with MTC's Safe Routes to School Program
 - Bay Trail build-out
 - Regional Bike Network build-out
 - Gap closures in the Regional Bike Network
 - Multi-jurisdictional projects
- **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 (CD/DVD/USB drive);
 - Documentation from Caltrans regarding environmental approval; and/or
 - Other Council/Board action, such as resolutions and/or Planning Department approval of 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 or NEPA requirements to receive ATP funding.

- **Consistency with OBAG Complete Streets Policy. (0 or 2 points)**
Complete Streets are an essential part of promoting active transportation. To that end, additional points will be awarded to ATP project sponsors that supply documentation that

the jurisdiction(s) in which the project is located meets the One Bay Area Grant (OBAG) Complete Streets Policy by June 1, 2016. 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 One Bay Area Grant (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.

- **Countywide Plans/Goals Consistency Determination. (0 or -2 points)**
Following the application due date, MTC will share the received applications with the County Congestion Management Agencies (CMAs) or Countywide Transportation Planning Agency (collectively referred to as "CMAs"). The CMAs will review the applications for consistency with adopted countywide transportation plans, active transportation plans, and/or other countywide goals, as applicable. The CMAs will provide MTC a list of projects determined to be inconsistent with countywide plans and/or goals no later than October 1, 2016. Inconsistent projects will receive a 2 point penalty; consistent projects will be held harmless.
- **Deliverability Determination. (0 or -5 points)**
The regional program evaluation committee, in consultation with MTC staff, will review each application's project delivery schedule for ability to meet regional deadlines as described in MTC Resolution No. 3606, Revised. Projects that are deemed unable to allocate ATP funds within the two programming years of Cycle 3 (FY 2019-20 and 2020-21) shall receive a 5 point penalty. Projects that are deemed able to allocate within the two programming years of Cycle 3 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, 2017. 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 polices 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)
2017 Regional Active Transportation Program (ATP) Cycle 3
Appendix A-1: ATP Development Schedule (Subject to Change)
February 24, 2016

January 2016	CTC releases draft ATP Guidelines
January-February 2016	Draft Regional ATP Guidelines presented to Working Groups
February 10, 2016	MTC Programming and Allocations Committee (PAC) scheduled review and recommendation of final proposed Regional ATP Guidelines
February 24, 2016	MTC Commission scheduled adoption of Regional ATP Guidelines MTC submits adopted Regional ATP Guidelines to CTC for consideration
March 17, 2016	CTC scheduled adoption of State ATP Guidelines CTC scheduled approval of MTC's Regional ATP Guidelines
March 30, 2016	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, 2016	State ATP Applications Due to CTC (Statewide Program) Regional ATP Applications Due to MTC (Regional Program)
October 28, 2016	CTC releases staff recommendation for ATP Statewide Competitive Program
December 7, 2016	MTC releases staff recommendation for ATP Regional Program
December 2016	Working Group discussions of staff recommendations
December 8, 2015	ATP Statewide Program Adoption: CTC scheduled to adopt statewide program and transmit unsuccessful projects to the Regions for consideration
December 14, 2016	MTC Programming and Allocation Committee (PAC) scheduled review and recommendation of final ATP Regional Program
December 21, 2016	ATP Regional Program Adoption: MTC Commission scheduled approval of ATP regional program and transmittal to CTC for consideration
March 2017	CTC Approval of ATP Regional Program: CTC scheduled to approve Regional Program
April 1, 2017	TIP Amendment Deadline: Successful ATP project sponsors to submit 2015 TIP Amendment, including Resolution of Local Support
May 24, 2017	MTC Commission scheduled to approve TIP Amendment to add ATP projects into federal TIP
June 30, 2017	TIP Approval: FHWA/FTA anticipated approval of ATP projects in federal TIP
November 1, 2019	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2019-20
January 31, 2020	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2019-20
November 1, 2020	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2020-21
January 31, 2021	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2020-21

Shaded Area – Actions by State, CTC or Caltrans

**Metropolitan Transportation Commission (MTC)
2017 Regional Active Transportation Program (ATP) Cycle 3**

**Appendix A-2: MTC ATP Regional Share Targets
FY 2019-20 and FY 2020-21
May 2016**

ATP Regional Share

All numbers in thousands

Fund Source	FY 2019-20	FY 2020-21	Total
Federal STBG (TAP)	\$5,252	\$5,252	\$10,504
	\$5,506	\$5,506	\$11,012
Federal Other	\$1,915	\$1,915	\$3,830
State	\$2,908	\$2,908	\$5,816
Total ATP Regional Share	\$10,329	\$10,329	\$20,658

State's 25% Disadvantaged Communities Minimum Requirement

Classification	FY 2019-20	FY 2020-21	Total
25% - Benefiting Disadvantaged Communities	\$2,519	\$2,519	\$5,038
	\$2,582	\$2,582	\$5,164
75% - Anywhere in the Region	\$7,556	\$7,556	\$15,112
	\$7,747	\$7,747	\$15,494
Total ATP Regional Share	\$10,329	\$10,329	\$20,658

METROPOLITAN TRANSPORTATION COMMISSION (MTC)
2017 Regional Active Transportation Program (ATP) Cycle 3

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/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation>

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 <http://www.catc.ca.gov/programs/ATP.htm>
 - b. Regional ATP Supplemental Application Form, available at <http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation>, including back-up documentation, as applicable, such as:
 - i. Community of Concern benefit evidence
 - ii. Environmental Documentation certification evidence (CEQA and NEPA, if requesting federal funds)
 - iii. OBAG Complete Streets Policy compliance
 - iv. Community-Based Transportation Plan evidence
3. Project Programming Request (PPR) form
 - a. Available at: http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects2_5_5_14.xls
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, 2017.

APPENDIX A – 21

Regional Policies: Project Funding and Specific Funding Programs

**San Francisco Bay Area Transit Capital Priorities
(FTA Sections 5307, 5309, 5337 and 5339)
Process and Criteria
for FY 2009-10 through FY 2011-12
MTC Resolution No. 3908**



Date: June 24, 2009
W.I.: 1512
Referred By: PAC
Revised: 05/26/10-C
06/22/11-C
09/26/12-C

ABSTRACT

Resolution No. 3908, Revised

This resolution approves the process and establishes the criteria for programming the FTA Section 5307 and 5309 Fixed Guideway (FG) funds in the San Francisco Bay Area for FY 2009-10 through FY 2011-12.

This resolution was revised on May 26, 2010 to establish the policy for programming the Vehicle Procurement Reserve, establish a Bus Emission Reduction Device Funding Program, revise the Flexible Set-aside formula in the Petaluma Urbanized Area, and make other minor revisions to the policy.

This resolution was revised on June 22, 2011 to make Solano County Transit eligible for future Transit Capital Priorities programming, and to specify that the Flexible Set-Aside will not be programmed in FY 2010-11 due to apportionment shortfalls.

This resolution was revised on September 26, 2012 to make Caltrain's projects that are closely related to its vehicle replacement projects eligible for the Vehicle Procurement Reserve (page 29 of Attachment A).

Further discussion of the Transit Capital Priorities Policy is contained in the Executive Director's memorandum to the Programming and Allocations committee dated May 13, 2009, and the Programming and Allocations Summary Sheets dated May 13, 2009, June 10, 2009, May 12, 2010, June 8, 2011 and September 12, 2012.

Date: June 24, 2009
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Transit Capital Priorities Process and Criteria

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3908

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region to establish a process and a set of criteria for the selection of transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria to be used in the selection and ranking of projects are set forth in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves the Transit Capital Priorities Process and Criteria as set forth in Attachment A; and, be it further

RESOLVED, that MTC will use the process and criteria to program Federal Transit Administration (FTA) Sections 5307 and 5309 funds for FY 2009-10 through FY 2011-12 to finance transit capital projects in the San Francisco Bay Area region; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such 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 Oakland, California on June 24, 2009.

Date: June 24, 2009
W.I.: 1512
Referred By: PAC
Revised: 05/26/10-C
06/22/11-C
09/26/12-C

Attachment A
Resolution No. 3908
Page 1 of 36

**FY 2009-10 through FY 2011-12
San Francisco Bay Area
FTA Section 5307 and FTA Section 5309 Fixed Guideway
Transit Capital Priorities Criteria**

**For development of the
FY 2009-10 through FY 2011-12
Transit Capital Priorities Project Lists**

Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607

The full text of Resolution 3908 can be found on our website at the link below, or will be provided upon request to MTC to info@mtc.ca.gov or 510.817.5700.

http://www.mtc.ca.gov/funding/FTA/downloads/RES-3908_approved.pdf

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FY 2009-10 through FY 2011-12 Transit Capital Priorities Criteria

I. GOALS AND OBJECTIVES

The FY 2009-10 through FY 2011-12 Transit Capital Priorities (TCP) Criteria are the rules, in part, for establishing a program of projects for eligible transit operators in the San Francisco Bay Area Region's large urbanized areas (UA) of San Francisco/Oakland (SF/O), San Jose (SJ), Concord, Santa Rosa (SR), and Antioch; and the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill (GM), and Petaluma.

The goal of the TCP Criteria is to fund transit projects that are most essential to the region and consistent with Transportation 2035, the region's 25-year plan. The TCP applies to programming of the Federal Transit Administration (FTA) Urbanized Area Formula (Section 5307) and Fixed Guideway Modernization (Section 5309 FG) funds.

FY 2009-10 will be the first year under new federal transportation authorizing legislation, following the expiration of SAFETEA-LU in FY 2008-09. The TCP Criteria assumes there will be no major shifts in FTA funding programs, eligibility or policies under the new authorization. MTC and the Partnership will revisit and update the policy should changes in federal policy require revisions.

The region's objectives for the TCP are to:

Fund basic capital requirements: All eligible projects are to be considered in TCP score order, with emphasis given to the most essential projects that replace and sustain the existing transit system capital plant. MTC will base the list of eligible replacement and expansion projects on operators' Short Range Transit Plans (SRTP) service objectives, and capital plans. All projects not identified as candidates for the TCP process are assumed to be funded by other fund sources and are so identified in operators' SRTPs.

Maintain reasonable fairness to all operators: Tests of reasonable fairness are to be based on the total funding available to each operator over a period of time, the level and type of service provided, timely obligation of prior year grants, and other relevant factors. (A proportional share distributed to each operator is specifically not an objective.)

Complement other MTC funding programs for transit: MTC has the lead responsibility in programming regional Surface Transportation Program (STP) and Congestion Mitigation-Air Quality (CMAQ) funds, and State Transportation Improvement Program (STIP) funds. Transit capital projects are also eligible for funding under these federal and

state programs. Development of the TCP will complement the programming of STP, CMAQ, and STIP funds to maximize the financial resources available in order to fund the most essential projects for the San Francisco Bay Area's transit properties.

II. TCP APPLICATION PROCESS

The Transit Finance Working Group (TFWG) serves as the forum for discussing TCP and other transit programming issues. Each transit operator in the MTC region is responsible for appointing a representative to staff the Transit Finance Working Group (TFWG). The TFWG serves in an advisory capacity to the MTC Partnership Technical Advisory Committee (PTAC). All programming-related decisions are to be reviewed with PTAC. In general, the MTC Programming and Allocations Committee and the full Commission take action on the TCP and any other transit-related funding programs after the PTAC has reviewed them.

Capital Program Submittal. For the purposes of programming, project sponsors will submit requests for funding in accordance with detail instructions in MTC's call for projects. The level of detail must be sufficient to allow for MTC to screen and score the project.

Board Approval

MTC requires that operators seek board approval prior to programming projects in the TIP. The board resolution for FY 2009-10 programming should be submitted by July 8, 2009, the date when the Programming and Allocations Committee will consider the proposed program. If a board resolution cannot be provided by this date due to board meeting schedule constraints, applicants should indicate in a cover memo with their application when the board resolution will be adopted. Appendix 1 is a sample resolution of board support.

Opinion of Counsel

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Appendix 1. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the FTA Section 5307 and 5309 FG Programs; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided on Appendix 2.

Screening projects

MTC staff will evaluate all projects for conformance with the Screening Criteria (Section III) below. Certain requirements must be met for a project to reach the scoring stage of

the Transit Capital Priorities process. Operators will be informed by MTC staff if a project has failed to meet the screening criteria, and will be given an opportunity to submit additional information for clarification.

Scoring projects

MTC staff will only score those projects, which have passed the screening process. Based on the score assignment provided in Section IV below, MTC staff will inform operators of the score given to each project. Operators may be asked to provide additional information for clarification.

Programming Projects/Assigning projects to fund source

Projects will be programmed in the TCP in the year proposed. Project funds sources will be assigned by MTC staff and will be based on project eligibility and the results of Multi-County Agreement model. Projects passing screening and scoring criteria will be considered for programming in the TCP in the year proposed, however, projects will only be programmed in the Transportation Improvement Program (TIP) if the following conditions are met: 1) funding is available in the year proposed, and 2) funds can be obligated by the operator in the year proposed.

FTA Public Involvement Process and Transportation Improvement Program (TIP)

FTA Public Involvement Process: To receive a FTA grant, a grant applicant must meet certain public participation requirements in development of the FTA programs. However, as provided for in FTA Circular 9030.1C (revised October 1, 1998), FTA considers a grantee to have met the public participation requirements associated with the annual development of the POP when the grantee follows the public involvement process outlined in the FHWA/FTA planning regulations for the TIP.

Annual Programming in the TIP: MTC, in cooperation with the state and eligible transit operators, is required to develop a TIP for the MTC Region. The TIP is a listing of federally funded transportation projects and projects deemed regionally significant. The TIP is a four-year programming document. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region. In lieu of a separate public involvement process, MTC will follow the public involvement process for the TIP.

Changes to Transit Capital Priorities Program

Amendments may be allowed only in certain circumstances. The following general principles govern the changes:

- Amendments are not routine. Any proposed changes will be carefully studied.
- Amendments are subject to MTC and TFWG review.

- Amendments which adversely impact another operator's project will not be included without the prior agreement of other operators to the change.
- Amendments will be acceptable only when proposed changes are within the prescribed financial constraints of the TIP.
- Emergency or urgent projects will be considered on a case-by-case basis as exceptions.

Operators proposing the change must provide relevant information to substantiate the urgency of the proposed amendment. Projects that impede delivery of other projects will be considered only if an agreement can be reached between the affected operators for deferring or eliminating the affected projects from consideration.

Funding Shortfalls

If final apportionments for the FTA Section 5307 and Section 5309 FG programs come in lower than MTC has previously estimated, MTC staff will first redistribute programming to other urbanized areas with surplus apportionments in which the projects are eligible, and, second, negotiate with operators to constrain projects costs or defer projects to a future year. If sufficient resolution is not possible, MTC will consider additional information, including project readiness, prior funding (if the project is a phased multi-year project), whether the project had been previously deferred, and the amount of federal funds that each of the concerned operators received in recent years, in making reductions to programming.

Project Review

Each operator is expected to complete their own Federal grant application using FTA's Transportation Electronic Award and Management (TEAM) system. MTC staff will review grant applications and perform project review when required. In addition, MTC staff will submit concurrence letters and MTC project review resolutions to FTA on behalf of project sponsors as needed.

Program Period

Proposed projects will be used to develop a TCP program for FY 2010, and preliminary programs for FY 2011 and FY 2012. Initially, only the FY 2010 program will be amended into the region's Transportation Improvement Program. The preliminary programs for FY 2011 and FY 2012 will be revisited and potentially revised based on new information regarding the federal authorization and the development of project finance plans for upcoming major vehicle procurements. However, providing a preliminary three-year program is intended to help operators with multi-year capital budgeting, and to help the region take a longer-term view of capital replacement needs.

FY 2009-10 through FY 2011-12 TCP Development Schedule

To the extent possible, the region will adhere to the schedule proposed in the table below in developing the FY 2009-10 through FY 2011-12 TCP. If a change in the schedule is required, MTC will notify participants of the TCP development process in a timely fashion.

TCP Policy / Programming	Start Date	Finish/Due Date
Transit GMs/TFWG TCP Policy Discussions	June 4, 2008	June 3, 2009
Call for projects	May 18, 2009	June 1, 2009
Draft TCP Policy to PAC	May 13, 2009	
Final TCP Policy to PAC/Commission	June 10/24, 2009	
FTA/AB 664 program to TFWG	July 1, 2009	
FTA/AB 664 programs to PAC/Commission and amend TIP to add FY 2009-10 program	July 8/22, 2009	

III. PROJECT ELIGIBILITY

Federal Requirements and Eligibility

Federal Legislation

Projects selected will conform to the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) or its successor federal transportation authorization, Clean Air Act Amendments of 1990 (CAAA), the California Clean Air Act (CCAA), and the Americans with Disabilities Act (ADA).

Intelligent Transportation Systems (ITS) Architecture Policy

Project sponsors will be required to meet the Federal Transit Administration's National ITS Architecture Policy as established by FTA Federal Register Notice Number 66 FR 1455 published January 8, 2001 and as incorporated by the regional architecture policy which can be accessed at: <http://www.mtc.ca.gov/planning/ITS/index.htm>.

1% Security Policy

Project sponsors are also required to meet the FTA 1% security set-aside provisions as established in the FY 2004-05 Certifications and Assurances, FTA Federal Register Notice Number 69 FR 62521 published on October 26, 2004, and as it may be refined by FTA in future notifications. For project sponsors that are unable to meet the 1% security requirement, MTC will set-aside 1% of the total amount of FTA Section 5307 programmed to those sponsors for the purposes of meeting this requirement.

Program Eligibility

FTA Section 5307 Urbanized Area Federally Defined Program Eligibility (Statutory Reference: 49USC5307): Planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software, and other related projects to meet unfunded mandates. All preventive maintenance and some ADA complementary paratransit service are considered capital costs.

FTA Section 5309 Fixed Guideway Federally Defined Program Eligibility (Statutory Reference: 49USC5309): Capital projects to modernize or improve fixed guideway systems are eligible including purchase and rehabilitation of rolling stock and ferries, track, line equipment, structures, ferry floats, ramps and other ferry fixed guideway connectors, ferry navigational equipment and related components, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operational support equipment including computer hardware and software, system extensions, and preventive maintenance.

Regional Requirements and Eligibility

Urbanized Area Eligibility

Transit operators are required to submit annual reports to the National Transit Database. Service factors reported in large urbanized areas determine the amounts of FTA Section 5307 and 5309 FG funds generated in the region. MTC staff will work with members of the Partnership to coordinate reporting of service factors in order to maximize the amount of funds generated in the region and to determine urbanized area eligibility. An operator is eligible to claim FTA funds only in designated urbanized areas as outlined in Table 1 below. Eligibility is based on geographical operations, NTD reporting, and agreements with operators.

Table 1. Urbanized Area Eligibility

Urbanized Area	Eligible Transit Operators
San Francisco-Oakland	AC Transit, ACE, BART, Caltrain, GGBHTD, SFMTA, SamTrans, Solano County Transit, Union City Transit, Vallejo Transit, Water Emergency Transportation Authority, WestCAT
San Jose	ACE, Caltrain, SCVTA
Concord	ACE, BART, CCCTA, LAVTA
Antioch	BART, Tri-Delta
Santa Rosa	GGBHTD, Santa Rosa City Bus, Sonoma County Transit
Vallejo	City of Benicia, Napa Vine on behalf of American Canyon, Solano County Transit, City of Vallejo, WestCAT
Fairfield	Fairfield-Suisun Transit
Vacaville	Vacaville Transit
Napa	Napa VINE
Livermore	ACE, LAVTA
Gilroy-Morgan Hill	Caltrain, SCVTA
Petaluma	GGBHTD, Petaluma Transit, Sonoma County Transit

- (i) Altamont Commuter Express (ACE) is eligible to claim funds in four of the San Francisco Bay Area's urbanized areas according to Federal Transit Administration statute. ACE has entered into an agreement with other operators eligible to claim funds in the San Jose UA, which prevents ACE from claiming funds in that UA. Likewise, ACE has also determined that they will be reporting their Livermore area revenue miles in the Stockton UA and have elected not to seek funding from the Livermore UA. The project element that the Regional Priority Model would apportion to these two urbanized areas will be deducted from the total amount of their capital request. ACE operates on track privately owned by Union Pacific. Requests for track rehabilitation, maintenance, and or upgrades for funding in the San Francisco-Oakland and Concord UAs will be assessed for eligibility upon review of the ACE and Union Pacific agreement.
- (ii) Santa Rosa City Bus and Sonoma County will apportion Santa Rosa urbanized area funding in accordance with previous agreements (75% Santa Rosa City Bus and 25% Sonoma County).
- (iii) Golden Gate Bridge and Highway Transportation District (GGBHTD) is eligible to claim funds in the Santa Rosa Urbanized Areas. However, as a result of an agreement between the operators and discussion with the TFWG, GGBHTD will not claim funds from the Santa Rosa UA at this time. However, should it become advantageous to the region for GGBHTD to report revenue miles in the Santa Rosa UA and thereby claim funds in that UA, agreements between the operators will be

re-evaluated. Golden Gate is an eligible claimant for funds in the Petaluma UA, and in years where extensive capital need in other urbanized areas in the region is high; Golden Gate's projects could be funded in the Petaluma UA.

- (iv) WestCAT is an eligible claimant in the Vallejo UA but will report revenue miles in the San Francisco-Oakland UA in order to maximize funding to the region. Therefore, WestCAT will claim funds exclusively in the San Francisco-Oakland UA.
 - (v) Funding agreements between operators in the San Jose and Gilroy-Morgan Hill UAs are subject to the conditions outlined in the Caltrain Joint Powers Board Agreement.
 - (vi) The Water Emergency Transportation Authority (WETA) is an eligible claimant in the San Francisco-Oakland UA starting in FY 2009-10 contingent on WETA's adoption of a transition plan for the assumption of responsibility for the Alameda and Vallejo ferry services, including responsibility for replacement and rehabilitation of Alameda's and Vallejo's ferry capital assets, as required by SB 976. If WETA does not adopt the transition plan, any TCP funds programmed to WETA would be reprogrammed to other eligible operators.
-
- (vii) Solano County Transit (SolTrans) is an eligible claimant in the San Francisco-Oakland and Vallejo UAs starting in FY 2010-11 contingent on FTA's designation of SolTrans as an eligible grantee. Programming for SolTrans will be in lieu of new programming for the City of Benicia and the City of Vallejo bus services.

Eligibility for New Operators

New operators will be required to meet the following criteria before becoming eligible for TCP funding:

- The operator provides public transit services in the San Francisco Bay Area that are compatible with the region's Regional Transportation Plan.
- The operator is an FTA grantee.
- The operator has filed NTD reports for at least two years prior to the first year of programming, e.g., has filed an NTD report for 2008 services and intends to file a report for 2009 to be eligible for FY10 TCP funding.
- The operator has executed a Cooperative Planning Agreement with MTC.
- The operator has submitted a current SRTP to MTC.

Screening Criteria

A project must conform to the following threshold requirements before the project can be scored and ranked in the TCP project list. Screening criteria envelops three basic areas. The following subheadings are used to group the screening criteria.

- Consistency Requirements;
- Financial Requirements;
- Project Specific Requirements;

Consistency Requirements: The proposed project must be consistent with the currently adopted Regional Transportation Plan (RTP). Smaller projects must be consistent with the policy direction of the RTP, as the RTP does not go into a sufficient level of detail to specifically list them.

Projects near or crossing county boundaries must be consistent/complementary with the facility (or proposed facility) in the adjacent county.

Projects must be included in an operator's Short Range Transit Plan, and in an adopted local or regional plan (such as Congestion Management Programs, Countywide transportation plans pursuant to AB3705, the Seaport and Airport Plans, the State Implementation Plan, the Ozone Attainment Plan, the Regional Transportation Plan, and local General Plans).

Financial Requirements: The proposed project has reasonable cost estimates, is supported by an adequate financial plan with all sources of funding identified and a logical cash flow, and has sensible phasing. Transit operators must demonstrate financial capacity, to be documented in the adopted TIP, as required by the FTA. All facilities that require an ongoing operating budget to be useful must demonstrate that such financial capacity exists.

Project Specific Requirements: All projects must be well defined. There must be clear project limits, intended scope of work, and project concept. Planning projects to further define longer range federally eligible projects are acceptable. Examples of score 16 projects include:

- Replacement/rehab of one revenue vehicle sub-fleet or ferry vessel; a sub-fleet is defined as the same bus size, manufacturer, and year; or any portion of a train set that reaches the end of its useful life at a common time.
- Train control or traction power replacement/rehab needs for a given year.

- Fixed guideway replacement/rehab needs for a given year (e.g., track replacement and related fixed guideway costs, ferry fixed guideway connectors).

All projects must be well justified, and have a clear need directly addressed by the project.

A proposed project includes an implementation plan that adequately provides for any necessary clearances and approvals.

The proposed project must be advanced to a state of readiness for implementation in the year indicated. For this requirement, a project is considered to be ready if grants for the project can be obligated within one year of the award date; or in the case of larger construction projects, obligated according to an accepted implementation schedule.

Asset Useful Life

To be eligible for replacement or rehabilitation, assets must meet the following age requirements in the year of programming:

Table 2. Useful Life of Assets

Heavy-Duty Buses, other than Over-the-Road-Coaches*	12 years
Over-the-Road-Coaches*	14 years
Medium-Duty Buses*	10 years
* (or an additional 5 years for buses rehabilitated with TCP funding)	
Van ¹	4, 5, or 7 years, depending on type
Light Rail Vehicle (LRV)	25 years
Trolley	15 years
Heavy Railcar ²	25 years
Locomotive	25 years
(or an additional 20 years for railcars rehabilitated with TCP funding)	
Heavy/Steel Hull Ferries	30 years
(or an additional 20 years for railcars rehabilitated with TCP funding)	
Light Weight/Aluminum Hull Ferries ³	25 years
Used Vehicles ⁴	Varies by type
Tools and Equipment	10 years
Service Vehicle	7 years
Non-Revenue Vehicle	7 years
Track	Varies by track type
Trolley Overhead/3 rd Rail Facility	Varies by type of OVHD/3 rd rail
	Varies by facility and component replaced

Notes:

- (1) A paratransit van is a specialized van used in paratransit service only such as service for the elderly and handicapped. Three general categories of vans are acceptable in Transit Capital Priorities: Minivans, Standard Conversion Vans, and Small Medium-Duty Coaches. The age requirements for each type are 4, 5, and 7 years respectively.*
- (2) Includes Caltrain and ACE commuter rail and BART urban rail cars.*
- (3) Light weight ferries will not generally last beyond a 25-year useful life. Propulsion and major component elements of lightweight ferries can be replaced in TCP without extending the useful life beyond its anticipated useful life of 25 years.*
- (4) Used vehicles are eligible to receive a proportionate level of funding based on the type of vehicle and number of years of additional service. (See "used vehicle replacement" Section IV, Definition of Project Categories).*

Exceptions for replacement of assets prior to the end of their useful life may be considered only if an operator has secured FTA approval for early retirement, which must occur before the annual apportionment has been released.

Compensation for Bus Replacement Beyond Minimum Useful Life

Operators that voluntarily replace buses or vans beyond the minimum federally eligible useful life specified in the table above will be eligible for either of two financial compensations:

Option 1. Operators receive all of the savings, but need to apply the savings to capital replacement and rehab projects (Score 10-16).

Option 2. Operators receive half of the savings to the region created by later replacement of vehicles, which may be programmed to lower scoring eligible projects.

Savings to the region are calculated based on the pricelist cost and minimum useful life of the vehicle type. For example, if replacement of a bus with a 12-year useful life and a \$600,000 replacement cost (federal share) is deferred for two years, the savings to the region would be $2/12 \times \$600,000 = \$100,000$. Under Option 1, the operator would receive \$100,000 for eligible Score 10-16 capital projects. Under Option 2, the operator would receive \$50,000, which would be treated like flexible set-aside. The region would retain the other \$50,000 in savings to be programmed to other needs in accordance with the TCP policy. Operators may choose between Option 1 and Option 2.

For operators that are proposing to take advantage of the bus replacement compensation, the vehicles being replaced must be older than the age requirements listed above. It is the operator's responsibility to ensure that vehicle replacement requests beyond the minimum useful life maintain a state of good repair for the assets. Requests to activate this policy option should be noted when transmitting project applications to MTC.

Project Funding Caps

In order to prevent committing a significant portion of the programming to an operator in any one year, the following annual funding ceilings for projects are established:

Revenue vehicle replacement projects cannot exceed \$20 million for buses or \$30 million for rail car or ferry vessel replacement and rehabilitation projects, in the aggregate for both Section 5307 and Section 5309 FG programs.

Fixed guideway replacement and rehabilitation projects in the aggregate cannot exceed the amounts specified for each fixed guideway operator in Table 3.

Table 3. Fixed Guideway Caps

FG Operator	Project Category	Fixed Guideway Cap
ACE ¹	All Eligible FG Categories	1,460,000
BART	All Eligible FG Categories	41,520,000
Caltrain	All Eligible FG Categories	13,270,000
GGBHTD	All Eligible FG Categories	5,660,000
SFMTA	All Eligible FG Categories	36,280,000
Vallejo	All Eligible FG Categories	3,680,000
VTA	All Eligible FG Categories	9,450,000
WETA (for Alameda Ferries)	All Eligible FG Categories	3,680,000

- 1) Amount for ACE limited to Bay Area eligibility in SFO and Concord UA or 52.85% of regional total.
- 2) Programming for WETA will be made contingent on adoption of the transition plan for assumption of responsibility for the Alameda and Vallejo ferry services required by SB 976.

The cap amount may be programmed to any projects that are eligible for FTA Section 5309 FG funding and that fall into one of the following categories:

- Track/Guideway Replacement/Rehabilitation
- Traction Power Delivery
- Train Control/Signaling
- Dredging
- Ferry Fixed Guideway Connectors
- Ferry Major Component Replacement
- Ferry Propulsion Replacement

- Cable Car Infrastructure
- Wayside Fare Collection Equipment

Programming for all projects that fall within these categories must be within the operator's cap amount.

Other replacement projects cannot exceed \$7.5 million.

Expansion or enhancement projects cannot exceed \$3.75 million.

As part of the region's 10-year Capital Improvement Program, project caps may be increased or decreased on an annual basis in order to better match programming to available revenues, subject to negotiation and agreement among operators and MTC; however, over a multi-year period, the caps must average to the amounts indicated above in order to keep the TCP program within its fiscal constraints.

Exceptions to these annual funding ceilings will be considered by MTC and the TFWG on a case-by-case basis after evaluating programming requested through the call for projects, and the region's estimated fiscal resources. For large rehabilitation programs, MTC may conduct negotiations with the appropriate sponsor to discuss financing options and programming commitments.

Bus-Van Pricelist

Requests for funding for buses and vans cannot exceed the prices in the Regional Bus-Van Pricelist for each year of the TCP program as shown in Table 4, Table 5 and Table 6. If an operator elects to replace vehicles with vehicles of a different fuel type, the price listed for the new fuel type vehicle applies, e.g., if an operator is replacing diesel buses with diesel-electric hybrid buses, the operator may request funds up to the amount listed for hybrid buses.

Table 4: Regional Bus-Van Pricelist, FY 2009-10

Vehicle Type	Total	Federal	Local	Federal %	Local %
Auto	27,000	22,530	4,470	83.44%	16.56%
Minivan Under 22'	49,000	40,887	8,113	83.44%	16.56%
Cut-Away/Van Under 26', 4 or 5-Year, Gas	76,000	62,034	13,966	81.62%	18.38%
Cut-Away/Van Under 26', 4 or 5-Year, Diesel	101,000	82,441	18,559	81.62%	18.38%
Cut-Away/Van Under 26', 4 or 5-Year, CNG	113,000	92,236	20,764	81.62%	18.38%
Cut-Away/Van Under 26', 7-Year, Gas	106,000	87,980	18,020	83.00%	17.00%
Cut-Away/Van Under 26', 7-Year, Diesel	142,000	117,860	24,140	83.00%	17.00%
Cut-Away/Van Under 26', 7-Year, CNG	158,000	131,139	26,861	83.00%	17.00%
Cut-Away/Van 26'+, 4 or 5-Year, Gas	80,000	65,299	14,701	81.62%	18.38%
Cut-Away/Van 26'+, 4 or 5-Year, Diesel	107,000	87,338	19,662	81.62%	18.38%
Cut-Away/Van 26'+, 4 or 5-Year, CNG	119,000	97,133	21,867	81.62%	18.38%
Cut-Away/Van 26'+, 7-Year, Gas	111,000	92,130	18,870	83.00%	17.00%
Cut-Away/Van 26'+, 7-Year, Diesel	149,000	123,669	25,331	83.00%	17.00%
Cut-Away/Van 26'+, 7-Year, CNG	166,000	137,779	28,221	83.00%	17.00%
Transit Bus 30' Diesel	460,000	371,015	88,985	80.66%	19.34%
Transit Bus 30' CNG	514,000	414,569	99,431	80.66%	19.34%
Transit Bus 30' Hybrid	621,000	500,871	120,129	80.66%	19.34%
Transit Bus 35' Diesel	473,000	381,415	91,585	80.64%	19.36%
Transit Bus 35' CNG	530,000	427,379	102,621	80.64%	19.36%
Transit Bus 35' Hybrid	639,000	515,274	123,726	80.64%	19.36%
Transit Bus 40' Diesel	487,000	392,629	94,371	80.62%	19.38%
Transit Bus 40' CNG	545,000	439,390	105,610	80.62%	19.38%
Transit Bus 40' Hybrid	658,000	530,493	127,507	80.62%	19.38%
Suburban Bus 45' Diesel	569,000	458,099	110,901	80.51%	19.49%
Over-the-Road 40' Diesel	569,000	458,099	110,901	80.51%	19.49%
Over-the-Road 40' CNG	637,000	512,846	124,154	80.51%	19.49%
Over-the-Road 40' Hybrid	768,000	618,313	149,687	80.51%	19.49%
Over-the-Road 45' Diesel	614,000	494,329	119,671	80.51%	19.49%
Over-the-Road 45' CNG	688,000	553,906	134,094	80.51%	19.49%
Over-the-Road 45' Hybrid	829,000	667,424	161,576	80.51%	19.49%
Over-the-Road 60' Diesel	810,000	651,185	158,815	80.39%	19.61%
Over-the-Road 60' CNG	907,000	729,167	177,833	80.39%	19.61%
Over-the-Road 60' Hybrid	1,093,000	878,698	214,302	80.39%	19.61%
Articulated 60' Diesel	689,000	553,909	135,091	80.39%	19.61%
Articulated 60' CNG	771,000	619,832	151,168	80.39%	19.61%
Articulated 60' Hybrid	929,000	746,853	182,147	80.39%	19.61%

Notes:

Prices escalated 3.0% annually, rounded to nearest \$1,000

Prices for buses and cut-aways include allowances for radios, fareboxes and Translink wiring and brackets.

To calculate price without fareboxes and radios multiply values by .9822

To calculate price without fareboxes multiply values by .9862

To calculate price without radios multiply values by .9960

To calculate price without Translink wiring and brackets subtract \$1,545

Table 5: Regional Bus-Van Pricelist, FY 2010-11

Vehicle Type	Total	Federal	Local	Federal %	Local %
Auto	28,000	23,364	4,636	83.44%	16.56%
Minivan Under 22'	50,000	41,721	8,279	83.44%	16.56%
Cut-Away/Van Under 26', 4 or 5-Year, Gas	78,000	63,667	14,333	81.62%	18.38%
Cut-Away/Van Under 26', 4 or 5-Year, Diesel	104,000	84,889	19,111	81.62%	18.38%
Cut-Away/Van Under 26', 4 or 5-Year, CNG	116,000	94,684	21,316	81.62%	18.38%
Cut-Away/Van Under 26', 7-Year, Gas	109,000	90,470	18,530	83.00%	17.00%
Cut-Away/Van Under 26', 7-Year, Diesel	146,000	121,179	24,821	83.00%	17.00%
Cut-Away/Van Under 26', 7-Year, CNG	163,000	135,289	27,711	83.00%	17.00%
Cut-Away/Van 26'+, 4 or 5-Year, Gas	82,000	66,932	15,068	81.62%	18.38%
Cut-Away/Van 26'+, 4 or 5-Year, Diesel	110,000	89,787	20,213	81.62%	18.38%
Cut-Away/Van 26'+, 4 or 5-Year, CNG	123,000	100,398	22,602	81.62%	18.38%
Cut-Away/Van 26'+, 7-Year, Gas	114,000	94,620	19,380	83.00%	17.00%
Cut-Away/Van 26'+, 7-Year, Diesel	153,000	126,989	26,011	83.00%	17.00%
Cut-Away/Van 26'+, 7-Year, CNG	171,000	141,929	29,071	83.00%	17.00%
Transit Bus 30' Diesel	474,000	382,307	91,693	80.66%	19.34%
Transit Bus 30' CNG	529,000	426,668	102,332	80.66%	19.34%
Transit Bus 30' Hybrid	640,000	516,195	123,805	80.66%	19.34%
Transit Bus 35' Diesel	487,000	392,705	94,295	80.64%	19.36%
Transit Bus 35' CNG	546,000	440,281	105,719	80.64%	19.36%
Transit Bus 35' Hybrid	658,000	530,595	127,405	80.64%	19.36%
Transit Bus 40' Diesel	502,000	404,723	97,277	80.62%	19.38%
Transit Bus 40' CNG	561,000	452,290	108,710	80.62%	19.38%
Transit Bus 40' Hybrid	678,000	546,617	131,383	80.62%	19.38%
Suburban Bus 45' Diesel	586,000	471,786	114,214	80.51%	19.49%
Over-the-Road 40' Diesel	586,000	471,786	114,214	80.51%	19.49%
Over-the-Road 40' CNG	656,000	528,143	127,857	80.51%	19.49%
Over-the-Road 40' Hybrid	791,000	636,830	154,170	80.51%	19.49%
Over-the-Road 45' Diesel	632,000	508,820	123,180	80.51%	19.49%
Over-the-Road 45' CNG	709,000	570,813	138,187	80.51%	19.49%
Over-the-Road 45' Hybrid	854,000	687,551	166,449	80.51%	19.49%
Over-the-Road 60' Diesel	834,000	670,480	163,520	80.39%	19.61%
Over-the-Road 60' CNG	934,000	750,873	183,127	80.39%	19.61%
Over-the-Road 60' Hybrid	1,126,000	905,228	220,772	80.39%	19.61%
Articulated 60' Diesel	710,000	570,792	139,208	80.39%	19.61%
Articulated 60' CNG	794,000	638,322	155,678	80.39%	19.61%
Articulated 60' Hybrid	957,000	769,363	187,637	80.39%	19.61%

Notes:

Prices escalated 3.0% annually, rounded to nearest \$1,000

Prices for buses and cut-aways include allowances for radios, fareboxes and Translink wiring and brackets.

To calculate price without fareboxes and radios multiply values by .9822

To calculate price without fareboxes multiply values by .9862

To calculate price without radios multiply values by .9960

To calculate price without Translink wiring and brackets subtract \$1,590

Table 6: Regional Bus-Van Pricelist, FY 2011-12

Vehicle Type	Total	Federal	Local	Federal %	Local %
Auto	29,000	24,198	4,802	83.44%	16.56%
Minivan Under 22'	52,000	43,390	8,610	83.44%	16.56%
Cut-Away/Van Under 26', 4 or 5-Year, Gas	80,000	65,299	14,701	81.62%	18.38%
Cut-Away/Van Under 26', 4 or 5-Year, Diesel	107,000	87,338	19,662	81.62%	18.38%
Cut-Away/Van Under 26', 4 or 5-Year, CNG	119,000	97,133	21,867	81.62%	18.38%
Cut-Away/Van Under 26', 7-Year, Gas	112,000	92,960	19,040	83.00%	17.00%
Cut-Away/Van Under 26', 7-Year, Diesel	150,000	124,499	25,501	83.00%	17.00%
Cut-Away/Van Under 26', 7-Year, CNG	168,000	139,439	28,561	83.00%	17.00%
Cut-Away/Van 26'+, 4 or 5-Year, Gas	84,000	68,564	15,436	81.62%	18.38%
Cut-Away/Van 26'+, 4 or 5-Year, Diesel	113,000	92,236	20,764	81.62%	18.38%
Cut-Away/Van 26'+, 4 or 5-Year, CNG	127,000	103,663	23,337	81.62%	18.38%
Cut-Away/Van 26'+, 7-Year, Gas	117,000	97,110	19,890	83.00%	17.00%
Cut-Away/Van 26'+, 7-Year, Diesel	158,000	131,139	26,861	83.00%	17.00%
Cut-Away/Van 26'+, 7-Year, CNG	176,000	146,079	29,921	83.00%	17.00%
Transit Bus 30' Diesel	488,000	393,599	94,401	80.66%	19.34%
Transit Bus 30' CNG	545,000	439,573	105,427	80.66%	19.34%
Transit Bus 30' Hybrid	659,000	531,520	127,480	80.66%	19.34%
Transit Bus 35' Diesel	502,000	404,800	97,200	80.64%	19.36%
Transit Bus 35' CNG	562,000	453,183	108,817	80.64%	19.36%
Transit Bus 35' Hybrid	678,000	546,722	131,278	80.64%	19.36%
Transit Bus 40' Diesel	517,000	416,816	100,184	80.62%	19.38%
Transit Bus 40' CNG	578,000	465,995	112,005	80.62%	19.38%
Transit Bus 40' Hybrid	698,000	562,742	135,258	80.62%	19.38%
Suburban Bus 45' Diesel	604,000	486,278	117,722	80.51%	19.49%
Over-the-Road 40' Diesel	604,000	486,278	117,722	80.51%	19.49%
Over-the-Road 40' CNG	676,000	544,244	131,756	80.51%	19.49%
Over-the-Road 40' Hybrid	815,000	656,153	158,847	80.51%	19.49%
Over-the-Road 45' Diesel	651,000	524,117	126,883	80.51%	19.49%
Over-the-Road 45' CNG	730,000	587,720	142,280	80.51%	19.49%
Over-the-Road 45' Hybrid	880,000	708,484	171,516	80.51%	19.49%
Over-the-Road 60' Diesel	859,000	690,578	168,422	80.39%	19.61%
Over-the-Road 60' CNG	962,000	773,383	188,617	80.39%	19.61%
Over-the-Road 60' Hybrid	1,160,000	932,561	227,439	80.39%	19.61%
Articulated 60' Diesel	731,000	587,674	143,326	80.39%	19.61%
Articulated 60' CNG	818,000	657,617	160,383	80.39%	19.61%
Articulated 60' Hybrid	986,000	792,677	193,323	80.39%	19.61%

Notes:

Prices escalated 3.0% annually, rounded to nearest \$1,000

Prices for buses and cut-aways include allowances for radios, fareboxes and Translink wiring and brackets.

To calculate price without fareboxes and radios multiply values by .9822

To calculate price without fareboxes multiply values by .9862

To calculate price without radios multiply values by .9960

To calculate price without Translink wiring and brackets subtract \$1,640

Note that bus prices include allowances for radios, fareboxes and Translink wiring and brackets. It should be noted in the project description if buses will be procured without these items, and programmed amounts will be adjusted as specified in the pricelist. Operators are encouraged to

include Translink wiring and brackets in all new buses, so the buses are Translink-ready without requiring additional expenses.

IV. PROJECT DEFINITION AND SCORING

Project Scoring

All FTA Section 5307 and FTA Section 5309 FG projects submitted to MTC for TCP programming consideration that have passed the screening process will be assigned scores by project category as indicated in Table 7.

Table 7. Project Scores

Project Category/Description	Project Score
Revenue Vehicle Replacement	16
Vehicle Replacement - replacement of a revenue vehicle at the end of its useful life (see Section III, Table 2). Vehicles previously purchased with revenue sources other than federal funds are eligible for FTA formula funding as long as vehicles meet the replacement age. Vehicles are to be replaced with vehicles of similar size (up to 5' size differential) and seating capacity, e.g. a 40-foot coach replaced with a 40-foot coach and not an articulated vehicle. If an operator is electing to purchase smaller buses, or do a sub-fleet reconfiguration, the replacement sub-fleet will have a comparable number of seats as the vehicles being replaced. Paratransit vehicles can be replaced with the next larger vehicle providing the existing vehicle is operated for the useful life period of the vehicle that is being upgraded to. Any other significant upgrade in size will be considered as vehicle expansion and not vehicle replacement. For urgent replacements not the result of deferred maintenance and replacement of assets 20% older than the usual replacement cycle (e.g. 12 or 16 years for buses depending on type of bus), a project may receive an additional point.	
Revenue Vehicle Rehabilitation	16
Vehicle Rehabilitation - major maintenance, designed to extend the useful life of a revenue vehicle (+5 years for buses, +20 years for railcars, +20 years for heavy hull ferries)	
Used Vehicle Replacement	16
Used Vehicle Replacement - replacement of a vehicle purchased used (applicable to buses, ferries, and rail cars) is eligible for federal, state, and local funding that MTC administers. Funds in this category include FTA Section 5307, STP, CMAQ, STIP, and Net Toll Revenues. However, funding for replacement of the used vehicle will be limited to a proportionate share of the total project cost, equal to the number of years the used vehicle is operated beyond its standard useful life divided by its standard useful life (e.g. if a transit property retained and operated a used transit bus for 5 years, it is eligible to receive 5/12 th of the allowable programming for the project).	

Fixed Guideway Replacement / Rehabilitation	16
Rehabilitation/Replacement Fixed Guideway - projects replacing or rehabilitating fixed guideway equipment at the end of its useful life, including rail, guideway, bridges, traction power systems, wayside train control systems, overhead wires, cable car infrastructure, and computer/communications systems with a primary purpose of communicating with or controlling fixed guideway equipment. Projects in this category are subject to fixed guideway project caps.	
Ferry Propulsion Systems	16
Ferry Propulsion Replacement—projects defined as the mid-life replacement and rehabilitation of ferry propulsion systems in order that vessels are able to reach their 25-year useful life. Projects in this category are subject to fixed guideway project caps.	
Ferry Major Component	16
Ferry Major Components—projects associated with propulsion system, inspection, and navigational equipment required to reach the full economic life of a ferry vessel. Projects in this category are subject to fixed guideway project caps.	
Ferry Fixed Guideway Connectors	16
Ferry Fixed Guideway Connectors—floats, gangways, and ramps associated with the safe moorage and boarding of passengers to/from ferry vessels. Projects in this category are subject to fixed guideway project caps.	
Revenue Vehicle Communication Equipment	16
Communication Equipment - Includes computer/communications systems with a primary purpose of communicating with and/or location/navigation of revenue vehicles, such as GPS/AVL systems. For operators who replace radios and base stations when the revenue vehicle/vessel is replaced, no additional system wide replacement will be funded through the regional capital priorities. For bus operators who elect the system wide replacement option, the regional participation in the project will be constrained by the radio allowance in the standard bus price (provided that the radio/base station is not replaced prior to the applicable replacement cycle).	
Non-TransLink® Fare Collection/Fareboxes	16
Revenue vehicle and wayside fare equipment are eligible for replacement as score 16. The maximum programming allowance for revenue vehicle fare equipment purchased separately from revenue vehicles is outlined in Section III, Project Funding Caps, providing the fare equipment is not replaced prior to the 12-year replacement cycle for buses. Fare equipment must be compatible with the TransLink® fare collection system.	
TransLink®	16
TransLink® - replacement of TransLink® fare collection equipment related to revenue vehicles and faregates.	

Bus Diesel Emission Reduction Devices	16
<p>Bus diesel emission reduction devices or device components required to meet or exceed California Air Resources Board requirements, including first-time retrofits, upgrades, replacements and spares. Devices or components must be installed on buses that will remain in service until at least 2014 in order to be treated as Score 16. Only spares up to 10% of the operator's current device inventory will be treated as Score 16. Bus diesel emission device projects treated as Score 16 require a 50% local match. Devices or components installed on buses scheduled to be replaced prior to 2014, and spares in excess of 10% of the operator's inventory, will be treated as Preventive Maintenance (Score 9). See Section V. Programming Policies, Bus Diesel Emission Reduction Device Funding Program.</p>	
Safety	15
<p>Safety/Security - projects addressing potential threats to life and/or property. The project may be maintenance of existing equipment or new safety capital investments. Includes computer/communications systems with a primary purpose of communicating with/controlling safety systems, including ventilation fans, fire suppression, fire alarm, intruder detection, CCTV cameras, and emergency "blue light" phones. Adequate justification that the proposed project will address safety and/or security issues must be provided. The TFWG will be provided an opportunity to review proposed projects before a project is programmed funds in a final program.</p>	
ADA/Non Vehicle Access Improvement	14
<p>ADA - capital projects needed for ADA <i>compliance</i>. Does not cover routine replacement of ADA-related capital items. Project sponsor must provide detailed justification that the project is proposed to comply with ADA. Subject to TFWG review.</p>	
Fixed/Heavy Equipment, Maintenance/Operating Facilities	13
<p>Fixed/Heavy equipment and Operations/Maintenance facility - replacement/rehabilitation of major maintenance equipment, generally with a unit value over \$10,000; replacement/rehabilitation of facilities on a schedule based upon the useful life of the components.</p>	
Station/Intermodal Stations/Parking Rehabilitation	12
<p>Stations/Intermodal Centers/Patron Parking Replacement/Rehab - replacement/rehabilitation of passenger facilities. Includes computer/communications systems with a primary purpose of communicating with/controlling escalators or elevators, and public address or platform display systems at stations or platforms.</p>	
Service Vehicles	11
<p>Service Vehicles - replacement/rehabilitation of non-revenue and service vehicles based on useful life schedules.</p>	

Tools and Equipment	10
Tools and Equipment - maintenance tools and equipment, generally with a unit value below \$10,000.	
Office Equipment	9
Office Equipment - computers, copiers, fax machines, etc. Includes administrative - MIS, financial, HR, scheduling, and maintenance management systems.	
Preventive Maintenance	9
Preventive Maintenance - ongoing maintenance expenses (including labor and capital costs) of revenue and non-revenue vehicles that do not extend the life of the vehicle. This includes mid-life change-out of tires, tubes, engines and transmissions that do not extend the life of the vehicle beyond the twelve years life cycle. <i>Note: Requests for preventive maintenance to meet budgetary shortfalls will be guided by the provisions outlined in Section V. Operators who wish to exchange a capital project for preventive maintenance funding in order to use their local funds to ease federal constraints or strictly as a financing mechanism may do so providing that the replacement asset funded with local funds is comparable to the asset being replaced and is maintained in service by the purchasing operator for its full useful life as outlined in Section V.</i>	
Operational Improvements/Enhancements	8
Operational Improvement/Enhancements - any project proposed to improve and/or enhance the efficiency of a transit facility.	
Operations	8
Operations—costs associated with transit operations such as the ongoing maintenance of transit vehicles including the cost of salaries. See Section V, Limited Use of FTA Funds for Operating Purposes.	
Expansion	8
Expansion - any project needed to support expanded service levels.	

V. PROGRAMMING POLICIES

Project Apportionment Model for Eligible Urbanized Areas

There are four elements that need to be considered to determine operators' urbanized area apportionment: multi-county agreements, high scoring capital needs, the 10% flexible set-aside amounts, and the 10% ADA set-aside amounts. The Regional Priority Model, as explained in paragraph (a), establishes funding priority for apportioning high scoring capital projects to eligible urbanized areas. Funding may be limited by multi-county agreements as explained in Paragraph (b) below.

Eligible programming revenues are net of the 10% flexible set-aside as outlined in paragraph (c) below, the 10% ADA set-aside shown in paragraph (d) below, and the Vehicle Procurement Reserve and Preventive Maintenance Reserve described at the end of this section.

- a) *Regional Priority Programming Model* - The 2000 census changes to the region's urbanized areas made numerous operators eligible to claim funds in more than one urbanized area. This has necessitated a procedure for apportioning projects to eligible urbanized areas. The *Regional Priority Model*, as described below, was fashioned to prioritize funds for the replacement of the region's transit capital plant, while minimizing the impact of the 2000 census boundary changes.

The model assumes a regional programming perspective and constrains regional capital demand to the amount of funds available to the region, prior to apportioning projects to urbanized areas. It then apportions projects to urbanized areas in the following order:

- i. Funds are apportioned first for operators that are the exclusive claimant in a single UA (e.g. LAVTA, Fairfield, etc.)
- ii. Fund projects for operators that are restricted to receiving funds in one urbanized area (e.g. SFMTA, AC, WestCAT, CCCTA, etc.)
- iii. Fund balance of operator projects among multiple urbanized areas, as eligibility allows, with the objective of fully funding as many high scoring projects as possible.
- iv. Reduce capital projects proportionately in urbanized areas where need exceeds funds available.
- v. Fund lower scoring projects (additional programming flexibility) to operators in urbanized areas where apportionments exceed project need.

- b) *Multi-County Agreements*: For some operators, urbanized area (UA) apportionments are guided by multi-county agreements. Aside from the acknowledged agreements, funds are apportioned based on the regional priority model.

There are three specific agreements that are being honored under the negotiated multi-county agreement model: the Caltrain Joint Powers Board Agreement, the Altamont Commuter Express (ACE) Cooperative Services Agreement and the Sonoma County-Santa Rosa City Bus Agreement.

Consideration for future agreements will include representation from each interested county, interested transit property, or an appointed designee, and be approved by all operators in the affected UA and MTC.

- c) *10% Flexible Set-Aside*: Prior to running the apportionment model, 10% of the FTA Section 5307 funds from each of the urbanized areas is redistributed based on apportioned ridership and FTA revenue factors, weighted equally. Table 8 shows the percentages by operator and urbanized area for this programming period. Urbanized areas not shown are either urbanized areas with only one operator or urbanized areas that have opted to not participate in the set-aside. Descriptions of these formulas are outlined below.

Apportioned Ridership: Ridership is apportioned based on how an operator reports their revenue miles to FTA. As an example, BART reports their revenue miles 71.28% in the San Francisco-Oakland UA, 26.14% in the Concord UA, and 2.58% in the Antioch UA. Instead of counting their total ridership, or 97.1 million, in each UA, ridership is apportioned to each UA based on the reporting factors.

FTA Revenue Factors: The set-aside is distributed on FTA revenue factors - bus tier and fixed guideway tier. Factors included in the analysis are revenue vehicle miles, passenger miles, and operating cost. Small-urbanized area set-asides are distributed to eligible operators based on a rough estimation of population and population density.

Table 8: 10% Flexible Set-aside Shares by Urbanized Area and Operator

Operator	SFO	SJ	Concord	Antioch	Vallejo	Napa	Livermore	Gilroy-MH	Petaluma
AC Transit	15.7%								
ACE	1.5%		1.6%		47.9%				
BART	25.4%		76.9%						
Caltrain	3.3%	9.6%							
CCCTA			16.5%						
ECCTA				52.1%					
GGBHTD	5.1%								58.4%
LAVTA			5.0%				100.0%		
Napa					13.5%	100.0%			
Petaluma									13.8%
SamTrans	4.8%								
SFMTA	40.9%								
Sonoma County									27.8%
Union City	0.2%								
Vallejo/Benicia	2.0%				86.5%				
VTA		90.4%						100.0%	
WestCat	0.5%								
WETA (Alameda Ferry)	0.6%								
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Notes:

- 1) Urbanized Areas not shown are not participating in 10% flexible set-aside policy.
- 2) Formula based on hybrid of apportioned ridership and revenue factors (equally weighted).
- 3) Ridership based on MTC's 2004 Statistical Summary of Bay Area Operators (FY 2002-03 data).
- 4) Revenue factors based on FY 2001-2002 NTD data received from operators.
- 5) Shares for Petaluma Transit and WETA based on 2007 data.
- 6) Distribution in Petaluma UA revised by agreement of eligible operators.
- 7) To calculate funding amounts, multiply 10% of related urbanized area revenue estimate against percentages shown for operators in that urbanized area.

Flexible Set-Aside funds will not be programmed for the FY 2010-11 program year due to lower federal apportionments and projected shortfalls in FY 2011-12. The region's ability to program Flexible Set-Aside funds in FY 2011-12 will be evaluated based on projected apportionments and high-scoring capital project needs.

- d) *10% ADA Paratransit Service Set-Aside:* SAFETEA establishes a cap on the use of large urbanized area capital funds for ADA paratransit services not to exceed 10% of the region's apportionment of FTA Section 5307 funds. An amount equal to 10% of each participating urbanized area's FTA Section 5307 apportionment will be set-aside to assist operators in defraying ADA paratransit operating expenses. The purpose of this set-aside is to ensure that in any one year, a transit operator can use these funds to provide ADA service levels necessary to maintain compliance with the federal law, without impacting existing levels of fixed route service. ADA set-aside programmed to small UA operators will not impact eligible programming amounts in large UAs. Table 9 shows the percentages by operator and urbanized area for this programming period.

Table 9: ADA Set-aside Amounts by Urbanized Area and Operator

Operator	San Francisco-Oakland	San Jose	Concord	Antioch	Vallejo	Livermore	Gilroy-MH
AC Transit	31.1%						
ACE	1.7%		14.1%				
BART	14.7%		46.0%	22.2%			
Caltrain	3.3%	15.0%					
CCCTA			32.3%				
Fairfield-Suisun Transit	Not Applicable						
GGBHTD	8.8%						
LAVTA			7.6%			100.0%	
Napa VINE					7.0%		
SFMTA	29.5%						
SamTrans	7.8%						
SCVTA		85.0%					100.0%
SR City Bus	Not Applicable						
Sonoma Cty Transit	Not Applicable						
Tri-Delta				77.8%			
Union City							
Vacaville	Not Applicable						
Vallejo Transit	2.1%				93.0%		
WestCat	0.9%						
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Notes:

- 1) Urbanized Areas not shown are not participating in 10% ADA set-aside policy.
- 2) Formula roughly based on generations with an element of the rail operator portion allotted to bus operators because bus operators generally shoulder a greater share of the ADA operations.
- 3) To calculate funding amounts, multiply 10% of related urbanized area revenue estimate against percentages shown for operators in that urbanized area.

An operator may use its share of the FTA Section 5307 set-aside for capital purposes or preventive maintenance if the operator can certify that:

- Their ADA paratransit operating costs are fully funded in its proposed annual budget;
- For jointly funded paratransit services, operators' FTA Section 5307 ADA set-aside shares have been jointly considered in making decisions on ADA service levels and revenues.

If MTC is satisfied with the operator's certification, the operator may re-program its set-aside for any unfunded transit capital projects or preventive maintenance. To ensure that the Section 5307 10% set-aside funding is duly considered for annual ADA paratransit needs, there will be no multi-year programming of the 10% ADA set-aside to capital-only purposes.

Limited Use of FTA Funds for Operating Purposes

FTA permits the use of FTA Section 5307 small urbanized funds to be used for operating purposes. For operators eligible to claim in both large and small urbanized areas, the

amount of funds used for operating will be deducted from the amount of capital claimed in the large UA.

Specified Urbanized Area Flexibility

In urbanized areas with only one transit operator (Fairfield, Vacaville, Napa) greater flexibility for funding lower scoring projects will be allowed, providing that other operators in the region are not impacted. These operators will also be allowed to use funds for operating, without reduction of funding for capital projects, providing that capital is adequately maintained and replaced on a reasonable schedule as outlined in each operator's SRTPs and in accordance with goals outlined in the RTP for maintaining the region's capital plant (maintenance of effort).

Transit Enhancements

TEA-21 requires that 1% of the FTA section 5307 apportionment be set aside for transit enhancements. Eligible projects include: historic preservation, rehabilitation, and operation of historic mass transportation buildings, structures, and facilities, bus shelters, landscaping and other scenic beautification, public art, pedestrian access and walkways, bicycle access, including bicycle storage facilities, transit connections to parks, signage, and enhanced access for persons with disabilities to mass transportation.

Due to the overwhelming needs to sustain the current transit capital plant, funded score 16 projects which can be identified as eligible transit enhancement project candidates would count against the 1% set-aside for transit enhancements, including, but not limited to, rehabilitation of cable cars and historic cars, and bike racks to be procured as part of a bus purchase. Any remaining balance will be put into a reserve for funding eligible projects in subsequent years.

Preventive Maintenance Funding for Operating Purposes (non-Reserve or Flexible Set-Aside Funds)

Preventive maintenance will be considered a score 9 funding priority in Transit Capital Priorities, unless a fiscal need exists and can be demonstrated accordingly by the requesting operator based on the guidelines outlined below. MTC must declare that a fiscal need exists to fund preventive maintenance where such action would displace higher scoring capital projects ready to move forward in a given fiscal year. A fiscal need can be declared if the following conditions exist:

- An operator can demonstrate in a board-approved budget or budget assumption that a shortfall exists; this budget or budget assumption must consider MTC's latest adopted fund estimate and/or Short-Range Transit Plan forecasts for transit-specific revenues.
- An operator must demonstrate that all reasonable cost control and revenue generation strategies have been implemented and that a residual shortfall remains.

- An operator can demonstrate that the shortfall, if not addressed, would result in a significant service reduction.

The Commission will consider the severity of the shortfall and the scope and impact of the service cuts in determining whether fiscal need exists. Operators establishing a fiscal need must also adhere to the following four requirements in order to be eligible to receive funding for preventive maintenance:

- i. Operators must successfully show a board approved bridging strategy that will sustain financial recovery beyond the year for which preventive maintenance is requested.
 - ii. The bridging strategy should not rely on future preventive maintenance funding to achieve a balanced budget. In other words, should a service adjustment be required to balance the budget over the long run, preventive maintenance should not be invoked as a stopgap to inevitable service reductions.
 - iii. Funds programmed to preventive maintenance should not be considered as a mechanism to sustain or replenish operating reserves.
-
- iv. Operators requesting FTA formula funds to meet operating shortfalls will be limited to two years preventive maintenance funding within a 12-year period.

Concepts for Preventive Maintenance Allowance – For an individual operator to make use of preventive maintenance funding, other operators in the region must be able to move forward with planned capital replacement. The following two mechanisms will ensure both protection of capital replacement and flexibility for preventive maintenance:

- Capital Exchange – In this option, an operator could elect to remove an eligible capital project from TCP funding consideration for the useful life of the asset in exchange for preventive maintenance funding. The funding is limited to the amount of capital funding an operator would have received under the current TCP policy in a normal economic climate. If an operator elects to replace the asset - removed from regional competition for funding under these provisions – earlier than the timeline established for its useful life, the replacement will be considered an expansion project.
- Negotiated Agreement within an Urbanized Area – In the second option, an operator may negotiate with the other operators in the affected urbanized areas to receive an amount of preventive maintenance funding, providing that a firewall is established between the affected urbanized area(s) and all other urbanized areas. This will ensure that other operators' high-scoring capital replacement projects are not jeopardized.

The requesting operator will enter into an MOU with MTC and, if applicable, other transit properties affected by the preventive maintenance agreement. The agreement will embody the four eligibility requirements outlined above as well as any other terms and

conditions of the agreement. It is the intent of this policy that funding for preventive maintenance will not increase the region's transit capital shortfall.

Reserve for Major Vehicle Procurements

The proposed TCP programs for FY 2009-10, FY 2010-11 and FY 2011-12 will include a vehicle procurement reserve which will direct approximately \$150 million of revenues (total over the three-year program) to help meet the future peak expenditures for major vehicle procurement projects and closely related projects, including BART's and Caltrain's railcar replacements, and SFMTA's trolley car replacement. Caltrain's railcar replacement project is part of a program of closely related projects, including an Advanced Signal System, required to electrify the Caltrain corridor. For purposes of the vehicle procurement reserve, the Caltrain railcar replacement and the Advanced Signal System project are eligible. Most of the costs for the major procurements will be incurred in the FY 2015 to FY 2018 period, causing total Score 16 needs in those years to far exceed projected revenues. Conversely, revenues during the FY 2010 to FY 2012 period are expected to exceed capped Score 16 needs by approximately \$200 million.

MTC staff has been working with BART to develop a financing plan for the BART project, and the regional Capital Improvement Program projections used to inform the development of the TCP policy assume that the region will dedicate approximately \$730 million in FTA funds to the first phase of the project over the next ten years. The Phase 1 Funding Plan provides for approximately \$1 billion of the total project, and includes all project development work, prototypes and testing, and an initial order of 200 vehicles. This element of the TCP policy is based on a commitment to this project funding plan; the BART Board approved their commitment on April 22, 2010. MTC staff is also working with Caltrain and SFMTA to develop detailed approaches to funding their projects.

The Vehicle Procurement Reserve (VPR) will be programmed based on the following criteria:

- Cost of the project relative to annual TCP funding;
- Other funding available for the project, including TCP funds aside from the VPR;
- Timing of funding needs based on vehicle eligibility for replacement and the project's procurement schedule.

MTC staff will provide an assessment of the projected costs and schedules of the major upcoming vehicle procurements against these criteria in conjunction with the proposed VPR program. Programming of the VPR will not be subject to the Project Funding Caps for vehicle procurements specified in Section III Project Eligibility. The VPR program will not be added to the regional Transportation Improvement Program (TIP) until the rest of the FY 2011 and FY2012 TCP program is added to the TIP, after review of updated revenue and cost projections, and potential revisions to the program. This timing will allow for potential revisions to the proposed VPR program if the schedules or projected expenditure plans for the vehicle procurement projects change. MTC staff will continue to work with the staff of BART, Caltrain

and SFMTA to refine the funding plans for the vehicle replacement projects, including appropriate levels of local match.

Preventive Maintenance Reserve

In order to help address operating shortfalls, the proposed TCP programs for FY 2009-10, FY 2010-11 and FY 2011-12 will dedicate approximately \$50 million over the three-year program as flexible funding that can be used for any eligible project, including preventive maintenance. The funds are proposed to be distributed using the flexible set-aside formula detailed in Table 8. The funds will not be subject to the current TCP preventive maintenance policy requiring that assets exchanged for PM be removed from the program for the life cycle of the asset. Operators will have flexibility in terms of which year to request the flexible funds, and may request all or a portion of their share in any of the three years, FY10 – FY12. Operators must provide a narrative or excerpts from their adopted budget or SRTP explaining how the use of preventive maintenance fits within a strategy to stabilize their operating budget. The amounts of each operator’s allocation of the Preventive Maintenance Reserve is shown in Table 10.

Table 10. Preventive Maintenance Reserve FY 2010-2012

Operator	Total
AC Transit	4,948,876
ACE	565,869
BART	12,599,452
Caltrain	1,977,128
CCCTA	827,797
ECCTA	775,548
GGBHTD	1,781,012
LAVTA	580,921
Napa VINE	540,712
Petaluma	16,404
SamTrans	1,514,718
SFMTA	12,929,243
Sonoma Transit	74,255
Union City	57,114
Vallejo	1,499,545
VTA	8,971,810
WCCTA	146,362
WETA (Alameda Ferry)	193,233
Total	50,000,000

Notes:

Programming for WETA will be made contingent on adoption of the transition plan for

assumption of responsibility for the Alameda and Vallejo ferry services required by SB 976.

Bus Diesel Emission Reduction Device Funding Program

MTC provided approximately \$14 million in CMAQ funds in FY 2003-04 and FY 2004-05 to assist with the procurement of approximately 1,600 bus emission reduction devices to help operators meet California Air Resources Board (CARB) requirements. The devices have reached or are approaching the end of their five-year warranty period, and some of the devices or their components may need to be replaced. New upgraded devices also provide greater NOx reduction benefits than the original devices. In addition, first-time retrofits are required for some of the region's older buses in order to meet CARB requirements.

In response to the need to install or replace bus diesel emission reduction devices to comply with CARB requirements at a time when operator's preventive maintenance budgets are under severe stress due to state budget cuts and the economy, the Transit Capital Priorities policy includes a bus emission reduction device funding program. The elements of this policy attempt to strike a balance between facilitating operators' ability to remain in compliance with CARB requirements and to exceed those requirements by achieving greater NOx reductions on the one hand, and making the most effective use of the region's limited capital funds on the other. The elements of bus emission reduction device replacement program are:

- Requests to replace bus emission reduction devices or device components in order to maintain compliance with or exceed CARB requirements, including first-time retrofits, upgrades, replacements and spares, will be treated as Score 16 projects, subject to the following requirements.
- In order to be treated as Score 16, devices or components must be installed on buses that are scheduled to remain in service until at least 2014. Devices or components to be installed on buses that are scheduled to be replaced prior to 2014 will be treated as Preventive Maintenance (Score 9).
- Requests to procure spare devices or components up to 10% of the operators current device inventory will be treated as Score 16. Spare devices or components in excess of 10% of the inventory will be treated as Preventive Maintenance (Score 9)
- Projects treated as Score 16 under the bus emission reduction device funding program require a 50% local match, rather than the standard 20%. The intent of this element is to encourage cost-effective use of the region's limited capital funding, and to align with the original policy for procuring the devices, which had the regional contribution to NOx reduction and the local contribution for PM reduction.
- Participation in the program is entirely voluntary. It is the responsibility of each operator to determine the best approach to achieving and maintaining compliance with CARB requirements.

APPENDIX 1 – BOARD RESOLUTION

***Sample Resolution of Board Support
FTA Section 5307 and 5309 Fixed Guideway (FG) Project and Surface Transportation
Program Application***

Resolution No. _____

**AUTHORIZING THE FILING OF AN APPLICATION FOR FTA SECTION 5307 AND
5309 FIXED GUIDEWAY(FG) AND SURFACE TRANSPORTATION PROGRAMS
FUNDING FOR (project name) AND COMMITTING THE NECESSARY LOCAL
MATCH FOR THE PROJECT(S) AND STATING THE ASSURANCE OF (name of
jurisdiction) TO COMPLETE THE PROJECT**

WHEREAS, the successor to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Public Law Public Law 109-59, August 10, 2005) is anticipated to continue the Federal Transit Administration Formula Programs (23 U.S.C. §53) and Surface Transportation Program (23 U.S.C. § 133); and

WHEREAS, pursuant to SAFETEA-LU, and the regulations promulgated there under, eligible project sponsors wishing to receive Federal Transit Administration (FTA) Section 5307 and Section 5309 Fixed Guideway (FG) Formula or Surface Transportation Program grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission is the MPO for the San Francisco Bay region; and

WHEREAS, (applicant) is an eligible project sponsor for FTA Section 5307, FTA 5309 FG, or Surface Transportation Program funds; and

WHEREAS, (applicant) wishes to submit a grant application to MTC for funds from the FY 2008-09 FTA Section 5307 and FTA 5309 FG, or Surface Transportation Program funds for the following project:

(project description) .

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

- 1) the commitment of necessary local matching funds of at least of 20% for FTA Section 5307 and FTA Section 5309 FG and 11.47% for Surface Transportation Program funds; and
- 2) that the sponsor understands that the FTA Section 5307, FTA Section 5309 FG and Surface Transportation Programs funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded FTA Section 5307, FTA Section 5309 FG and Surface Transportation Programs funds; and
- 3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
- 4) that the sponsor understands that FTA funds must be obligated within three years of programming and the Surface Transportation Program funds must be obligated by September 30 of the year that the project is programmed for in the TIP, or the project may be removed from the program.

Resolved, that (agency name) is an eligible sponsor of projects in the FTA Sections 5307 and 5309 FG and STP Programs; and be it further

Resolved, that (agency name) is authorized to submit an application for FTA Sections 5307 and 5309 FG and STP funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for FTA Sections 5307 and 5309 FG and STP funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

NOW, THEREFORE, BE IT RESOLVED by (governing board name) that (applicant) is authorized to execute and file an application for funding under the FTA Section 5307, FTA Section 5309 FG, and/or Surface Transportation Program in the amount of (\$request) for (project description); and

BE IT FURTHER RESOLVED that (governing board) by adopting this resolution does hereby state that:

- 1) (applicant) will provide (\$ match amount) in local matching funds; and
- 2) (applicant) understands that the FTA Sections 5307 and 5309 FG and STP funding for the project is fixed at (\$ actual amount), and that any cost increases must be funded by the (applicant) from local matching funds, and that (applicant) does not expect any cost

increases to be funded with FTA Sections 5307 and 5309 FG and Surface Transportation Program funds; and

- 3) (project name) will be built as described in this resolution and, if approved, for the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and
- 4) The program funds are expected to be obligated by September 30 of the year the project is programmed for in the TIP; and

BE IT FURTHER RESOLVED, that (agency name) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC in prior to MTC programming the FTA Section 5307 and 5309 FG or Surface Transportation Program funded project in the Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP.

APPENDIX 2 – OPINION OF COUNSEL

***Sample Opinion of Legal Counsel
FTA Section 5307, FTA Section 5309 FG, and STP Project Application***

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for FTA Section 5307 Program, FTA 5309 Fixed Guideway (FG) Program, and Surface Transportation Program (STP)

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) _____ for funding from the FTA Section 5307 and 5309 FG, and STP Programs made available pursuant to the Reauthorization of SAFETEA Legislation.

1. (Applicant) _____ is an eligible sponsor of projects for the FTA Section 5307, FTA Section 5309 FG, and STP Programs.
2. (Applicant) _____ is authorized to submit an application for FTA Section 5307, FTA Section 5309 FG, and STP funding for (project) _____.
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) _____ making applications FTA Section 5307, FTA Section 5309 FG, and STP Program funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ to carry out such projects.

Sincerely,

Legal Counsel

Print name

Optional Language to add to the Resolution for Local Support

Project sponsors have the option of consolidating the ‘Opinion of Legal Counsel’ within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

Resolved, that (agency name) is an eligible sponsor of projects in the FTA Sections 5307 and 5309 FG and STP Programs; and be it further

Resolved, that (agency name) is authorized to submit an application for FTA Sections 5307 and 5309 FG and STP funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for FTA Sections 5307 and 5309 FG and STP funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided (Attachment 9, page 1).

APPENDIX A – 22

Regional Policies: Project Funding and Specific Funding Programs

**San Francisco Bay Area Transit Capital Priorities
(FTA Sections 5307, 5309, 5337 and 5339)
Process and Criteria
for FY 2012-13 and FY 2013-14
MTC Resolution No. 4072**



Date: October 24, 2012
W.I.: 1512
Referred By: PAC
Revised: 01/23/13-C
02/27/13-C
04/24/13-C

ABSTRACT

Resolution No. 4072, Revised

This resolution approves the process and establishes the criteria for programming the FY2012-13 and FY2013-14 FTA Section 5307 Urbanized Area, Section 5309 Fixed Guideway Modernization, Section 5337 State of Good Repair, Section 5339 Bus and Bus Facilities, and Cycle 2 STP/CMAQ Transit Capital Rehabilitation Program funds in the San Francisco Bay Area.

This resolution includes the following attachment:

Attachment A - San Francisco Bay Area Transit Capital Priorities Criteria for FY2012-13 and FY2013-14 FTA Formula Funds and Cycle 2 STP/CMAQ Transit Capital Rehabilitation Funds

This resolution was revised on January 23, 2013 to make the Marin County Transit District eligible for Transit Capital Priorities funds in the San Francisco-Oakland urbanized area.

This resolution was revised on February 27, 2013 to establish the formula distribution for the Transit Performance Initiative Incentive Program.

This resolution was revised on April 24, 2013 to establish the large operator formula distribution for the Transit Performance Initiative Incentive Program and to revise the formula for distributing ADA operating assistance to include Marin Transit.

Further discussion of the Transit Capital Priorities Policy is contained in the Programming and Allocation Committee Executive Director memoranda dated October 10, 2012; January 9, 2013; February 13, 2013; and April 10, 2013.

Date: October 24, 2012
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Transit Capital Priorities Process and Criteria

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4072

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region to establish a process and a set of criteria for the selection of transit capital projects to be included in the TIP; and


WHEREAS, the process and criteria to be used in the selection and ranking of projects are set forth in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves the Transit Capital Priorities Process and Criteria as set forth in Attachment A; and, be it further

RESOLVED, that MTC will use the process and criteria to program Federal Transit Administration (FTA) Sections 5307, 5309 FG, 5337 and 5339 funds for FY2012-13 and FY2013-14 and Cycle 2 STP/CMAQ Transit Capital Rehabilitation Program funds for FY2012-13 through FY2015-16 to finance transit projects in the San Francisco Bay Area region; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on October 24, 2012.

Date: October 24, 2012
W.I.: 1512
Referred By: PAC
Revised: 01/23/13-C
02/27/13-C
04/24/13-C

Attachment A
Resolution No. 4072
Page 1 of 41

**San Francisco Bay Area Transit Capital Priorities Criteria for FY2012-13 and FY2013-14
FTA Formula Funds and Cycle 2 STP/CMAQ Transit Capital Rehabilitation Funds**

**For development of the FY2012-13 and FY2013-14
Transit Capital Priorities and Transit Performance Initiative Project Lists**

Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607

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FY2012-13 and FY2013-14 Transit Capital Priorities Process & Criteria

I. GOALS AND OBJECTIVES

The FY2012-13 and FY2013-14 Transit Capital Priorities (TCP) Criteria are the rules, in part, for establishing a program of projects for eligible transit operators in the San Francisco Bay Area Region's large urbanized areas (UA) of San Francisco/Oakland (SF/O), San Jose (SJ), Concord, Santa Rosa (SR), and Antioch; and the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill (GM), and Petaluma.

The goal of the TCP Criteria is to fund transit projects that are most essential to the region and consistent with Transportation 2035, the region's current 25-year plan, and Plan Bay Area, the proposed successor to Transportation 2035. TCP also implements elements of the Transit Sustainability Project recommendation (MTC Resolution No. 4060). Among the region's objectives for the TCP are to:

Fund basic capital requirements: All eligible projects are to be considered in TCP score order, with emphasis given to the most essential projects that replace and sustain the existing transit system capital plant. MTC will base the list of eligible replacement and expansion projects on information provided by the transit operators in response to a call for projects. Operator-proposed projects should be based on Short Range Transit Plan (SRTP) service objectives or other board-approved capital plans. All projects not identified as candidates for the TCP process are assumed to be funded by other fund sources and are so identified in operators' SRTPs or capital plans.

Maintain reasonable fairness to all operators: Tests of reasonable fairness are to be based on the total funding available to each operator over a period of time, the level and type of service provided, timely obligation of prior year grants, and other relevant factors. (A proportional share distributed to each operator is specifically not an objective.)

Complement other MTC funding programs for transit: MTC has the lead responsibility in programming regional Surface Transportation Program (STP) and Congestion Mitigation-Air Quality (CMAQ) funds, and State Transportation Improvement Program (STIP) funds. Transit capital projects are also eligible for funding under these federal and state programs. Development of the TCP will complement the programming of STP, CMAQ, and STIP funds to maximize the financial resources available in order to fund the most essential projects for the San Francisco Bay Area's transit properties.

The TCP Criteria applies to programming of the Federal Transit Administration (FTA) Urbanized Area Formula (Section 5307), State of Good Repair (Section 5337) and Bus and Bus Facilities (Section 5339) funds, as well as Federal Highway Administration Surface Transportation Program funds dedicated to transit capital rehabilitation in the Commission's Second Cycle Programming Policy (MTC Resolution No. 4035, Revised).

These programs are authorized for FY2012-13 and FY2013-14 by the Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation authorizing legislation enacted by Congress and signed into law in July 2012. The TCP Criteria also governs the programming of prior-year balances of Fixed Guideway Modernization (Section 5309 FG) funds, which were authorized by MAP-21's predecessor, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

MAP-21 made several changes to FTA funding programs which have been reflected in updates to the TCP Criteria, including:

- Combining the Job Access and Reverse Commute program (Section 5316) with the Urbanized Area Formula program (Section 5307) and the Non-urbanized Area Formula program (Section 5311);
- Replacing the Fixed Guideway Modernization program (Section 5309 FG) with a new State of Good Repair program (Section 5337); and
- Replacing the Bus and Bus Facilities discretionary program (Section 5309 Bus) with a new Bus and Bus Facilities formula program (Section 5339).

As of the date of the adoption of the TCP Criteria, FTA has not yet issued detailed guidance for the implementation of the new funding programs. MTC and the Partnership will revisit and recommend updates to the policy should future FTA rules and guidance require revisions.

II. FTA FORMULA FUNDS

A. TCP APPLICATION PROCESS

The Transit Finance Working Group (TFWG) serves as the forum for discussing TCP and other transit programming issues. Each transit operator in the MTC region is responsible for appointing a representative to staff the Transit Finance Working Group (TFWG). The TFWG serves in an advisory capacity to the MTC Partnership Technical Advisory Committee (PTAC). All major programming-related decisions are to be reviewed with PTAC. In general, the MTC Programming and Allocations Committee and the full Commission take action on the TCP and any other transit-related funding programs after the TFWG and PTAC has reviewed them.

Capital Program Submittal

For the purposes of programming, project sponsors will submit requests for funding in accordance with detailed instructions in MTC's call for projects. The level of detail must be sufficient to allow for MTC to screen and score the project.

Board Approval

MTC requires that operators seek board approval prior to programming projects in the TIP. The board resolution for FY2012-13 and FY2013-14 programming should be submitted by December 10, 2012, the planned date when the Programming and Allocations Committee will consider the proposed program. If a board resolution cannot be provided by this date due to board meeting schedule constraints, applicants should indicate in a cover memo with their application when the board resolution will be adopted. Appendix 1 is a sample resolution of board support.

Opinion of Counsel

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Appendix 1. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the FTA Section 5307, 5309 FG, 5337 and/or 5339 programs; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided on Appendix 2.

Screening projects

MTC staff will evaluate all projects for conformance with the Screening Criteria (Section III) below. Certain requirements must be met for a project to reach the scoring stage of the Transit Capital Priorities process. Operators will be informed by MTC staff if a project has failed to meet the screening criteria, and will be given an opportunity to submit additional information for clarification.

Scoring projects

MTC staff will only score those projects, which have passed the screening process. Based on the score assignment provided in Section IV below, MTC staff will inform operators of the score given to each project. Operators may be asked to provide additional information for clarification.

Programming Projects/Assigning projects to fund source

Projects passing screening and scoring criteria will be considered for programming in the TCP in the year proposed, however, projects will only be programmed in the Transportation Improvement Program (TIP) if the following conditions are met: 1) funding is available in the year proposed, and 2) funds can be obligated by the operator in the year proposed. Project funds sources will be assigned by MTC staff and will be based on project eligibility and the results of Multi-County Agreement model.

FTA Public Involvement Process and Transportation Improvement Program (TIP)

FTA Public Involvement Process: To receive a FTA grant, a grant applicant must meet certain public participation requirements in development of the FTA programs. As provided for in FTA Circular 9030.1D (revised May 1, 2010), FTA considers a grantee to have met the public participation requirements associated with the annual development of the Program of Projects when the grantee follows the public involvement process outlined in the FHWA/FTA planning regulations for the TIP. In lieu of a separate public involvement process, MTC will follow the public involvement process for the TIP.

Annual Programming in the TIP: MTC, in cooperation with the state and eligible transit operators, is required to develop a TIP for the MTC Region. The TIP is a listing of federally funded transportation projects, projects requiring a federal action, and projects deemed regionally significant. The TIP is a four-year programming document. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region.

Changes to Transit Capital Priorities Program

Amendments may be allowed only in certain circumstances. The following general principles govern the changes:

- Amendments are not routine. Any proposed changes will be carefully studied.
- Amendments are subject to MTC and TFWG review.
- Amendments which adversely impact another operator's project will not be included without the prior agreement of other operators to the change.

- Amendments will be acceptable only when proposed changes are within the prescribed financial constraints of the TIP.
- Emergency or urgent projects will be considered on a case-by-case basis as exceptions.

Operators proposing the change must provide relevant information to substantiate the urgency of the proposed amendment. Projects that impede delivery of other projects will be considered only if an agreement can be reached between the affected operators for deferring or eliminating the affected projects from consideration.

Funding Shortfalls

If final apportionments for the FTA formula programs come in lower than MTC has previously estimated, MTC staff will first redistribute programming to other urbanized areas with surplus apportionments in which the projects are eligible, and, second, negotiate with operators to constrain projects costs or defer projects to a future year. If sufficient resolution is not possible, MTC will consider additional information, including project readiness, prior funding (if the project is a phased multi-year project), whether the project had been previously deferred, and the amount of federal funds that each of the concerned operators received in recent years, in making reductions to programming.

Project Review

Each operator is expected to complete their own Federal grant application using FTA's Transportation Electronic Award and Management (TEAM) system. MTC staff will review grant applications and will submit concurrence letters to FTA on behalf of project sponsors as needed.

Program Period

The TCP Criteria will be used to develop a program of projects for FY2012-13 and FY2013-14 FTA Formula Funds. The number of years covered by each TCP policy update is generally aligned with the years covered by the current federal authorization, and the region typically adopts multi-year programs to help operators with multi-year capital budgeting, and to help the region take a longer-term view of capital replacement needs. MAP-21 authorizes FTA funding programs for federal fiscal years 2012-13 and 2013-14.

TCP Development Schedule

To the extent possible, the region will adhere to the schedule proposed in the table below in developing the FY2012-13 – FY2013-14 TCP program. If a change in the schedule is required, MTC will notify participants of the TCP program development process in a timely fashion.

TCP Policy / Programming	Start Date	Finish/Due Date
TFWG TCP Policy Discussions	November 11, 2011	September 5, 2012
Call for projects	October 3, 2012	October 31, 2012
TCP Policy to PAC/Commission	October 10/24, 2012	
TCP/AB 664 program to TFWG	November 14, 2012	
TCP/AB 664 programs to PAC/Commission	December 12/19, 2012	
TCP TIP amendment to PAC/Commission	January 9/23, 2013	

B. PROJECT ELIGIBILITY

Federal Requirements and Eligibility

Federal Legislation

Projects selected will conform to the requirements of MAP-21 (or SAFETEA-LU in the case of Section 5309 FG), Clean Air Act Amendments of 1990 (CAAA), the California Clean Air Act (CCAA), and the Americans with Disabilities Act (ADA).

Intelligent Transportation Systems (ITS) Architecture Policy

Project sponsors will be required to meet the Federal Transit Administration’s National ITS Architecture Policy as established by FTA Federal Register Notice Number 66 FR 1455 published January 8, 2001 and as incorporated by the regional architecture policy which can be accessed at: <http://www.mtc.ca.gov/planning/ITS/index.htm>.

1% Security Policy

Project sponsors are also required to meet the FTA 1% security set-aside provisions as established in the FY2004-05 Certifications and Assurances, FTA Federal Register Notice Number 69 FR 62521 published on October 26, 2004, and as it may be refined by FTA in future notifications. For project sponsors that are unable to meet the 1% security requirement, MTC will set-aside 1% of the total amount of FTA Section 5307 programmed to those sponsors for the purposes of meeting this requirement.

Program Eligibility

Program eligibility is based on the statutory eligibility for the FTA Section 5307, 5309 FG, 5337 and 5339 programs. If revisions to eligibility for these programs are adopted as

part of FTA circulars or other guidance issued for the new funding programs, the region will consider conforming amendments to the TCP policy.

FTA Section 5307 Urbanized Area Federally Defined Program Eligibility (Statutory Reference: 49USC5307): Capital projects; planning; job access and reverse commute projects; and operating costs of equipment and facilities for use in public transportation in urbanized areas with a population of fewer than 200,000, and, in certain circumstances, in urbanized areas with a population greater than 200,000. Eligible capital projects include—

- (A) acquiring, constructing, supervising, or inspecting equipment or a facility for use in public transportation, expenses incidental to the acquisition or construction (including designing, engineering, location surveying, mapping, and acquiring rights-of-way), payments for the capital portions of rail trackage rights agreements, transit-related intelligent transportation systems, relocation assistance, acquiring replacement housing sites, and acquiring, constructing, relocating, and rehabilitating replacement housing;
- (B) rehabilitating a bus;
- (C) remanufacturing a bus;
- (D) overhauling rail rolling stock;
- (E) preventive maintenance;
- (F) leasing equipment or a facility for use in public transportation
- (G) a joint development improvement that meet specified requirements
- (H) the introduction of new technology, through innovative and improved products, into public transportation;
- (I) the provision of nonfixed route paratransit transportation services in accordance with section 223 of the Americans with Disabilities Act of 1990 (42 U.S.C. 12143), under specified circumstances;
- (J) establishing a debt service reserve to ensure the timely payment of principal and interest on bonds issued by a grant recipient to finance an eligible project
- (K) mobility management; and
- (L) associated capital maintenance.

FTA Section 5309 Fixed Guideway Federally Defined Program Eligibility (Statutory Reference: 49USC5309): Capital projects to modernize or improve fixed guideway systems are eligible including purchase and rehabilitation of rolling stock and ferries, track, line equipment, structures, ferry floats, ramps and other ferry fixed guideway connectors, ferry navigational equipment and related components, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operational support equipment including computer hardware and software, system extensions, and preventive maintenance.

FTA Section 5337 State of Good Repair Federally Defined Program Eligibility (Statutory Reference: 49USC5337): Capital projects to maintain fixed guideway and high intensity

motorbus public transportation systems in a state of good repair, including projects to replace and rehabilitate—

- (A) rolling stock;
- (B) track;
- (C) line equipment and structures;
- (D) signals and communications;
- (E) power equipment and substations;
- (F) passenger stations and terminals;
- (G) security equipment and systems;
- (H) maintenance facilities and equipment;
- (I) operational support equipment, including computer hardware and software; and
- (J) development and implementation of a transit asset management plan.

The term ‘fixed guideway’ means a public transportation facility:

- (A) using and occupying a separate right-of-way for the exclusive use of public transportation;
- (B) using rail;
- (C) using a fixed catenary system;
- (D) for a passenger ferry system; or
- (E) for a bus rapid transit system.

The term ‘high intensity motorbus’ means public transportation that is provided on a facility with access for other high-occupancy vehicles.

FTA Section 5339 Bus and Bus Facilities Federally Defined Program Eligibility (Statutory Reference: 49USC5339): Capital projects—

- (1) to replace, rehabilitate, and purchase buses and related equipment; and
- (2) to construct bus-related facilities.

Regional Requirements and Eligibility

Urbanized Area Eligibility

Transit operators are required to submit annual reports to the National Transit Database. Service factors reported in large urbanized areas partially determine the amounts of FTA Section 5307, 5309 FG, 5337 and 5339 funds generated in the region. MTC staff will work with members of the Partnership to coordinate reporting of service factors in order to maximize the amount of funds generated in the region and to determine urbanized area eligibility. An operator is eligible to claim FTA funds only in designated urbanized areas as outlined in Table 1 below. Eligibility is based on geographical operations, NTD reporting, and agreements with operators.

Table 1. Urbanized Area Eligibility

Urbanized Area	Eligible Transit Operators
San Francisco-Oakland	AC Transit, ACE, BART, Caltrain, GGBHTD, Marin County Transit District, SFMTA, SamTrans, Union City Transit, Solano County Transit (ADA Paratransit Operating Set-Aside only), Water Emergency Transportation Authority, WestCAT
San Jose	ACE, Caltrain, VTA
Concord	ACE, BART, CCCTA, LAVTA
Antioch	BART, ECCTA
Santa Rosa	GGBHTD, Santa Rosa City Bus, Sonoma County Transit
Vallejo	Napa Vine on behalf of American Canyon, Solano County Transit
Fairfield	Fairfield-Suisun Transit
Vacaville	Vacaville Transit
Napa	Napa VINE
Livermore	ACE, LAVTA
Gilroy-Morgan Hill	Caltrain, VTA
Petaluma	GGBHTD, Petaluma Transit, Sonoma County Transit

- (i) Altamont Commuter Express (ACE) is eligible to claim funds in four of the San Francisco Bay Area’s urbanized areas according to Federal Transit Administration statute. ACE has entered into an agreement with other operators eligible to claim funds in the San Jose UA, which prevents ACE from claiming funds in that UA. Likewise, ACE has also determined that they will be reporting their Livermore area revenue miles in the Stockton UA and have elected not to seek funding from the Livermore UA. The project element that the Regional Priority Model would apportion to these two urbanized areas will be deducted from the total amount of their capital request. ACE operates on track privately owned by Union Pacific. Requests for track rehabilitation, maintenance, and or upgrades for funding in the San Francisco-Oakland and Concord UAs will be assessed for eligibility upon review of the ACE and Union Pacific agreement.
- (ii) Santa Rosa City Bus and Sonoma County will apportion Santa Rosa urbanized area funding in accordance with previous agreements (75% Santa Rosa City Bus and 25% Sonoma County).
- (iii) Golden Gate Bridge and Highway Transportation District (GGBHTD) is eligible to claim funds in the Santa Rosa Urbanized Areas. However, as a result of an agreement between the operators and discussion with the TFWG, GGBHTD will not claim funds from the Santa Rosa UA at this time. However, should it become advantageous to the region for GGBHTD to report revenue miles in the Santa Rosa UA and thereby claim funds in that UA, agreements between the operators will be

re-evaluated. Golden Gate is an eligible claimant for funds in the Petaluma UA, and in years where extensive capital need in other urbanized areas in the region is high; Golden Gate's projects could be funded in the Petaluma UA.

- (iv) Funding agreements between operators in the San Jose and Gilroy-Morgan Hill UAs are subject to the conditions outlined in the Caltrain Joint Powers Board Agreement.
- (v) Solano County Transit is eligible to receive ADA Paratransit Operating Set-Aside funds (see Section V Programming Policies) from the San Francisco-Oakland urbanized area; all other projects will be programmed from the Vallejo urbanized area.

Eligibility for New Operators

New operators will be required to meet the following criteria before becoming eligible for TCP funding:

- The operator provides public transit services in the San Francisco Bay Area that are compatible with the region's Regional Transportation Plan.
- The operator is an FTA grantee.
- The operator has filed NTD reports for at least two years prior to the first year of programming, e.g., has filed an NTD report for 2011 services and intends to file a report for 2012 to be eligible for FY13 TCP funding.
- The operator has executed a Cooperative Planning Agreement with MTC.
- The operator has submitted a current SRTP or other board-approved capital plan to MTC.

Screening Criteria

A project must conform to the following threshold requirements before the project can be scored and ranked in the TCP project list. Screening criteria envelops three basic areas. The following subheadings are used to group the screening criteria.

- Consistency Requirements;
- Financial Requirements;
- Project Specific Requirements;

Consistency Requirements: The proposed project must be consistent with the currently adopted Regional Transportation Plan (RTP). Smaller projects must be consistent with

the policy direction of the RTP, as the RTP does not go into a sufficient level of detail to specifically list them.

The proposed project must be consistent with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866.

Projects near or crossing county boundaries must be consistent/complementary with the facility (or proposed facility) in the adjacent county.

Projects must be included in an operator's Short Range Transit Plan or other board-approved capital plan, or in an adopted local or regional plan (such as Congestion Management Programs, Countywide transportation plans pursuant to AB3705, the Seaport and Airport Plans, the State Implementation Plan, the Ozone Attainment Plan, the Regional Transportation Plan, and local General Plans).

Financial Requirements: The proposed project has reasonable cost estimates, is supported by an adequate financial plan with all sources of funding identified and a logical cash flow, and has sensible phasing. Transit operators must demonstrate financial capacity, to be documented in the adopted TIP, as required by the FTA. All facilities that require an ongoing operating budget to be useful must demonstrate that such financial capacity exists.

Project Specific Requirements: All projects must be well defined. There must be clear project limits, intended scope of work, and project concept. Planning projects to further define longer range federally eligible projects are acceptable. Examples of projects include:

- Replacement/rehab of one revenue vehicle sub-fleet or ferry vessel; a sub-fleet is defined as the same bus size, manufacturer, and year; or any portion of a train set that reaches the end of its useful life at a common time.
- Train control or traction power replacement/rehab needs for a given year.
- Fixed guideway replacement/rehab needs for a given year (e.g., track replacement and related fixed guideway costs, ferry fixed guideway connectors).

All projects must be well justified, and have a clear need directly addressed by the project.

A proposed project includes an implementation plan that adequately provides for any necessary clearances and approvals.

The proposed project must be advanced to a state of readiness for implementation in the year indicated. For this requirement, a project is considered to be ready if grants for the

project can be obligated within one year of the award date; or in the case of larger construction projects, obligated according to an accepted implementation schedule.

Asset Useful Life

To be eligible for replacement or rehabilitation, assets must meet the following age requirements in the year of programming:

Table 2. Useful Life of Assets

Heavy-Duty Buses, other than Over-the-Road-Coaches*	12 years
Over-the-Road-Coaches*	14 years
Medium-Duty Buses*	10 years
* (or an additional 5 years for buses rehabilitated with TCP funding)	
Van ¹	4, 5, or 7 years, depending on type
Light Rail Vehicle (LRV)	25 years
Trolley	15 years
Heavy Railcar ²	25 years
Locomotive	25 years
(or an additional 20 years for railcars rehabilitated with TCP funding)	
Heavy/Steel Hull Ferries	30 years
(or an additional 20 years for railcars rehabilitated with TCP funding)	
Light Weight/Aluminum Hull Ferries ³	25 years
Used Vehicles ⁴	Varies by type
Tools and Equipment	10 years
Service Vehicle	7 years
Non-Revenue Vehicle	7 years
Track	Varies by track type
Trolley Overhead/3 rd Rail	Varies by type of OVHD/3 rd rail
Facility	Varies by facility and component replaced

Notes:

(1) A paratransit van is a specialized van used in paratransit service only such as service for the elderly and handicapped. Three general categories of vans are acceptable in Transit Capital Priorities: Minivans, Standard Conversion Vans, and Small Medium-Duty Coaches. The age requirements for each type are 4, 5, and 7 years respectively.

(2) Includes Caltrain and ACE commuter rail and BART urban rail cars.

(3) Light weight ferries will not generally last beyond a 25-year useful life. Propulsion and major component elements of lightweight ferries can be replaced in TCP without extending the useful life beyond its anticipated useful life of 25 years.

(4) Used vehicles are eligible to receive a proportionate level of funding based on the type of vehicle and number of years of additional service. (See "used vehicle replacement" Section IV, Definition of Project Categories).

Requests to program vehicle replacement funds prior to the first eligible year in order to advance procurements or to replace vehicles with higher than normal maintenance costs will be considered if the proposal has minimal impacts on other operators and can be accommodated within the region's fiscal constraints.

Exceptions for replacement of assets prior to the end of their useful life may be considered only if an operator has secured FTA approval for early retirement, which must occur before the annual apportionment has been released.

Compensation for Bus Replacement Beyond Minimum Useful Life

Operators that voluntarily replace buses or vans beyond the minimum federally eligible useful life specified in Table 2 will be eligible for either of two financial compensations:

Option 1. Operators receive all of the savings, but need to apply the savings to capital replacement and rehab projects (Score 10-16).

Option 2. Operators receive half of the savings to the region created by later replacement of vehicles, which may be programmed to lower scoring eligible projects.

Savings to the region are calculated based on the pricelist cost and minimum useful life of the vehicle type. For example, if replacement of a bus with a 12-year useful life and a \$600,000 replacement cost (federal share) is deferred for two years, the savings to the region would be $2/12 \times \$600,000 = \$100,000$. Under Option 1, the operator would receive \$100,000 for eligible Score 10-16 capital projects. Under Option 2, the operator would receive \$50,000, which could be programmed for any eligible project. The region would retain the other \$50,000 in savings to be programmed to other needs in accordance with the TCP policy. Operators may choose between Option 1 and Option 2.

For operators that are proposing to take advantage of the bus replacement compensation, the vehicles being replaced must be older than the age requirements listed above. It is the operator's responsibility to ensure that vehicle replacement requests beyond the minimum useful life maintain a state of good repair for the assets. Requests to activate this policy option should be noted when transmitting project applications to MTC.

Project Funding Caps

In order to prevent committing a significant portion of the programming to an operator in any one year, the following annual funding ceilings for projects are established:

Revenue vehicle replacement projects cannot exceed \$20 million for buses or \$30 million for rail car or ferry vessel replacement and rehabilitation projects, in the aggregate for both Section 5307 and Section 5309 FG programs. If the cost of the vehicle procurement exceeds the annual cap, the difference will be programmed in subsequent years subject to availability of funds.

Fixed guideway replacement and rehabilitation projects in the aggregate cannot exceed the amounts specified for each fixed guideway operator in Table 3. The total amount of the caps is maintained at \$115 million based on the updated CIP projections. Each operator's cap is based on its share of the updated fixed guideway need projections prepared for the proposed Plan Bay Area RTP, with a floor applied so that no operator's cap is reduced by more than 5% from their prior cap. The current cap for WETA includes the previous cap for Vallejo Transit to reflect the transition of Vallejo's ferry service to WETA.

When developing the proposed TCP programs for FY2012-13 and FY2013-14, the fixed guideway caps may be increased or decreased proportionally, depending on the aggregate demand for Score 16 projects compared to projected revenues. Operators have the option of submitting contingent fixed guideway programming requests equal to 20% of the operator's cap, in addition to requests for programming the cap amount. The contingent requests will be programmed if the program's fiscal balance allows the region to increase the caps.

Table 3. Fixed Guideway Caps

FG Operator	Project Category	Fixed Guideway Cap
ACE ¹	All Eligible FG Categories	\$1,387,000
BART	All Eligible FG Categories	45,067,900
Caltrain	All Eligible FG Categories	12,606,500
GGBHTD	All Eligible FG Categories	5,377,000
SFMTA	All Eligible FG Categories	34,592,100
VTA	All Eligible FG Categories	8,977,500
WETA	All Eligible FG Categories	6,992,000

The cap amount may be programmed to any projects that are eligible for FTA Section 5309 FG or Section 5337 funding and that fall into one of the following categories:

- Track/Guideway Replacement/Rehabilitation
- Traction Power Systems Replacement/Rehabilitation
- Train Control/Signaling Replacement/Rehabilitation
- Dredging
- Ferry Fixed Guideway Connectors Replacement/Rehabilitation
- Ferry Major Component Replacement/Rehabilitation
- Ferry Propulsion Replacement/Rehabilitation

- Cable Car Infrastructure Replacement/Rehabilitation
- Wayside Fare Collection Equipment Replacement/Rehabilitation

Programming for all projects that fall within these categories must be within the operator's cap amount.

Operators may request a one-year waiver to use fixed guideway cap funds for other capital needs that are not included in one of the eligible project categories listed above if the operator can demonstrate that the other capital needs can be addressed by the one-year waiver, or that the use of fixed guideway cap funds is part of a multi-year plan to address the other capital needs. The operator must also demonstrate that the waiver will have minimal impact on the operator's ability to meet its fixed guideway capital needs.

Other replacement projects cannot exceed \$5 million. This cap applies to non-vehicle and non-fixed guideway Score 16 projects, including communications systems, bus fare collection equipment (fixed guideway wayside fare collection equipment is covered under the fixed guideway caps), and bus emission reduction devices; and lower scoring replacement projects. Vehicle rehabilitation projects that are treated as Score 16 because the life of the asset is being extended (see Asset Useful Life above) are also subject to this cap. If project costs exceed the cap, the difference will not automatically be programmed in subsequent years; the region will assess its ability to program additional funding year-by-year based on projected revenues and demand for other Score 16 needs.

Expansion or enhancement projects cannot exceed \$3.75 million.

As part of the region's 10-year Capital Improvement Program, project caps may be increased or decreased on an annual basis in order to better match programming to available revenues, subject to negotiation and agreement among operators and MTC; however, over a multi-year period, the caps must average to the amounts indicated above in order to keep the TCP program within its fiscal constraints.

Exceptions to these annual funding ceilings will be considered by MTC and the TFWG on a case-by-case basis after evaluating programming requested through the call for projects, and the region's estimated fiscal resources. For large rehabilitation programs, MTC may conduct negotiations with the appropriate sponsor to discuss financing options and programming commitments.

Bus-Van Pricelist

Requests for funding for buses and vans cannot exceed the prices in the Regional Bus-Van Pricelist for each year of the TCP program as shown in Table 4 and Table 5. If an operator elects to replace vehicles with vehicles of a different fuel type, the price listed for the new fuel type vehicle applies, e.g., if an operator is replacing diesel buses with

diesel-electric hybrid buses, the operator may request funds up to the amount listed for hybrid buses.

Note that bus prices include allowances for radios, fareboxes and Clipper wiring and brackets. It should be noted in the project description if buses will be procured without these items, and programmed amounts will be adjusted as specified in the pricelist. Operators are encouraged to include Clipper wiring and brackets in all new buses, so the buses are Clipper-ready without requiring additional expenses.

Table 4: Regional Bus-Van Pricelist, FY2012-13

Vehicle Type	Total	Federal	Local	Federal %	Local %
Auto	30,000	25,033	4,967	83.44%	16.56%
Minivan Under 22'	54,000	45,059	8,941	83.44%	16.56%
Cut-Away/Van Under 26', 4 or 5-Year, Gas	82,000	66,932	15,068	81.62%	18.38%
Cut-Away/Van Under 26', 4 or 5-Year, Diesel	110,000	89,787	20,213	81.62%	18.38%
Cut-Away/Van Under 26', 4 or 5-Year, CNG	123,000	100,398	22,602	81.62%	18.38%
Cut-Away/Van Under 26', 7-Year, Gas	115,000	95,450	19,550	83.00%	17.00%
Cut-Away/Van Under 26', 7-Year, Diesel	155,000	128,649	26,351	83.00%	17.00%
Cut-Away/Van Under 26', 7-Year, CNG	173,000	143,589	29,411	83.00%	17.00%
Cut-Away/Van 26'+, 4 or 5-Year, Gas	87,000	71,013	15,987	81.62%	18.38%
Cut-Away/Van 26'+, 4 or 5-Year, Diesel	116,000	94,684	21,316	81.62%	18.38%
Cut-Away/Van 26'+, 4 or 5-Year, CNG	131,000	106,928	24,072	81.62%	18.38%
Cut-Away/Van 26'+, 7-Year, Gas	121,000	100,430	20,570	83.00%	17.00%
Cut-Away/Van 26'+, 7-Year, Diesel	163,000	135,289	27,711	83.00%	17.00%
Cut-Away/Van 26'+, 7-Year, CNG	181,000	150,229	30,771	83.00%	17.00%
Transit Bus 30' Diesel	503,000	405,697	97,303	80.66%	19.34%
Transit Bus 30' CNG	561,000	452,478	108,522	80.66%	19.34%
Transit Bus 30' Hybrid	679,000	547,651	131,349	80.66%	19.34%
Transit Bus 35' Diesel	517,000	416,896	100,104	80.64%	19.36%
Transit Bus 35' CNG	579,000	466,891	112,109	80.64%	19.36%
Transit Bus 35' Hybrid	698,000	562,850	135,150	80.64%	19.36%
Transit Bus 40' Diesel	533,000	429,715	103,285	80.62%	19.38%
Transit Bus 40' CNG	595,000	479,701	115,299	80.62%	19.38%
Transit Bus 40' Hybrid	719,000	579,672	139,328	80.62%	19.38%
Suburban Bus 45' Diesel	622,000	500,769	121,231	80.51%	19.49%
Over-the-Road 40' Diesel	622,000	500,769	121,231	80.51%	19.49%
Over-the-Road 40' CNG	696,000	560,346	135,654	80.51%	19.49%
Over-the-Road 40' Hybrid	839,000	675,475	163,525	80.51%	19.49%
Over-the-Road 45' Diesel	671,000	540,219	130,781	80.51%	19.49%
Over-the-Road 45' CNG	752,000	605,432	146,568	80.51%	19.49%
Over-the-Road 45' Hybrid	906,000	729,416	176,584	80.51%	19.49%
Over-the-Road 60' Diesel	885,000	711,480	173,520	80.39%	19.61%
Over-the-Road 60' CNG	991,000	796,697	194,303	80.39%	19.61%
Over-the-Road 60' Hybrid	1,195,000	960,699	234,301	80.39%	19.61%
Articulated 60' Diesel	753,000	605,361	147,639	80.39%	19.61%
Articulated 60' CNG	843,000	677,715	165,285	80.39%	19.61%
Articulated 60' Hybrid	1,016,000	816,795	199,205	80.39%	19.61%
Notes:					
Prices escalated 2.0% annually, rounded to nearest \$1,000					
Prices for buses and cut-aways include allowances for radios, fareboxes and Clipper wiring and brackets.					
To calculate price without fareboxes and radios multiply values by .9822					
To calculate price without fareboxes multiply values by .9862					
To calculate price without radios multiply values by .9960					
To calculate price without Clipper wiring and brackets subtract \$1,673					
For buses with dual-side doors, add \$50,000 to Total (\$40,000 Federal, \$10,000 Local)					

Table 5: Regional Bus-Van Pricelist, FY2013-14

Vehicle Type	Total	Federal	Local	Federal %	Local %
Auto	31,000	25,867	5,133	83.44%	16.56%
Minivan Under 22'	55,000	45,893	9,107	83.44%	16.56%
Cut-Away/Van Under 26', 4 or 5-Year, Gas	84,000	68,564	15,436	81.62%	18.38%
Cut-Away/Van Under 26', 4 or 5-Year, Diesel	112,000	91,419	20,581	81.62%	18.38%
Cut-Away/Van Under 26', 4 or 5-Year, CNG	125,000	102,030	22,970	81.62%	18.38%
Cut-Away/Van Under 26', 7-Year, Gas	117,000	97,110	19,890	83.00%	17.00%
Cut-Away/Van Under 26', 7-Year, Diesel	158,000	131,139	26,861	83.00%	17.00%
Cut-Away/Van Under 26', 7-Year, CNG	176,000	146,079	29,921	83.00%	17.00%
Cut-Away/Van 26'+, 4 or 5-Year, Gas	89,000	72,646	16,354	81.62%	18.38%
Cut-Away/Van 26'+, 4 or 5-Year, Diesel	118,000	96,317	21,683	81.62%	18.38%
Cut-Away/Van 26'+, 4 or 5-Year, CNG	134,000	109,377	24,623	81.62%	18.38%
Cut-Away/Van 26'+, 7-Year, Gas	123,000	102,090	20,910	83.00%	17.00%
Cut-Away/Van 26'+, 7-Year, Diesel	166,000	137,779	28,221	83.00%	17.00%
Cut-Away/Van 26'+, 7-Year, CNG	185,000	153,549	31,451	83.00%	17.00%
Transit Bus 30' Diesel	513,000	413,763	99,237	80.66%	19.34%
Transit Bus 30' CNG	572,000	461,350	110,650	80.66%	19.34%
Transit Bus 30' Hybrid	693,000	558,943	134,057	80.66%	19.34%
Transit Bus 35' Diesel	527,000	424,960	102,040	80.64%	19.36%
Transit Bus 35' CNG	591,000	476,568	114,432	80.64%	19.36%
Transit Bus 35' Hybrid	712,000	574,139	137,861	80.64%	19.36%
Transit Bus 40' Diesel	544,000	438,584	105,416	80.62%	19.38%
Transit Bus 40' CNG	607,000	489,376	117,624	80.62%	19.38%
Transit Bus 40' Hybrid	733,000	590,959	142,041	80.62%	19.38%
Suburban Bus 45' Diesel	634,000	510,430	123,570	80.51%	19.49%
Over-the-Road 40' Diesel	634,000	510,430	123,570	80.51%	19.49%
Over-the-Road 40' CNG	710,000	571,618	138,382	80.51%	19.49%
Over-the-Road 40' Hybrid	856,000	689,162	166,838	80.51%	19.49%
Over-the-Road 45' Diesel	684,000	550,685	133,315	80.51%	19.49%
Over-the-Road 45' CNG	767,000	617,508	149,492	80.51%	19.49%
Over-the-Road 45' Hybrid	924,000	743,908	180,092	80.51%	19.49%
Over-the-Road 60' Diesel	903,000	725,951	177,049	80.39%	19.61%
Over-the-Road 60' CNG	1,011,000	812,776	198,224	80.39%	19.61%
Over-the-Road 60' Hybrid	1,219,000	979,993	239,007	80.39%	19.61%
Articulated 60' Diesel	768,000	617,420	150,580	80.39%	19.61%
Articulated 60' CNG	860,000	691,382	168,618	80.39%	19.61%
Articulated 60' Hybrid	1,036,000	832,874	203,126	80.39%	19.61%
Notes:					
Prices escalated 2.0% annually, rounded to nearest \$1,000					
Prices for buses and cut-aways include allowances for radios, fareboxes and Clipper wiring and brackets.					
To calculate price without fareboxes and radios multiply values by .9822					
To calculate price without fareboxes multiply values by .9862					
To calculate price without radios multiply values by .9960					
To calculate price without Clipper wiring and brackets subtract \$1,706					
For buses with dual-side doors, add \$50,000 to Total (\$40,000 Federal, \$10,000 Local)					

C. PROJECT DEFINITION AND SCORING

Project Scoring

All projects submitted to MTC for TCP programming consideration that have passed the screening process will be assigned scores by project category as indicated in Table 6.

Table 6. Project Scores

Project Category/Description	Project Score
Revenue Vehicle Replacement	16
Vehicle Replacement - replacement of a revenue vehicle at the end of its useful life (see Asset Useful Life above). Vehicles previously purchased with revenue sources other than federal funds are eligible for FTA formula funding as long as vehicles meet the replacement age. Vehicles are to be replaced with vehicles of similar size (up to 5' size differential) and seating capacity, e.g., a 40-foot coach replaced with a 40-foot coach and not an articulated vehicle. If an operator is electing to purchase smaller buses, or do a sub-fleet reconfiguration, the replacement sub-fleet will have a comparable number of seats as the vehicles being replaced. Paratransit vehicles can be replaced with the next larger vehicle providing the existing vehicle is operated for the useful life period of the vehicle that it is being upgraded to. Any other significant upgrade in size will be considered as vehicle expansion and not vehicle replacement. For urgent replacements not the result of deferred maintenance and replacement of assets 20% older than the usual replacement cycle (e.g., 12 or 16 years for buses depending on type of bus), a project may receive an additional point.	
Revenue Vehicle Rehabilitation	16
Vehicle Rehabilitation - major maintenance, designed to extend the useful life of a revenue vehicle (+5 years for buses, +20 years for railcars, +20 years for heavy hull ferries). Rehabilitation of historic railcars, which have, by definition, extended useful lives, is included in this category.	
Used Vehicle Replacement	16
Used Vehicle Replacement - replacement of a vehicle purchased used (applicable to buses, ferries, and rail cars) is eligible for federal, state, and local funding that MTC administers. Funds in this category include FTA Section 5307, STP, CMAQ, STIP, and Net Toll Revenues. However, funding for replacement of the used vehicle will be limited to a proportionate share of the total project cost, equal to the number of years the used vehicle is operated beyond its standard useful life divided by its standard useful life (e.g., if a transit property retained and operated a used transit bus for 5 years, it is eligible to receive 5/12 th of the allowable programming for the project).	
Fixed Guideway Replacement / Rehabilitation	16

Rehabilitation/Replacement Fixed Guideway - projects replacing or rehabilitating fixed guideway equipment at the end of its useful life, including rail, guideway, bridges, traction power systems, wayside train control systems, overhead wires, cable car infrastructure, and computer/communications systems with a primary purpose of communicating with or controlling fixed guideway equipment. Projects in this category are subject to fixed guideway project caps.	
Ferry Propulsion Systems	16
Ferry Propulsion Replacement—projects defined as the mid-life replacement and rehabilitation of ferry propulsion systems in order that vessels are able to reach their 25-year useful life. Projects in this category are subject to fixed guideway project caps.	
Ferry Major Component	16
Ferry Major Components—projects associated with propulsion system, inspection, and navigational equipment required to reach the full economic life of a ferry vessel. Projects in this category are subject to fixed guideway project caps.	
Ferry Fixed Guideway Connectors	16
Ferry Fixed Guideway Connectors—floats, gangways, and ramps associated with the safe moorage and boarding of passengers to/from ferry vessels. Projects in this category are subject to fixed guideway project caps.	
Revenue Vehicle Communication Equipment	16
Communication Equipment - Includes computer/communications systems with a primary purpose of communicating with and/or location/navigation of revenue vehicles, such as GPS/AVL systems. For operators who replace radios and base stations when the revenue vehicle/vessel is replaced, no additional system wide replacement will be funded through the regional capital priorities. For bus operators who elect the system wide replacement option, the regional participation in the project will be constrained by the radio allowance in the standard bus price (provided that the radio/base station is not replaced prior to the applicable replacement cycle).	
Non-Clipper® Fare Collection/Fareboxes	16
Revenue vehicle and wayside fare equipment are eligible for replacement as score 16. The maximum programming allowance for revenue vehicle fare equipment purchased separately from revenue vehicles is outlined in Section III, Project Funding Caps, providing the fare equipment is not replaced prior to the 12-year replacement cycle for buses. Fare equipment must be compatible with the Clipper® fare collection system.	
Clipper®	16
Clipper® - replacement of Clipper® fare collection equipment related to revenue vehicles and faregates.	

Bus Diesel Emission Reduction Devices	16
<p>Bus diesel emission reduction devices or device components required to meet or exceed California Air Resources Board requirements, including first-time retrofits, upgrades, replacements and spares. Devices or components must be installed on buses that will remain in service until at least 2017 in order to be treated as Score 16. Only spares up to 10% of the operator's current device inventory will be treated as Score 16. Bus diesel emission device projects treated as Score 16 require a 50% local match. Devices or components installed on buses scheduled to be replaced prior to 2017, and spares in excess of 10% of the operator's inventory, will be treated as Preventive Maintenance (Score 9). See Section V. Programming Policies, Bus Diesel Emission Reduction Device Funding Program.</p>	
Safety	15
<p>Safety/Security - projects addressing potential threats to life and/or property. The project may be maintenance of existing equipment or new safety capital investments. Includes computer/communications systems with a primary purpose of communicating with/controlling safety systems, including ventilation fans, fire suppression, fire alarm, intruder detection, CCTV cameras, and emergency "blue light" phones. Adequate justification that the proposed project will address safety and/or security issues must be provided. The TFWG will be provided an opportunity to review proposed projects before a project is programmed funds in a final program.</p>	
ADA/Non Vehicle Access Improvement	14
<p>ADA - capital projects needed for ADA <i>compliance</i>. Does not cover routine replacement of ADA-related capital items. Project sponsor must provide detailed justification that the project is proposed to comply with ADA. Subject to TFWG review.</p>	
Fixed/Heavy Equipment, Maintenance/Operating Facilities	13
<p>Fixed/Heavy equipment and Operations/Maintenance facility - replacement/rehabilitation of major maintenance equipment, generally with a unit value over \$10,000; replacement/rehabilitation of facilities on a schedule based upon the useful life of the components.</p>	
Station/Intermodal Stations/Parking Rehabilitation	12
<p>Stations/Intermodal Centers/Patron Parking Replacement/Rehab - replacement/rehabilitation of passenger facilities. Includes computer/communications systems with a primary purpose of communicating with/controlling escalators or elevators, and public address or platform display systems at stations or platforms.</p>	
Service Vehicles	11
<p>Service Vehicles - replacement/rehabilitation of non-revenue and service vehicles based on useful life schedules.</p>	

Tools and Equipment	10
Tools and Equipment - maintenance tools and equipment, generally with a unit value below \$10,000.	
Office Equipment	9
Office Equipment - computers, copiers, fax machines, etc. Includes administrative - MIS, financial, HR, scheduling, and maintenance management systems.	
Preventive Maintenance	9
Preventive Maintenance - ongoing maintenance expenses (including labor and capital costs) of revenue and non-revenue vehicles that do not extend the life of the vehicle. This includes mid-life change-out of tires, tubes, engines and transmissions that do not extend the life of the vehicle beyond the twelve years life cycle. Preventive Maintenance may be treated as Score 16 under certain circumstances; see Section V. Programming Policies, Preventive Maintenance Funding.	
Operational Improvements/Enhancements	8
Operational Improvement/Enhancements - any project proposed to improve and/or enhance the efficiency of a transit facility.	
Operations	8
Operations—costs associated with transit operations such as the ongoing maintenance of transit vehicles including the cost of salaries. See Section V, Limited Use of FTA Funds for Operating Purposes.	
Expansion	8
Expansion - any project needed to support expanded service levels.	

D. PROGRAMMING POLICIES

Project Apportionment Model for Eligible Urbanized Areas

There are four elements that need to be considered to determine operators' urbanized area apportionment: multi-county agreements, high scoring capital needs, the 10% ADA set-aside amounts, the Lifeline set-aside amounts, and the Unanticipated Costs Reserve. The Regional Priority Model, as explained in paragraph (a), establishes funding priority for apportioning high scoring capital projects to eligible urbanized areas. Funding may be limited by multi-county agreements as explained in Paragraph (b) below. Eligible programming revenues are net of the the 10% ADA set-aside discussed in paragraph (c) below, and the Vehicle Procurement Reserve, if any, described at the end of this section.

- a) *Regional Priority Programming Model:* The 2000 census changes to the region's urbanized areas made numerous operators eligible to claim funds in more than one urbanized area. This has necessitated a procedure for apportioning projects to eligible urbanized areas. The *Regional Priority Model*, as described below, was fashioned to prioritize funds for the replacement of the region's transit capital plant, while minimizing the impact of the 2000 census boundary changes. The 2010 census did not result in any major changes to the region's urbanized areas.

The model assumes a regional programming perspective and constrains regional capital demand to the amount of funds available to the region, prior to apportioning projects to urbanized areas. It then apportions projects to urbanized areas in the following order:

- i. Funds are apportioned first for operators that are the exclusive claimant in a single UA (e.g., LAVTA, Fairfield, etc.)
 - ii. Fund projects for operators that are restricted to receiving funds in one urbanized area (e.g., SFMTA, AC, WestCAT, CCCTA, etc.)
 - iii. Fund balance of operator projects among multiple urbanized areas, as eligibility allows, with the objective of fully funding as many high scoring projects as possible.
 - iv. Reduce capital projects proportionately in urbanized areas where need exceeds funds available.
 - v. Fund lower scoring projects (additional programming flexibility) to operators in urbanized areas where apportionments exceed project need.
- b) *Multi-County Agreements:* For some operators, urbanized area (UA) apportionments are guided by multi-county agreements. Aside from the acknowledged agreements, funds are apportioned based on the regional priority model.

There are three specific agreements that are being honored under the negotiated multi-county agreement model: the Caltrain Joint Powers Board Agreement, the Altamont Commuter Express (ACE) Cooperative Services Agreement and the Sonoma County-Santa Rosa City Bus Agreement.

Consideration for future agreements will include representation from each interested county, interested transit property, or an appointed designee, and be approved by all operators in the affected UA and MTC.

- c) *10% ADA Paratransit Service Set-Aside*: MAP-21 caps the share of each urbanized area's Section 5307 apportionment that can be programmed for ADA paratransit service operating costs at 10%. An amount equal to 10% of each participating urbanized area's FTA Section 5307 apportionment will be set-aside to assist operators in defraying ADA paratransit operating expenses. The purpose of this set-aside is to ensure that in any one year, a transit operator can use these funds to provide ADA service levels necessary to maintain compliance with the federal law, without impacting existing levels of fixed route service. ADA set-aside programmed to small UA operators will not impact eligible programming amounts in large UAs. Table 7 shows the percentages by operator and urbanized area for this programming period.

Table 7: ADA Set-aside Amounts by Urbanized Area and Operator

Operator	San Francisco-Oakland	San Jose	Concord	Antioch	Vallejo	Livermore	Gilroy-MH
AC Transit	31.1%						
ACE	1.7%		14.1%				
BART	14.7%		46.0%	22.2%			
Caltrain	3.3%	15.0%					
CCCTA			32.3%				
Fairfield-Suisun Transit	Not Applicable						
GGBHTD	3.5%						
LAVTA			7.6%			100.0%	
Marin County Transit	5.3%						
Napa VINE					7.0%		
SFMTA	29.5%						
SamTrans	7.8%						
SCVTA		85.0%					100.0%
SolTrans	2.1%				93.0%		
SR City Bus	Not Applicable						
Sonoma Cty Transit	Not Applicable						
Tri-Delta				77.8%			
Union City							
Vacaville	Not Applicable						
WestCat	0.9%						
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Notes:							
1) Urbanized Areas not shown are not participating in 10% ADA set-aside policy.							
2) Formula roughly based on generations with an element of the rail operator portion allotted to bus operators because bus operators generally shoulder a greater share of the ADA operations.							
3) To calculate funding amounts, multiply 10% of related urbanized area revenue estimate against percentages shown for operators in that urbanized area.							
4) Formula amended April 2013 to split GGBHTD share with Marin County Transit per agreement between the two operators.							

An operator may use its share of the FTA Section 5307 set-aside for capital purposes or preventive maintenance if the operator can certify that:

- Their ADA paratransit operating costs are fully funded in its proposed annual budget;
- For jointly funded paratransit services, operators' FTA Section 5307 ADA set-aside shares have been jointly considered in making decisions on ADA service levels and revenues.

If MTC is satisfied with the operator's certification, the operator may re-program its set-aside for any unfunded transit capital projects or preventive maintenance. To ensure that the Section 5307 10% set-aside funding is duly considered for annual ADA paratransit needs, there will be no multi-year programming of the 10% ADA set-aside to capital-only purposes.

- d) *Lifeline Set-Aside*: MAP-21 eliminated the Job Access and Reverse Commute (JARC) program (Section 5316) and combined JARC functions and funding with the

Urbanized Area Formula (Section 5307) and the Non-urbanized Area Formula (Section 5311) programs. JARC projects were made eligible for 5307 funding, and 3.07% of 5307 appropriations will be apportioned by the JARC low-income formula. However, there are no minimum or maximum amounts that can be programmed for JARC projects.

The region has historically used JARC funds apportioned to large urbanized areas to support the Lifeline program. The adopted Lifeline programs for FY2012 and FY2013 each assumed approximately \$2.8 million in JARC funding from large urbanized areas, about \$200,000 over the actual FY2012 apportionments, and \$400,000 over the projected FY2013 apportionment.

JARC funds apportioned to small urbanized areas were managed by Caltrans before MAP-21 was enacted. At the time this policy is being developed, it is uncertain whether Caltrans will continue to manage Section 5307 funds that are apportioned by the JARC formula in small urbanized areas, or whether this responsibility will be transferred to MTC as the designated recipient for Section 5307 for small urbanized areas in the region.

In recognition of the changes to the JARC program and the continued need for funding for the Lifeline program:

- The first priority for 5307 funds apportioned by the JARC formula is the Lifeline program;
- In the FY2012-13 Section 5307 program, approximately \$3.0 million of large urbanized area funds will be set aside for the Lifeline program (approximately \$2.8 million for the FY2013 program and \$200,000 for the FY2012 shortfall);
- In the FY2013-14 Section 5307 program, funds equivalent to the JARC formula apportionments to large urbanized areas, currently projected to total approximately \$2.4 million, will be set aside for the FY2014 Lifeline program;
- FY2013 and FY2014 Section 5307 funds equivalent to FTA's estimates of JARC formula apportionments to small urbanized areas will be held in reserve while MTC staff works with Caltrans to determine the process for programming Section 5307 funds apportioned by the JARC formula in small urbanized areas. If MTC manages these funds, the first priority for the reserved funds will be Lifeline projects in small UAs.
- Section 5307 funds programmed for JARC projects shall be subject to the Lifeline Program guidelines in effect for that year of programming, rather than to the TCP Policies, provided such projects are consistent with federal laws and regulations related to Section 5307.

- e) *Unanticipated Costs Reserve*: Unanticipated costs, such as capital improvements required to comply with new regulations, can be difficult to accommodate in the TCP program after the preliminary program has been developed and adopted. To improve the region's ability to provide funding to meet such unanticipated costs, a reserve of approximately \$1 million of Section 5307 funds and \$1 million of Section 5337 funds will be set aside before developing the preliminary programs for FY2012-13 and FY2013-14. The reserve will be set aside from all urbanized areas proportional to each urbanized area's projected apportionments in each program. Any proposals to program from the reserve will be reviewed with the Transit Finance Working Group. Any Unanticipated Cost Reserve funds that are not programmed will roll over and be available for programming in the following year.

Limited Use of FTA Funds for Operating Purposes

FTA permits the use of FTA Section 5307 small urbanized funds to be used for operating purposes. For operators eligible to claim in both large and small urbanized areas, the amount of funds used for operating will be deducted from the amount of capital claimed in the large UA.

MAP-21 provides new eligibility for small and medium-sized bus operators in large urbanized areas to use Section 5307 funds for operating assistance. For operators with up to 75 buses, 75% of the urbanized area's apportionment attributable to the operator (as measured by vehicle revenue hours) may be programmed for operating assistance. For operators with up to 76 to 100 buses, 50% of the urbanized area's apportionment attributable to the operator (as measured by vehicle revenue hours) may be programmed for operating assistance. Eligible operators may request operating assistance up to the maximum eligible amount, but operating assistance will be programmed only after higher scoring projects in the urbanized area are funded. Operating assistance requests will be treated at Score 8 in the programming process (see Table 6 Project Scores above).

Specified Urbanized Area Flexibility

In urbanized areas with only one transit operator (Fairfield, Vacaville, Napa) greater flexibility for funding lower scoring projects will be allowed, providing that other operators in the region are not impacted. These operators will also be allowed to use funds for operating, without reduction of funding for capital projects, providing that capital is adequately maintained and replaced on a reasonable schedule as outlined in each operator's SRTP or other board-approved capital plan, and in accordance with goals outlined in the RTP for maintaining the region's capital plant (maintenance of effort).

Associated Transit Improvements

MAP-21 requires that 1% of the FTA section 5307 apportionments in large urbanized areas be programmed for Associated Transit Improvements (formerly referred to as transit enhancements). Eligible projects include:

- (A) historic preservation, rehabilitation, and operation of historic public transportation buildings, structures, and facilities (including historic bus and railroad facilities) intended for use in public transportation service;
- (B) bus shelters;
- (C) landscaping and streetscaping, including benches, trash receptacles, and street lights;
- (D) pedestrian access and walkways;
- (E) bicycle access, including bicycle storage facilities and installing equipment for transporting bicycles on public transportation vehicles;
- (F) signage; or
- (G) enhanced access for persons with disabilities to public transportation.

Due to the overwhelming needs to sustain the current transit capital plant, funded score 16 projects which can be identified as eligible Associated Transit Improvement project candidates would count against the 1% requirement, including, but not limited to, rehabilitation of cable cars and historic cars, and bike racks to be procured as part of a bus purchase. Any remaining balance will be put into a reserve for funding eligible projects in subsequent years.

Preventive Maintenance Funding

Preventive maintenance will be considered a Score 9 funding priority in Transit Capital Priorities, unless the conditions for one of the following four policy elements are met, in which case preventive maintenance will be treated as Score 16. For an individual operator to make use of preventive maintenance funding, other operators in the region must be able to move forward with planned capital replacement. It is the intent of this policy that funding for preventive maintenance will not increase the region's transit capital shortfall.

- a) *Funding Exchange*: Operators who wish to exchange a capital project for preventive maintenance funding in order to use their local or state funds to ease federal constraints or strictly as a financing mechanism may do so providing that the replacement asset funded with local funds is comparable to the asset being replaced and is maintained in service by the purchasing operator for its full useful life as outlined in Section V. The Funding Exchange element can be applied to lower scoring capital projects as well as preventive maintenance. Operators using the Funding Exchange element must certify in writing that the assets will be replaced with non-federal funds.
- b) *Capital Exchange*: In this option, an operator could elect to remove an eligible capital project from TCP funding consideration for the useful life of the asset in exchange for preventive maintenance funding. The funding is limited to the amount of capital funding an operator would have received under the current TCP policy in a normal economic climate. If an operator elects to replace the asset - removed from regional competition for funding under these provisions - earlier than the timeline established for its useful life, the replacement will be considered an expansion project. Operators using the Capital Exchange element will be limited to two years preventive

maintenance funding within a 12-year period.

- c) *Negotiated Agreement within an Urbanized Area:* In the third option, an operator may negotiate with the other operators in the affected urbanized areas to receive an amount of preventive maintenance funding, providing that a firewall is established between the affected urbanized area(s) and all other urbanized areas. This will ensure that other operators' high-scoring capital replacement projects are not jeopardized.
- d) *Budgetary Shortfalls:* Requests for preventive maintenance to meet budgetary shortfalls will be considered on a case-by-case basis if a fiscal need can be demonstrated by the requesting operator based on the guidelines outlined below. MTC must declare that a fiscal need exists to fund preventive maintenance where such action would displace higher scoring capital projects ready to move forward in a given fiscal year. A fiscal need can be declared if the following conditions exist:
- An operator must demonstrate that all reasonable cost control and revenue generation strategies have been implemented and that a residual shortfall remains.
 - An operator can demonstrate that the shortfall, if not addressed, would result in a significant service reduction.

The Commission will consider the severity of the shortfall and the scope and impact of the service cuts in determining whether fiscal need exists. Operators establishing a fiscal need must also adhere to the following four requirements in order to be eligible to receive funding for preventive maintenance:

- i. Operators must successfully show a board approved bridging strategy that will sustain financial recovery beyond the year for which preventive maintenance is requested.
- ii. The bridging strategy should not rely on future preventive maintenance funding to achieve a balanced budget. In other words, should a service adjustment be required to balance the budget over the long run, preventive maintenance should not be invoked as a stopgap to inevitable service reductions.
- iii. Funds programmed to preventive maintenance should not be considered as a mechanism to sustain or replenish operating reserves.
- iv. Operators requesting FTA formula funds will be limited to two years preventive maintenance funding within a 12-year period.

The requesting operator will enter into an MOU with MTC or other formal agreement or action, such as Board approvals, and if applicable, with other transit properties affected by the preventive maintenance agreement. The agreement or actions will

embody the four eligibility requirements outlined above as well as any other relevant terms and conditions of the agreement.

Bus Diesel Emission Reduction Device Funding Program

MTC provided approximately \$14 million in CMAQ funds in FY2003-04 and FY2004-05 to assist with the procurement of approximately 1,600 bus emission reduction devices to help operators meet California Air Resources Board (CARB) requirements. The devices have reached or are approaching the end of their five-year warranty period, and some of the devices or their components may need to be replaced. New upgraded devices also provide greater NOx reduction benefits than the original devices. In addition, first-time retrofits are required for some of the region's older buses in order to meet CARB requirements.

- In response to the need to install or replace bus diesel emission reduction devices to comply with CARB requirements, the Transit Capital Priorities policy includes a bus emission reduction device funding program. The elements of this policy attempt to strike a balance between facilitating operators' ability to remain in compliance with CARB requirements and to exceed those requirements by achieving greater NOx reductions on the one hand, and making the most effective use of the region's limited capital funds on the other. The elements of bus emission reduction device replacement program are:
- Requests to replace bus emission reduction devices or device components in order to maintain compliance with or exceed CARB requirements, including first-time retrofits, upgrades, replacements and spares, will be treated as Score 16 projects, subject to the following requirements.
- In order to be treated as Score 16, devices or components must be installed on buses that are scheduled to remain in service until at least 2017 for funds programmed in FY2012-13, and until at least 2018 for funds programmed in FY2013-14. Devices or components to be installed on buses that are scheduled to be replaced prior to the specified years will be treated as Preventive Maintenance (Score 9).
- Requests to procure spare devices or components up to 10% of the operators current device inventory will be treated as Score 16. Spare devices or components in excess of 10% of the inventory will be treated as Preventive Maintenance (Score 9)
- Projects treated as Score 16 under the bus emission reduction device funding program require a 50% local match, rather than the standard 20%. The intent of this element is to encourage cost-effective use of the region's limited capital funding, and to align with the original policy for procuring the devices, which had the regional contribution to NOx reduction and the local contribution for PM reduction.

- Participation in the program is entirely voluntary. It is the responsibility of each operator to determine the best approach to achieving and maintaining compliance with CARB requirements.

Vehicle Procurement Reserves

The TCP program for FY2010-11 and FY2011-12 included a vehicle procurement reserve which set-aside \$150 million of revenues to help meet the future peak expenditures for major vehicle procurement projects, including BART's and Caltrain's railcar replacements, and SFMTA's trolley car replacement, and closely related projects (such as the Caltrain electrification program). Most of the costs for the major procurements will be incurred in the FY2015 to FY2018 period, causing total Score 16 needs in those years to far exceed projected revenues, while revenues during the FY2011 to FY2012 period were expected to exceed capped Score 16 needs.

The proposed TCP program for FY2012-13 and FY2013-14 may include a second Vehicle Procurement Reserve, depending on projected FTA revenues, updated schedules and programming needs for the major vehicle procurement projects, and the demand for funding for other high-scoring capital projects.

Conditioning Programming on Expenditure of Prior Grants

The intent of this policy element is to direct the region's limited funds to the projects most in need of additional resources. If an operator requests TCP funds for a project which received funding in prior years, and the prior-year grants have significant unexpended balances (as determined by reviewing FTA TEAM disbursement reports) at the time the program is being developed, MTC staff will request that the operator provide a justification for the additional programming, and will review the justification for reasonableness before recommending additional funding for the project. The justification for additional programming could include any of the following elements:

- A funding plan for the project that demonstrates the need for funding over multiple years;
- Demonstration that the unexpended funds are under contract or otherwise encumbered;
- A schedule for drawing down the unexpended balance as the project is completed;
- Demonstration that the unexpended balance of the grant is for a project other than the project for which additional funding is being requested.

Joint Procurements

In recognition of the policy direction of the Transit Sustainability Project Resolution No. 3060, before TCP funds are programmed for revenue vehicles, non-revenue vehicles, communications and vehicle location systems, fare collection equipment, bus emission

reduction devices, computer systems, including management information systems and maintenance/asset management systems, or other equipment, operators must evaluate and pursue, as appropriate, opportunities for joint procurements and integrated operations with other operators. MTC will coordinate discussions if requested.

Transit Asset Management

MAP-21 requires FTA funding recipients to develop transit asset management (TAM) plans, including capital asset inventories and condition assessments, report asset inventory and condition data to the National Transit Database (NTD), and to develop TAM performance measures, targets and reports. FTA has one year from the enactment of MAP-21 to issue a final rule implementing TAM requirements. The region is relatively well positioned to meet the new TAM requirements due to development of the Regional Transit Capital Inventory (RTCI) and the use of FTA's TERM model to assess asset conditions and project capital needs, but individual operators vary widely in their approaches to TAM. In order to effectively comply with the new TAM requirements and improve the region's TAM practices, MTC will:

- Work with FTA to ensure that RTCI data can be used to help meet TAM requirements;
- Propose revisions to this policy needed to meet the requirements of FTA's final TAM rule; and
- Work with the operators to evaluate TAM systems and consider joint procurement of such systems to reduce costs, facilitate data interchange with RTCI and NTD, and comply with the new TAM requirements. Operators that already developed TAM systems will not be required to participate in joint procurements of TAM systems.

III. CYCLE 2 STP/CMAQ TRANSIT CAPITAL REHABILITATION PROGRAM

The Commission's Cycle 2 Program Project Selection Criteria and Programming Policy For FY2012-13, FY2013-14, FY2014-15 and FY 2015-16, MTC Resolution No. 4035, Revised, includes \$150 million in STP/CMAQ funding for a Transit Capital Rehabilitation Program. These funds will be programmed to Transit Performance Initiative projects and to transit capital rehabilitation projects. Specific projects are included in Attachment B to MTC Resolution No. 4035, Revised.

Transit Performance Initiative

This program includes investment and performance incentive elements. The investment element implements transit supportive investments in major transit corridors that can be carried out within two years. The focus is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements. For FY2012-13 through FY2015-16, \$13 million annually is available for this program.

The incentive program provides financial rewards to transit agencies that improve ridership and/or productivity. For FY2012-13, \$15 million is distributed based on each operator's share of ridership based on final audited FY2010-11 ridership figures. For FY2013-14 through FY2015-16, \$15 million is available annually based on the formula distribution described below. The program will be evaluated annually following each cycle.

Large and Small Operator Accounts: Of the annual \$15 million available, 85% and 15% shall be assigned to the large and small operator accounts, respectively. The large operators include: AC Transit; BART, Caltrain, Golden Gate Transit, SFMTA, SamTrans, and Santa Clara VTA.

Large Operator Distribution Formula: Funds shall be distributed to large operators as follows:

- 20% based on Passenger Increase (absolute)
- 10% based on Passenger Per Hour Increase (absolute)
- 70% based on Annual Passengers

Small Operator Distribution Formula: Funds shall be distributed to small operators as follows:

- 25% based on Passenger Increase (absolute)
- 25% based on Passenger Per Hour Increase (absolute)
- 50% based on Annual Passengers

Data Source: Using the most recent National Transit Database data for all modes excluding Paratransit, the distribution formula shall be calculated annually using a three-year rolling average commencing with FY2009-10, 2010-11 and 2011-12 for the FY2013-14 distribution. For the FY2013-14 distribution, data for Marin County Transit District shall be included with Golden Gate Transit in the Large Operator Account. The funding, however, assigned to Golden Gate Transit based on the NTD data, will be further distributed to the two operators – Golden Gate Transit and Marin County Transit District – based on a mutually agreed split based on the relevant performance and ridership data.

Transit Capital Rehabilitation

Any Cycle 2 STP/CMAQ Transit Capital Rehabilitation Program funds not programmed for Transit Performance Initiative projects will be programmed for transit capital rehabilitation projects to supplement the Transit Capital Priorities program. Transit capital rehabilitation projects will be programmed using the same policies and procedures as used for the FTA formula funds, as specified in Section II. FTA Formula Funds. This includes a set-aside of \$1 million to support the consolidation and transition of Vallejo and Benicia bus services to Soltrans.

APPENDIX 1 – BOARD RESOLUTION

Sample Resolution of Board Support

FTA Section 5307, 5309 Fixed Guideway (FG), 5337 and 5339 and Surface Transportation Program Project Application

Resolution No. _____

AUTHORIZING THE FILING OF AN APPLICATION FOR FTA FORMULA PROGRAM AND SURFACE TRANSPORTATION PROGRAMS FUNDING FOR (project name) AND COMMITTING THE NECESSARY LOCAL MATCH FOR THE PROJECT(S) AND STATING THE ASSURANCE OF (name of jurisdiction) TO COMPLETE THE PROJECT

WHEREAS, Moving Ahead for Progress in the 21st Century (MAP-21, Public Law Public Law 112-141) continues and establishes new Federal Transit Administration formula programs (23 U.S.C. §53) and continues the Surface Transportation Program (23 U.S.C. § 133); and

WHEREAS, pursuant to MAP-21, and the regulations promulgated there under, eligible project sponsors wishing to receive Federal Transit Administration (FTA) Section 5307, Section 5309 Fixed Guideway (FG), Section 5337 State of Good Repair, or Section 5339 Bus and Bus Facilities (collectively, FTA Formula Program) grants or Surface Transportation Program (STP) grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission is the MPO for the San Francisco Bay region; and

WHEREAS, (applicant) is an eligible project sponsor for FTA Formula Program or STP funds; and

WHEREAS, (applicant) wishes to submit a grant application to MTC for funds from the FY2012-13 or FY2013-14 FTA Formula Program or STP funds, for the following project(s):

(project description) .

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

- 1) the commitment of necessary local matching funds of at least of 20% for FTA Formula Program funds, and 11.47% for STP funds; and
- 2) that the sponsor understands that the FTA Formula Program and STP funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded from FTA Formula Program or STP funds; and
- 3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
- 4) that the sponsor understands that FTA Formula Program funds must be obligated within three years of programming and STP funds must be obligated by September 30 of the year that the project is programmed for in the TIP, or the project may be removed from the program.

Resolved, that (agency name) is an eligible sponsor of projects in the program for FTA Formula Program and STP funds; and be it further

Resolved, that (agency name) is authorized to submit an application for FTA Formula Program and STP funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for FTA Formula Program and STP funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

NOW, THEREFORE, BE IT RESOLVED by (governing board name) that (applicant) is authorized to execute and file an application for funding under the FTA Formula Program and/or Surface Transportation Program in the amount of (\$request) for (project description); and

BE IT FURTHER RESOLVED that (governing board) by adopting this resolution does hereby state that:

- 1) (applicant) will provide (\$ match amount) in local matching funds; and
- 2) (applicant) understands that the FTA Formula Program and STP funding for the project is fixed at (\$ actual amount), and that any cost increases must be funded by the (applicant) from local matching funds, and that (applicant) does not expect any cost increases to be funded with FTA Formula Program and Surface Transportation Program funds; and
- 3) (project name) will be built as described in this resolution and, if approved, for the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and

- 4) The program funds are expected to be obligated by September 30 of the year the project is programmed for in the TIP; and

BE IT FURTHER RESOLVED, that (agency name) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC prior to MTC programming the FTA Formula Program or Surface Transportation Program funded projects in the Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP.

APPENDIX 2 – OPINION OF COUNSEL

***Sample Opinion of Legal Counsel
FTA Section 5307, FTA Section 5309 FG, and STP Project Application***

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for FTA Section 5307 Program, FTA 5309 Fixed Guideway (FG) Program, FTA 5337 State of Good Repair Program, FTA 5339 Bus and Bus Facilities Program, and Surface Transportation Program (STP)

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) _____ for funding from the FTA Section 5307, 5309 FG, 5337 or 5339 programs, or STP, made available pursuant to the Moving Ahead for Progress in the 21st Century federal transportation authorization (MAP-21, Public Law Public Law 112-141).

1. (Applicant) _____ is an eligible sponsor of projects for the FTA Section 5307, 5309 FG, 5337 or 5339 programs, or the STP program.
2. (Applicant) _____ is authorized to submit an application for FTA Section 5307, 5309 FG, 5337 or 5339 funding, or STP funding for (project) _____.
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) _____ making applications FTA Section 5307, 5309 FG, 5337 or 5339 program funds, or STP funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ to carry out such projects.

Sincerely,

Legal Counsel

Print name

Optional Language to add to the Resolution for Local Support

Project sponsors have the option of consolidating the ‘Opinion of Legal Counsel’ within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

Resolved, that (agency name) is an eligible sponsor of projects in the FTA Formula Program and STP Programs; and be it further

Resolved, that (agency name) is authorized to submit an application for FTA Formula Program and STP funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for FTA Formula Program and STP funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided (Attachment 9, page 1).

APPENDIX A – 23

Regional Policies: Project Funding and Specific Funding Programs

**San Francisco Bay Area Transit Capital Priorities
(FTA Sections 5307, 5337 and 5339)
Process and Criteria
for FY 2014-15 and FY 2015-16
MTC Resolution No. 4140**



Date: June 25, 2014
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 4140

This resolution approves the process and establishes the criteria for programming the FY2014-15 and FY2015-16 FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, Section 5339 Bus and Bus Facilities, and Cycle 2 STP/CMAQ Transit Capital Rehabilitation Program funds in the San Francisco Bay Area.

This resolution includes the following attachment:

Attachment A - San Francisco Bay Area Transit Capital Priorities Criteria for FY2014-15 and FY2015-16 FTA Formula Funds and Cycle 2 STP/CMAQ Transit Capital Rehabilitation Funds

Further discussion of the Transit Capital Priorities Policy is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 11, 2014.

Date: June 25, 2014
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Transit Capital Priorities Process and Criteria

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4140

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region to establish a process and a set of criteria for the selection of transit capital projects to be included in the TIP; and

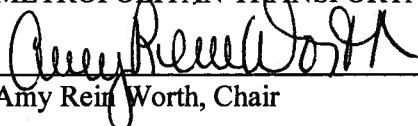
WHEREAS, the process and criteria to be used in the selection and ranking of projects are set forth in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves the Transit Capital Priorities Process and Criteria as set forth in Attachment A; and, be it further

RESOLVED, that MTC will use the process and criteria to program Federal Transit Administration (FTA) Sections 5307, 5337 and 5339 funds or any successor programs for FY2014-15 and FY2015-16 and Cycle 2 STP/CMAQ Transit Capital Rehabilitation Program funds for FY2012-13 through FY2015-16 to finance transit projects in the San Francisco Bay Area region; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to the Federal Transit Administration (FTA), and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on June 25, 2014.

Date: June 25, 2014
W.I.: 1512
Referred By: PAC

Attachment A
Resolution No. 4140
Page 1 of 41

**San Francisco Bay Area Transit Capital Priorities Criteria for FY2014-15 and FY2015-16
FTA Formula Funds and Cycle 2 STP/CMAQ Transit Capital Rehabilitation Funds**

**For development of the FY2014-15 and FY2015-16
Transit Capital Priorities and Transit Performance Initiative Project Lists**

Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607

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FY2014-15 and FY2015-16 Transit Capital Priorities Process & Criteria

I.BACKGROUND

The Transit Capital Priorities (TCP) Criteria applies to the programming of:

- * Federal Transit Administration (FTA) Urbanized Area Formula (Section 5307), State of Good Repair (Section 5337) and Bus and Bus Facilities (Section 5339) funds or any successor programs;
- * Federal Highway Administration Surface Transportation Program funds dedicated to transit capital rehabilitation in the Commission's Second Cycle Programming Policy (MTC Resolution No. 4035, Revised);
- * Proceeds of any financing required to advance future FTA or STP revenues to fund annual TCP or Core Capacity Challenge Grant programs of projects.

The FY2014-15 and FY2015-16 TCP Criteria are the rules, in part, for establishing a program of projects for eligible transit operators in the San Francisco Bay Area Region's large urbanized areas (UA) of San Francisco/Oakland (SF/O), San Jose (SJ), Concord, Santa Rosa (SR), and Antioch; and the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill (GM), and Petaluma.

Congress has not yet adopted authorizing legislation for the FY2014-15 and FY2015-16 programs. MTC anticipates that the FY2014-15 and FY2015-16 programs will be authorized by Federal authorizing legislation that succeeds the Moving Ahead for Progress in the 21st Century (MAP-21) legislation enacted by Congress and signed into law in July 2012. This policy assumes no FTA program or policy changes; revisions to the policy will be proposed after the re-authorization is adopted if needed.

As of the date of the adoption of the TCP Criteria, FTA has not yet issued final guidance for the implementation of the new funding programs under MAP-21. MTC and the Partnership will revisit and recommend updates to the policy if required to conform to future FTA rules and guidance.

In December 2013, MTC adopted Resolution No. 4123 or the Transit Core Capacity Challenge Grant Program (CCCGP) which establishes a policy commitment of approximately \$7.4 billion in federal, state, regional and local funds to high-priority transit capital projects that will improve the capacity and state of good repair of transit services in the urban core of the region. The CCCGP will determine the TCP program amounts for certain projects and sponsors. A more detailed description of the CCCGP is provided on Page 35 of Attachment A to this resolution.

II.GOALS AND OBJECTIVES

The goal of the TCP Criteria is to fund transit projects that are most essential to the region and consistent with Plan Bay Area, the region's current 28-year plan. TCP also

implements elements of the Transit Sustainability Project recommendation (MTC Resolution No. 4060). Among the region's objectives for the TCP are to:

Fund basic capital requirements: All eligible projects are to be considered in TCP score order, with emphasis given to the most essential projects that replace and sustain the existing transit system capital plant. MTC will base the list of eligible replacement and expansion projects on information provided by the transit operators in response to a call for projects, or on information provided through the CCCGP. Operator-proposed projects should be based on Short Range Transit Plan (SRTP) service objectives or other board-approved capital plans. Also, after FTA publishes and adopts the final Transit Asset Management (TAM) rule required by MAP-21, requests for replacement/rehabilitation of assets should be consistent with TAM plans. All projects not identified as candidates for the TCP process are assumed to be funded by other fund sources and are so identified in operators' SRTPs or capital plans.

Maintain reasonable fairness to all operators: Tests of reasonable fairness are to be based on the total funding available to each operator over a period of time, the level and type of service provided, timely obligation of prior year grants, and other relevant factors. (A proportional share distributed to each operator is specifically not an objective.)

Complement other MTC funding programs for transit: MTC has the lead responsibility in programming regional Surface Transportation Program (STP) and Congestion Mitigation-Air Quality (CMAQ) funds, and State Transportation Improvement Program (STIP) funds. Transit capital projects are also eligible for funding under these federal and state programs. Development of the TCP will complement the programming of STP, CMAQ, and STIP funds to maximize the financial resources available in order to fund the most essential projects for the San Francisco Bay Area's transit properties.

III.FTA FORMULA FUNDS

A. TCP Application Process

The Transit Finance Working Group (TFWG) serves as the forum for discussing TCP and other transit programming issues. Each transit operator in the MTC region is responsible for appointing a representative to staff the Transit Finance Working Group (TFWG). The TFWG serves in an advisory capacity to the MTC Partnership Technical Advisory Committee (PTAC). All major programming-related decisions are to be reviewed with PTAC. In general, the MTC Programming and Allocations Committee and the full Commission take action on the TCP and any other transit-related funding programs after the TFWG and PTAC has reviewed them.

Capital Program Submittal

For the purposes of programming, project sponsors will submit requests for funding in accordance with detailed instructions in MTC's call for projects. The level of detail must be sufficient to allow for MTC to screen and score the project.

Board Approval

MTC requires that operators seek board approval prior to programming projects in the TIP. The board resolution for FY2014-15 and FY2015-16 programming should be submitted by December 10, 2014, the planned date when the Programming and Allocations Committee will consider the proposed program. If a board resolution cannot be provided by this date due to board meeting schedule constraints, applicants should indicate in a cover memo with their application when the board resolution will be adopted. Appendix 1 is a sample resolution of board support.

Opinion of Counsel

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Appendix 1. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the FTA Section 5307, 5337 and/or 5339 programs; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided on Appendix 2.

Screening projects

MTC staff will evaluate all projects for conformance with the Screening Criteria (Section III) below. Certain requirements must be met for a project to reach the scoring stage of the Transit Capital Priorities process. Operators will be informed by MTC staff if a project has failed to meet the screening criteria, and will be given an opportunity to submit additional information for clarification.

Scoring projects

MTC staff will only score those projects, which have passed the screening process. Based on the score assignment provided in Table 6, MTC staff will inform operators of the score given to each project. Operators may be asked to provide additional information for clarification.

Programming Projects/Assigning projects to fund source

Projects passing screening and scoring criteria will be considered for programming in the TCP in the year proposed, however, projects will only be programmed in the Transportation Improvement Program (TIP) if the following conditions are met: 1) funding is available in the year proposed, and 2) funds can be obligated by the operator in the year proposed. Project funds sources will be assigned by MTC staff and will be based on project eligibility and the results of Multi-County Agreement model.

FTA Public Involvement Process and Transportation Improvement Program (TIP)

FTA Public Involvement Process: To receive a FTA grant, a grant applicant must meet certain public participation requirements in development of the FTA programs. As provided for in FTA Circular 9030.1E (revised January 16, 2014), FTA considers a grantee to have met the public participation requirements associated with the annual development of the Program of Projects when the grantee follows the public involvement process outlined in the FHWA/FTA planning regulations for the TIP. In lieu of a separate public involvement process, MTC will follow the public involvement process for the TIP.

Annual Programming in the TIP: MTC, in cooperation with the state and eligible transit operators, is required to develop a TIP for the MTC Region. The TIP is a listing of federally funded transportation projects, projects requiring a federal action, and projects deemed regionally significant. The TIP is a four-year programming document. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region.

Changes to Transit Capital Priorities Program

Amendments may be allowed only in certain circumstances. The following general principles govern the changes:

- Amendments are not routine. Any proposed changes will be carefully studied.
- Amendments are subject to MTC and TFWG review.
- Amendments which adversely impact another operator's project will not be included without the prior agreement of other operators to the change.
- Amendments will be acceptable only when proposed changes are within the prescribed financial constraints of the TIP.

- Emergency or urgent projects will be considered on a case-by-case basis as exceptions.

Operators proposing the change must provide relevant information to substantiate the urgency of the proposed amendment. Projects that impede delivery of other projects will be considered only if an agreement can be reached between the affected operators for deferring or eliminating the affected projects from consideration.

Funding Shortfalls

If final apportionments for the FTA formula programs come in lower than MTC has previously estimated, MTC staff will first redistribute programming to other urbanized areas with surplus apportionments in which the projects are eligible, and, second, negotiate with operators to constrain projects costs or defer projects to a future year. If sufficient resolution is not possible, MTC will consider additional information, including project readiness, prior funding (if the project is a phased multi-year project), whether the project had been previously deferred, and the amount of federal funds that each of the concerned operators received in recent years, in making reductions to programming.

Project Review

Each operator is expected to complete their own Federal grant application using FTA's Transportation Electronic Award and Management (TEAM) system. MTC staff will review grant applications and will submit concurrence letters to FTA on behalf of project sponsors as needed.

Program Period

The TCP Criteria will be used to develop a program of projects for FY2014-15 and FY2015-16 FTA Formula Funds. The number of years covered by each TCP policy update is generally aligned with the years covered by the current federal authorization, and the region typically adopts multi-year programs to help operators with multi-year capital budgeting, and to help the region take a longer-term view of capital replacement needs. If Congress enacts multi-year authorization (more than two years), then MTC would assess whether to extend the policy and program to support multi-year capital planning. If Congress enacts a short-term (one-year) extension of MAP-21, MTC would prepare a two-year program with the second year being provisional.

TCP Development Schedule

To the extent possible, the region will adhere to the schedule proposed in the table below in developing the FY2014-15 – FY2015-16 TCP program. If a change in the schedule is required, MTC will notify participants of the TCP program development process in a timely fashion.

TCP Policy / Programming	Start Date	Finish/Due Date
TFWG TCP Policy Discussions	January, 2014	May, 2014
Call for projects	June, 2014	August/Sept, 2014
TCP Policy to PAC/Commission	June, 2014	
TCP to TFWG	November, 2014	
TCP to PAC/Commission	December, 2014	
TCP TIP amendment to PAC/Commission	December, 2014	

B. Project Eligibility

Federal Requirements and Eligibility

Federal and State Legislation

Projects selected will conform to the requirements of the successor to MAP-21, Clean Air Act Amendments of 1990 (CAAA), the California Clean Air Act (CCAA), and the Americans with Disabilities Act (ADA). Project sponsors shall agree to comply with federal law, including all applicable requirements of the successor to MAP-21, CAAA, ADA, Section 504 of the Rehabilitation Act, and Title VI of the Civil Rights Act of 1964, in implementing their Projects.

Intelligent Transportation Systems (ITS) Architecture Policy

Project sponsors will be required to meet the Federal Transit Administration’s National ITS Architecture Policy as established by FTA Federal Register Notice Number 66 FR 1455 published January 8, 2001 and as incorporated by the regional architecture policy which can be accessed at: <http://www.mtc.ca.gov/planning/ITS/index.htm>.

1% Security Policy

Project sponsors are also required to meet the FTA 1% security set-aside provisions as established in the FY2004-05 Certifications and Assurances, FTA Federal Register Notice Number 69 FR 62521 published on October 26, 2004, and as it may be refined by FTA in future notifications. An updated circular (FTA Circular 9030.1E - January 16, 2014) allows designated recipients to comply with this requirement at an urbanized area level rather than at an individual grant level. The POP will include programming for security projects of at least 1% of the apportionment in each UA. The security programming may not apply to all eligible operators in a UA, depending on need for security projects.

Program Eligibility

Program eligibility is based on the statutory eligibility for the FTA Section 5307, 5337 and 5339 programs. Following are the program eligibility for each of the three funding programs authorized by MAP-21. MTC will develop the program under the assumption that there will be no change to the FTA rules and guidance under the new authorizing legislation. If revisions to eligibility for these programs are adopted as part of reauthorizing legislation of FTA circulars or other guidance issued for the new funding programs, the region will consider conforming amendments to the TCP policy.

FTA Section 5307 Urbanized Area Federally Defined Program Eligibility (Statutory Reference: 49USC5307): Capital projects; planning; job access and reverse commute projects; and operating costs of equipment and facilities for use in public transportation in urbanized areas with a population of fewer than 200,000, and, in certain circumstances, in urbanized areas with a population greater than 200,000. Eligible capital projects include—

- (A) acquiring, constructing, supervising, or inspecting equipment or a facility for use in public transportation, expenses incidental to the acquisition or construction (including designing, engineering, location surveying, mapping, and acquiring rights-of-way), payments for the capital portions of rail trackage rights agreements, transit-related intelligent transportation systems, relocation assistance, acquiring replacement housing sites, and acquiring, constructing, relocating, and rehabilitating replacement housing;
- (B) rehabilitating a bus;
- (C) remanufacturing a bus;
- (D) overhauling rail rolling stock;
- (E) preventive maintenance;
- (F) leasing equipment or a facility for use in public transportation
- (G) a joint development improvement that meet specified requirements
- (H) the introduction of new technology, through innovative and improved products, into public transportation;
- (I) the provision of nonfixed route paratransit transportation services in accordance with section 223 of the Americans with Disabilities Act of 1990 (42 U.S.C. 12143), under specified circumstances;
- (J) establishing a debt service reserve to ensure the timely payment of principal and interest on bonds issued by a grant recipient to finance an eligible project
- (K) mobility management; and
- (L) associated capital maintenance.

FTA Section 5337 State of Good Repair Federally Defined Program Eligibility (Statutory Reference: 49USC5337): Capital projects to maintain fixed guideway and high intensity motorbus public transportation systems in a state of good repair, including projects to replace and rehabilitate—

- (A) rolling stock;
- (B) track;
- (C) line equipment and structures;

- (D) signals and communications;
- (E) power equipment and substations;
- (F) passenger stations and terminals;
- (G) security equipment and systems;
- (H) maintenance facilities and equipment;
- (I) operational support equipment, including computer hardware and software; and
- (J) development and implementation of a transit asset management plan.

The term ‘fixed guideway’ means a public transportation facility:

- (A) using and occupying a separate right-of-way for the exclusive use of public transportation;
- (B) using rail;
- (C) using a fixed catenary system;
- (D) for a passenger ferry system; or
- (E) for a bus rapid transit system.

The term ‘high intensity motorbus’ means public transportation that is provided on a facility with access for other high-occupancy vehicles.

FTA Section 5339 Bus and Bus Facilities Federally Defined Program Eligibility
(Statutory Reference: 49USC5339): Capital projects—

- (1) to replace, rehabilitate, and purchase buses and related equipment; and
- (2) to construct bus-related facilities.

Regional Requirements and Eligibility

Urbanized Area Eligibility

Transit operators are required to submit annual reports to the National Transit Database. Service factors reported in large urbanized areas partially determine the amounts of FTA Section 5307, 5337 and 5339 funds generated in the region. MTC staff will work with members of the Partnership to coordinate reporting of service factors in order to maximize the amount of funds generated in the region and to determine urbanized area eligibility. An operator is eligible to claim FTA funds only in designated urbanized areas as outlined in Table 1 below. Eligibility is based on geographical operations, NTD reporting, and agreements with operators.

Table 1. Urbanized Area Eligibility

Urbanized Area	Eligible Transit Operators
San Francisco-Oakland	AC Transit, ACE, BART, Caltrain, GGBHTD, Marin County Transit District, SFMTA, SamTrans, Union City Transit, Water Emergency Transportation Authority, WestCAT
San Jose	ACE, Caltrain, VTA
Concord	ACE, BART, CCCTA, LAVTA
Antioch	BART, ECCTA
Santa Rosa	GGBHTD, Santa Rosa City Bus, Sonoma County Transit
Vallejo	Napa Vine on behalf of American Canyon, Solano County Transit
Fairfield	Fairfield-Suisun Transit
Vacaville	Vacaville Transit
Napa	Napa VINE
Livermore	ACE, LAVTA
Gilroy-Morgan Hill	Caltrain, VTA
Petaluma	GGBHTD, Petaluma Transit, Sonoma County Transit

- (i) Altamont Commuter Express (ACE) is eligible to claim funds in four of the San Francisco Bay Area’s urbanized areas according to Federal Transit Administration statute. ACE has entered into an agreement with other operators eligible to claim funds in the San Jose UA, which prevents ACE from claiming funds in that UA. Likewise, ACE has also determined that they will be reporting their Livermore area revenue miles in the Stockton UA and have elected not to seek funding from the Livermore UA. The project element that the Regional Priority Model would apportion to these two urbanized areas will be deducted from the total amount of their capital request. ACE operates on track privately owned by Union Pacific. Requests for track rehabilitation, maintenance, and or upgrades for funding in the San Francisco-Oakland and Concord UAs will be assessed for eligibility upon review of the ACE and Union Pacific agreement.
- (ii) Santa Rosa City Bus and Sonoma County will apportion Santa Rosa urbanized area funding in accordance with an updated agreement that took effect in FY14 (58% Santa Rosa City Bus and 42% Sonoma County).
- (iii) Golden Gate Bridge and Highway Transportation District (GGBHTD) is eligible to claim funds in the Santa Rosa Urbanized Areas. However, as a result of an agreement between the operators and discussion with the TFWG, GGBHTD will not claim funds from the Santa Rosa UA at this time. However, should it become advantageous to the region for GGBHTD to report revenue miles in the Santa Rosa UA and thereby claim funds in that UA, agreements between the operators will be re-evaluated. Golden Gate is an eligible claimant for funds in the Petaluma UA, and in years where extensive capital need in other urbanized areas in the region is high; Golden Gate’s projects could be funded in the Petaluma UA.

- (iv) Funding agreements between operators in the San Jose and Gilroy-Morgan Hill UAs are subject to the conditions outlined in the Caltrain Joint Powers Board Agreement.

Eligibility for New Operators

New operators will be required to meet the following criteria before becoming eligible for TCP funding:

- The operator provides public transit services in the San Francisco Bay Area that are compatible with the region's Regional Transportation Plan.
- The operator is an FTA grantee.
- The operator has filed NTD reports for at least two years prior to the first year of programming, e.g., has filed an NTD report for 2011 services and intends to file a report for 2012 to be eligible for FY13 TCP funding.
- The operator has executed a Cooperative Planning Agreement with MTC.
- The operator has submitted a current SRTP or other board-approved capital plan to MTC.

Screening Criteria

A project must conform to the following threshold requirements before the project can be scored and ranked in the TCP project list. Screening criteria envelops three basic areas. The following subheadings are used to group the screening criteria.

- Consistency Requirements;
- Financial Requirements;
- Project Specific Requirements;

Consistency Requirements: The proposed project must be consistent with the currently adopted Regional Transportation Plan (RTP). Smaller projects must be consistent with the policy direction of the RTP, as the RTP does not go into a sufficient level of detail to specifically list them.

The proposed project must be consistent with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866.

Projects near or crossing county boundaries must be consistent/complementary with the facility (or proposed facility) in the adjacent county.

Projects must be included in an operator's Short Range Transit Plan or other board-approved capital plan, or in an adopted local or regional plan (such as Congestion Management Programs, Countywide transportation plans pursuant to AB3705, the Seaport and Airport Plans, the State Implementation Plan, the Ozone Attainment Plan, the Regional Transportation Plan, and local General Plans). Also, after FTA publishes and adopts the final Transit Asset Management (TAM) rule, requests for replacement/rehabilitation of assets should be consistent with TAM plans required by the rule.

Financial Requirements: The proposed project has reasonable cost estimates, is supported by an adequate financial plan with all sources of funding identified and a logical cash flow, and has sensible phasing. Transit operators must demonstrate financial capacity, to be documented in the adopted TIP, as required by the FTA. All facilities that require an ongoing operating budget to be useful must demonstrate that such financial capacity exists.

Project Specific Requirements: All projects must be well defined. There must be clear project limits, intended scope of work, and project concept. Planning projects to further define longer range federally eligible projects are acceptable. Examples of projects include:

- Replacement/rehab of one revenue vehicle sub-fleet or ferry vessel; a sub-fleet is defined as the same bus size, manufacturer, and year; or any portion of a train set that reaches the end of its useful life at a common time.
- Train control or traction power replacement/rehab needs for a given year.
- Fixed guideway replacement/rehab needs for a given year (e.g., track replacement and related fixed guideway costs, ferry fixed guideway connectors).

All projects must be well justified, and have a clear need directly addressed by the project. All assets that would be replaced or rehabilitated must be included in the Regional Transit Capital Inventory (RTCI), a database of all transit capital assets in the region. Vehicle replacement projects, in particular, must identify the specific vehicles being replaced as listed in the RTCI.

A proposed project includes an implementation plan that adequately provides for any necessary clearances and approvals. The proposed project must be advanced to a state of readiness for implementation in the year indicated. For this requirement, a project is considered to be ready if grants for the project can be obligated within one year of the award date; or in the case of larger construction projects, obligated according to an accepted implementation schedule.

Asset Useful Life

To be eligible for replacement or rehabilitation, assets must meet the following age requirements in the year of programming:

Table 2. Useful Life of Assets

Heavy-Duty Buses, other than Over-the-Road-Coaches*	12 years (or 500,000 miles in service)
Over-the-Road-Coaches*	14 years (or 500,000 miles in service)
Medium-Duty Buses*	10 years (or 500,000 miles in service)
* (or an additional 5 years for buses rehabilitated with TCP funding)	
Van ¹	4, 5, or 7 years, depending on type
Light Rail Vehicle (LRV)	25 years
Trolley	15 years
Heavy Railcar ²	25 years
Locomotive	25 years
(or an additional 20 years for railcars rehabilitated with TCP funding)	
Heavy/Steel Hull Ferries	30 years
(or an additional 20 years for railcars rehabilitated with TCP funding)	
Light Weight/Aluminum Hull Ferries ³	25 years
Used Vehicles ⁴	Varies by type
Tools and Equipment	10 years
Service Vehicle	7 years
Non-Revenue Vehicle	7 years
Track	Varies by track type
Trolley Overhead/ ³ rd Rail	Varies by type of OVHD/ ³ rd rail
Facility	Varies by facility and component replaced

Notes:

(1) A paratransit van is a specialized van used in paratransit service only such as service for the elderly and handicapped. Three general categories of vans are acceptable in Transit Capital Priorities: Minivans, Standard Conversion Vans, and Small Medium-Duty Coaches. The age requirements for each type are 4, 5, and 7 years respectively.

(2) Includes Caltrain and ACE commuter rail and BART urban rail cars.

(3) Light weight ferries will not generally last beyond a 25-year useful life. Propulsion and major component elements of lightweight ferries can be replaced in TCP without extending the useful life beyond its anticipated useful life of 25 years.

(4) Used vehicles are eligible to receive a proportionate level of funding based on the type of vehicle and number of years of additional service. (See “used vehicle replacement” Section IV, Definition of Project Categories).

Early Replacement Programming Requests

Requests to program vehicle replacement funds one or two years prior to the first eligible year in order to advance procurements or to replace vehicles with higher than normal maintenance costs will be considered if the proposal has minimal impacts on other operators and can be accommodated within the region’s fiscal constraints.

Exceptions for replacement of assets prior to the end of their useful life may be considered only if an operator has secured FTA approval for early retirement, which must occur before the annual apportionment has been released.

Compensation for Deferred Replacement (Bus Replacement Beyond Minimum Useful Life)

Operators that voluntarily replace buses or vans beyond the minimum federally eligible useful life specified in Table 2 will be eligible for either of two financial compensations:

Option 1. Operators receive all of the savings, but need to apply the savings to capital replacement and rehab projects (Score 10-16).

Option 2. Operators receive half of the savings to the region created by later replacement of vehicles, which may be programmed to lower scoring eligible projects.

Savings to the region are calculated based on the pricelist cost and minimum useful life of the vehicle type. For example, if replacement of a bus with a 12-year useful life and a \$600,000 replacement cost (federal share) is deferred for two years, the savings to the region would be $2/12 \times \$600,000 = \$100,000$. Under Option 1, the operator would receive \$100,000 for eligible Score 10-16 capital projects. Under Option 2, the operator would receive \$50,000, which could be programmed for any eligible project. The region would retain the other \$50,000 in savings to be programmed to other needs in accordance with the TCP policy. Operators may choose between Option 1 and Option 2.

For operators that are proposing to take advantage of the bus replacement compensation, the vehicles being replaced must be older than the age requirements listed above. It is the operator's responsibility to ensure that vehicle replacement requests beyond the minimum useful life maintain a state of good repair for the assets. Requests to activate this policy option should be noted when transmitting project applications to MTC.

Project Funding Caps

In order to prevent committing a significant portion of the programming to an operator in any one year, the following annual funding ceilings for projects are established:

Revenue vehicle replacement projects cannot exceed \$20 million for buses or \$30 million for rail car or ferry vessel replacement and rehabilitation projects, in the aggregate for both Section 5307 and Section 5339 programs. If the cost of the vehicle procurement exceeds the annual cap, the difference will be programmed in subsequent years subject to availability of funds.

Fixed guideway replacement and rehabilitation projects in the aggregate cannot exceed the amounts specified for each fixed guideway operator in Table 3. The total amount of the caps is maintained at \$120 million (3% escalation) based on the updated CIP projections. Each operator's cap is based on its share of the updated fixed guideway need projections included in the adopted Plan Bay Area RTP, with a floor applied so that no

operator's cap is reduced by more than 5% from their prior cap. The current cap for WETA includes the previous cap for Vallejo Transit to reflect the transition of Vallejo's ferry service to WETA.

When developing the proposed TCP programs for FY2014-15 and FY2015-16, the fixed guideway caps may be increased or decreased proportionally, depending on the aggregate demand for Score 16 projects compared to projected revenues. Operators have the option of submitting contingent fixed guideway programming requests equal to 20% of the operator's cap, in addition to requests for programming the cap amount. The contingent requests will be programmed if the program's fiscal balance allows the region to increase the caps.

Table 3. Fixed Guideway Caps

FG Operator	Project Category	Fixed Guideway Cap
ACE ¹	All Eligible FG Categories	\$1,387,000
BART	All Eligible FG Categories	49,070,028
Caltrain	All Eligible FG Categories	12,606,500
GGBHTD	All Eligible FG Categories	5,377,000
SFMTA	All Eligible FG Categories	35,816,972
VTA	All Eligible FG Categories	8,977,500
WETA	All Eligible FG Categories	6,992,000

The cap amount may be programmed to any projects that are eligible for FTA Section 5337 funding and that fall into one of the following categories:

- Track/Guideway Replacement/Rehabilitation
- Traction Power Systems Replacement/Rehabilitation
- Train Control/Signaling Replacement/Rehabilitation
- Dredging
- Ferry Fixed Guideway Connectors Replacement/Rehabilitation
- Ferry Major Component Replacement/Rehabilitation
- Ferry Propulsion Replacement/Rehabilitation
- Cable Car Infrastructure Replacement/Rehabilitation
- Wayside or Onboard Fare Collection Equipment Replacement/Rehabilitation for Fixed Guideway vehicles

Programming for all projects that fall within these categories must be within the

operator's cap amount with the exception of fixed guideway infrastructure projects included in the CCCGP program of projects. Such projects may be funded with a combination of fixed guideway cap funds and additional TCP funds above the operator's fixed guideway cap.

Operators may request a one-year waiver to use fixed guideway cap funds for other capital needs that are not included in one of the eligible project categories listed above if the operator can demonstrate that the other capital needs can be addressed by the one-year waiver, or that the use of fixed guideway cap funds is part of a multi-year plan to address the other capital needs. The operator must also demonstrate that the waiver will have minimal impact on the operator's ability to meet its fixed guideway capital needs.

Other replacement projects cannot exceed \$5 million. This cap applies to non-vehicle and non-fixed guideway Score 16 projects, including communications systems, bus fare collection equipment (fixed guideway wayside fare collection equipment is covered under the fixed guideway caps), and bus emission reduction devices; and lower scoring replacement projects. Vehicle rehabilitation projects that are treated as Score 16 because the life of the asset is being extended (see Asset Useful Life above) are also subject to this cap. Replacement of Clipper® fare collection equipment that is centralized under MTC will be treated as a separate project for each operator whose Clipper® equipment is being replaced, including MTC for the replacement of back-end equipment and systems, for the purposes of applying this project funding cap. If project costs exceed the cap, the difference will not automatically be programmed in subsequent years; the region will assess its ability to program additional funding year-by-year based on projected revenues and demand for other Score 16 needs.

Expansion or enhancement projects cannot exceed \$3.75 million.

As part of the region's 10-year Capital Improvement Program, project caps may be increased or decreased on an annual basis in order to better match programming to available revenues, subject to negotiation and agreement among operators and MTC.

Exceptions to these annual funding ceilings will be considered by MTC and the TFWG on a case-by-case basis after evaluating programming requested through the call for projects, and the region's estimated fiscal resources. For large rehabilitation programs, MTC may conduct negotiations with the appropriate sponsor to discuss financing options and programming commitments.

Bus-Van Pricelist

Requests for funding for buses and vans cannot exceed the prices in the Regional Bus-Van Pricelist for each year of the TCP program as shown in Table 4 and Table 5. If an operator elects to replace vehicles with vehicles of a different fuel type, the price listed for the new fuel type vehicle applies, e.g., if an operator is replacing diesel buses with diesel-electric hybrid buses, the operator may request funds up to the amount listed for hybrid buses.

Note that the bus prices do not include allowances for radios and fareboxes; they will be considered a separate project under the TCP policy. The price of electronic fareboxes varies approximately between \$10,000 and \$14,000 whereas the price of radios varies between \$1,000 to \$5,000. Requests for funding radios and fareboxes should be within the price range mentioned above. Requests above these ranges will require additional justification. Fareboxes for/on fixed guideway vehicles will be funded out of the operators' fixed guideway cap amounts (see Table 3). Operators are expected to include Clipper® wiring and brackets in all new buses, so the buses are Clipper®-ready without requiring additional expenses.

Compensation for Cost Effective Bus Purchases

Under this element of the TCP policy, operators that request less than the full pricelist amount for vehicle replacements would be eligible for either of two financial compensations:

Option 1*. Operators receive all of the savings, but need to apply the savings to capital replacement and rehab projects (Score 10-16).

Option 2*. Operators receive half of the savings to the region created by cost effective vehicle purchases, which may be programmed to lower scoring (below score 10) eligible projects, including preventive maintenance.

The intent of this policy element is to ensure that the region's limited funds can cover more of the region's capital needs while targeting funding to the vehicles most in need of replacement.

*If the amount of federal apportionments received does not allow us to fully program all Score 16 projects, MTC reserves the right to reduce the percentage of savings that would go back to the operator.

Table 4: Regional Bus-Van Pricelist, FY2014-15

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	\$50,000	\$41,000	\$9,000	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	\$86,000	\$70,520	\$15,480	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	\$107,000	\$87,740	\$19,260	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	\$120,000	\$98,400	\$21,600	82%	18%
Cut-Away/Van, 7-Year, Gas	\$120,000	\$98,400	\$21,600	82%	18%
Cut-Away/Van, 7-Year, Diesel	\$148,000	\$121,360	\$26,640	82%	18%
Cut-Away/Van, 7-Year, CNG	\$167,000	\$136,940	\$30,060	82%	18%
Transit Bus 30' Diesel	\$464,000	\$380,480	\$83,520	82%	18%
Transit Bus 30' CNG	\$515,000	\$422,300	\$92,700	82%	18%
Transit Bus 30' Hybrid	\$714,000	\$585,480	\$128,520	82%	18%
Transit Bus 35' Diesel	\$479,000	\$392,780	\$86,220	82%	18%
Transit Bus 35' CNG	\$529,000	\$433,780	\$95,220	82%	18%
Transit Bus 35' Hybrid	\$715,000	\$586,300	\$128,700	82%	18%
Transit Bus 40' Diesel	\$521,000	\$427,220	\$93,780	82%	18%
Transit Bus 40' CNG	\$603,000	\$494,460	\$108,540	82%	18%
Transit Bus 40' Hybrid	\$758,000	\$621,560	\$136,440	82%	18%
Over the Road 45' Diesel	\$607,000	\$497,740	\$109,260	82%	18%
Articulated 60' Diesel	\$848,000	\$695,360	\$152,640	82%	18%
Articulated 60' Hybrid	\$1,038,000	\$851,160	\$186,840	82%	18%

Notes:

Prices escalated 1.6% annually, rounded to the nearest \$1,000.

For buses with dual-side doors, add \$50,000 to Total (\$40,000 Federal, \$10,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Table 5: Regional Bus-Van Pricelist, FY2015-16

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	\$51,000	\$41,820	\$9,180	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	\$88,000	\$72,160	\$15,480	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	\$108,000	\$88,560	\$19,440	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	\$122,000	\$100,040	\$21,960	82%	18%
Cut-Away/Van, 7-Year, Gas	\$122,000	\$100,040	\$21,960	82%	18%
Cut-Away/Van, 7-Year, Diesel	\$150,000	\$123,000	\$27,000	82%	18%
Cut-Away/Van, 7-Year, CNG	\$170,000	\$139,400	\$30,600	82%	18%
Transit Bus 30' Diesel	\$472,000	\$387,040	\$84,960	82%	18%
Transit Bus 30' CNG	\$523,000	\$428,860	\$94,140	82%	18%
Transit Bus 30' Hybrid	\$726,000	\$595,320	\$130,680	82%	18%
Transit Bus 35' Diesel	\$487,000	\$399,340	\$87,660	82%	18%
Transit Bus 35' CNG	\$537,000	\$440,340	\$96,660	82%	18%
Transit Bus 35' Hybrid	\$726,000	\$595,320	\$130,680	82%	18%
Transit Bus 40' Diesel	\$530,000	\$434,600	\$95,400	82%	18%
Transit Bus 40' CNG	\$613,000	\$502,660	\$110,340	82%	18%
Transit Bus 40' Hybrid	\$771,000	\$632,220	\$138,780	82%	18%
Over the Road 45' Diesel	\$617,000	\$505,940	\$111,060	82%	18%
Articulated 60' Diesel	\$861,000	\$706,020	\$154,980	82%	18%
Articulated 60' Hybrid	\$1,055,000	\$865,100	\$189,900	82%	18%

Notes:

Prices escalated 1.6% annually, rounded to the nearest \$1,000.

For buses with dual-side doors, add \$50,000 to Total (\$40,000 Federal, \$10,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Project Definition and Scoring

Project Scoring

All projects submitted to MTC for TCP programming consideration that have passed the screening process will be assigned scores by project category as indicated in Table 6.

Table 6. Project Scores

<u>Project Category/Description</u>	<u>Project Score</u>
Revenue Vehicle Replacement	16
<p>Vehicle Replacement - replacement of a revenue vehicle at the end of its useful life (see Asset Useful Life above). Vehicles previously purchased with revenue sources other than federal funds are eligible for FTA formula funding as long as vehicles meet the replacement age. Vehicles are to be replaced with vehicles of similar size (up to 5' size differential) and seating capacity, e.g., a 40-foot coach replaced with a 40-foot coach and not an articulated vehicle. If an operator is electing to purchase smaller or larger buses (above or below a 5' size differential), or do a sub-fleet reconfiguration, the replacement sub-fleet will have a comparable number of seats as the vehicles being replaced. Paratransit vehicles can be replaced with the next larger vehicle providing the existing vehicle is operated for the useful life period of the vehicle that it is being upgraded to. Any other significant upgrade in size will be considered as vehicle expansion and not vehicle replacement. For urgent replacements not the result of deferred maintenance and replacement of assets 20% older than the usual replacement cycle (e.g., 12 or 16 years for buses depending on type of bus), a project may receive an additional point.</p>	
Revenue Vehicle Rehabilitation	16
<p>Vehicle Rehabilitation - major maintenance, designed to extend the useful life of a revenue vehicle (+5 years for buses, +20 years for railcars, +20 years for heavy hull ferries). Rehabilitation of historic railcars, which have, by definition, extended useful lives, is included in this category.</p>	
Core Capacity Challenge Grant Program Projects	16
<p>Projects proposed for TCP funding in the CCCGP (MTC Resolution No. 4123) that are not otherwise Score 16.</p>	
Debt Service	16
<p>Debt service, including principal and interest payments, for any financing required to advance future FTA or STP revenues to fund annual TCP/CCCGP programs of projects</p>	

Used Vehicle Replacement	16
<p>Used Vehicle Replacement - replacement of a vehicle purchased used (applicable to buses, ferries, and rail cars) is eligible for federal, state, and local funding that MTC administers. Funds in this category include FTA Section 5307, STP, CMAQ, STIP, and Net Toll Revenues. However, funding for replacement of the used vehicle will be limited to a proportionate share of the total project cost, equal to the number of years the used vehicle is operated beyond its standard useful life divided by its standard useful life (e.g., if a transit property retained and operated a used transit bus for 5 years, it is eligible to receive 5/12th of the allowable programming for the project).</p>	
Fixed Guideway Replacement / Rehabilitation	16
<p>Rehabilitation/Replacement Fixed Guideway - projects replacing or rehabilitating fixed guideway equipment at the end of its useful life, including rail, guideway, bridges, traction power systems, wayside train control systems, overhead wires, cable car infrastructure, and computer/communications systems with a primary purpose of communicating with or controlling fixed guideway equipment. Projects in this category are subject to fixed guideway project caps.</p>	
Ferry Propulsion Systems	16
<p>Ferry Propulsion Replacement—projects defined as the mid-life replacement and rehabilitation of ferry propulsion systems in order that vessels are able to reach their 25-year useful life. Projects in this category are subject to fixed guideway project caps.</p>	
Ferry Major Component	16
<p>Ferry Major Components—projects associated with propulsion system, inspection, and navigational equipment required to reach the full economic life of a ferry vessel. Projects in this category are subject to fixed guideway project caps.</p>	
Ferry Fixed Guideway Connectors	16
<p>Ferry Fixed Guideway Connectors—floats, gangways, and ramps associated with the safe moorage and boarding of passengers to/from ferry vessels. Projects in this category are subject to fixed guideway project caps.</p>	
Revenue Vehicle Communication Equipment	16
<p>Communication Equipment – Includes on-board radios, radio base stations, and computer/communications systems with a primary purpose of communicating with and/or location/navigation of revenue vehicles, such as GPS/AVL systems.</p>	

Non-Clipper® Fare Collection/Fareboxes	16
Revenue vehicle and wayside fare equipment are eligible for replacement as score 16. The maximum programming allowance for revenue vehicle fare equipment purchased separately from revenue vehicles is outlined in Section III, Project Funding Caps, providing the fare equipment is not replaced prior to the 12-year replacement cycle for buses. Fare equipment must be compatible with the Clipper® fare collection system.	
Clipper®	16
Clipper® - replacement of Clipper® fare collection equipment related to revenue vehicles and faregates.	
Bus Diesel Emission Reduction Devices	16
Bus diesel emission reduction devices or device components required to meet or exceed California Air Resources Board requirements, including first-time retrofits, upgrades, replacements and spares. Devices or components must be installed on buses that will remain in service until at least 2017 in order to be treated as Score 16. Only spares up to 10% of the operator’s current device inventory will be treated as Score 16. Bus diesel emission device projects treated as Score 16 require a 50% local match. Devices or components installed on buses scheduled to be replaced prior to 2017, and spares in excess of 10% of the operator’s inventory, will be treated as Preventive Maintenance (Score 9). See Section V. Programming Policies, Bus Diesel Emission Reduction Device Funding Program.	
Safety	15
Safety/Security - projects addressing potential threats to life and/or property. The project may be maintenance of existing equipment or new safety capital investments. Includes computer/communications systems with a primary purpose of communicating with/controlling safety systems, including ventilation fans, fire suppression, fire alarm, intruder detection, CCTV cameras, and emergency “blue light” phones. Adequate justification that the proposed project will address safety and/or security issues must be provided. The TFWG will be provided an opportunity to review proposed projects before a project is programmed funds in a final program. Projects that contribute to a 1% security requirement will be considered Score 16.	
ADA/Non Vehicle Access Improvement	14
ADA - capital projects needed for ADA <i>compliance</i> . Does not cover routine replacement of ADA-related capital items. Project sponsor must provide detailed justification that the project is proposed to comply with ADA. Subject to TFWG review.	

Fixed/Heavy Equipment, Maintenance/Operating Facilities	13
Fixed/Heavy equipment and Operations/Maintenance facility - replacement/rehabilitation of major maintenance equipment, generally with a unit value over \$10,000; replacement/rehabilitation of facilities on a schedule based upon the useful life of the components.	
Station/Intermodal Stations/Parking Rehabilitation	12
Stations/Intermodal Centers/Patron Parking Replacement/Rehab - replacement/rehabilitation of passenger facilities. Includes computer/communications systems with a primary purpose of communicating with/controlling escalators or elevators, and public address or platform display systems at stations or platforms.	
Service Vehicles	11
Service Vehicles - replacement/rehabilitation of non-revenue and service vehicles based on useful life schedules.	
Tools and Equipment	10
Tools and Equipment - maintenance tools and equipment, generally with a unit value below \$10,000.	
Administrative Computer Systems and Office Equipment	9
Office Equipment - computers, copiers, fax machines, etc. Includes administrative - MIS, financial, HR, scheduling, transit asset management, and maintenance management systems.	
Preventive Maintenance	9
Preventive Maintenance - ongoing maintenance expenses (including labor and capital costs) of revenue and non-revenue vehicles that do not extend the life of the vehicle. This includes mid-life change-out of tires, tubes, engines and transmissions that do not extend the life of the vehicle beyond the twelve years life cycle. Preventive Maintenance may be treated as Score 16 under certain circumstances; see Section V. Programming Policies, Preventive Maintenance Funding.	
Operational Improvements/Enhancements	8
Operational Improvement/Enhancements - any project proposed to improve and/or enhance the efficiency of a transit facility.	
Operations	8
Operations—costs associated with transit operations such as the ongoing maintenance of transit vehicles including the cost of salaries. See Section V, Limited Use of FTA Funds for Operating Purposes.	
Expansion	8
Expansion - any project needed to support expanded service levels.	

C. Programming Policies

Project Apportionment Model for Eligible Urbanized Areas

There are four elements that need to be considered to determine operators' urbanized area apportionment: multi-county agreements, high scoring capital needs, the 10% ADA set-aside amounts, the Lifeline set-aside amounts, and the Unanticipated Costs Reserve. The Regional Priority Model, as explained in paragraph (a), establishes funding priority for apportioning high scoring capital projects to eligible urbanized areas. Funding may be limited by multi-county agreements as explained in Paragraph (b) below. Eligible programming revenues are net of the the 10% ADA set-aside discussed in paragraph (c) below, and the Vehicle Procurement Reserve, if any, described at the end of this section.

- a) *Regional Priority Programming Model:* The 2000 census changes to the region's urbanized areas made numerous operators eligible to claim funds in more than one urbanized area. This has necessitated a procedure for apportioning projects to eligible urbanized areas. The *Regional Priority Model*, as described below, was fashioned to prioritize funds for the replacement of the region's transit capital plant, while minimizing the impact of the 2000 census boundary changes. The 2010 census did not result in any major changes to the region's urbanized areas.

The model assumes a regional programming perspective and constrains regional capital demand to the amount of funds available to the region, prior to apportioning projects to urbanized areas. It then apportions projects to urbanized areas in the following order:

- i. Funds are apportioned first for operators that are the exclusive claimant in a single UA (e.g., LAVTA, Fairfield, etc.)
 - ii. Fund projects for operators that are restricted to receiving funds in one urbanized area (e.g., SFMTA, AC, WestCAT, CCCTA, etc.)
 - iii. Fund balance of operator projects among multiple urbanized areas, as eligibility allows, with the objective of fully funding as many high scoring projects as possible.
 - iv. Reduce capital projects proportionately in urbanized areas where need exceeds funds available.
 - v. Fund lower scoring projects (additional programming flexibility) to operators in urbanized areas where apportionments exceed project need.
- b) *Multi-County Agreements:* For some operators, urbanized area (UA) apportionments are guided by multi-county agreements. Aside from the acknowledged agreements, funds are apportioned based on the regional priority model.

There are three specific agreements that are being honored under the negotiated multi-county agreement model: the Caltrain Joint Powers Board Agreement, the Altamont

Commuter Express (ACE) Cooperative Services Agreement and the Sonoma County-Santa Rosa City Bus Agreement.

Consideration for future agreements will include representation from each interested county, interested transit property, or an appointed designee, and be approved by all operators in the affected UA and MTC.

- c) *10% ADA Paratransit Service Set-Aside*: MAP-21 caps the share of each urbanized area's Section 5307 apportionment that can be programmed for ADA paratransit service operating costs at 10%. An amount equal to 10% of each participating urbanized area's FTA Section 5307 apportionment will be set-aside to assist operators in defraying ADA paratransit operating expenses. The purpose of this set-aside is to ensure that in any one year, a transit operator can use these funds to provide ADA service levels necessary to maintain compliance with the federal law, without impacting existing levels of fixed route service. ADA set-aside programmed to small UA operators will not impact eligible programming amounts in large UAs.

The prior ADA formula was updated with a new formula based on the following factors: a) Annual Demand Response (DR) Operating Expenses (40%), b) Annual Demand Response (DR) Ridership (40%), and c) Annual Overall Ridership (20%) (Data Source: NTD, Year: 2012). Table 7 shows the percentages by operator and urbanized area for this programming period.

Table 7: ADA Set-aside Amounts by Urbanized Area and Operator

New Formula – ADA Set-Aside Percentages by Urbanized Area and Operator								
Operator	San Francisco-Oakland	San Jose	Concord	Antioch	Vallejo	Livermore	Gilroy-MH	Petaluma
AC Transit	30.5%							
ACE	0.02%		0.3%					
BART	14.6%		34.4%	14.2%				
Caltrain	0.4%	3.1%						
CCCTA			56.4%					
Fairfield-Suisun Transit	Not Applicable							
GGBHTD ⁴	2.4%							
LAVTA			8.9%			100.0%		
Marin County Transit ⁴	3.6%							
Napa VINE					11.3%			
Petaluma Transit								74.1%
SamTrans	14.4%							
SFMTA	31.1%							
SolTrans					88.7%			
Sonoma City Transit	Not Applicable							
SR City Bus	Not Applicable							
Tri-Delta				85.8%				
Union City	1.0%							
Vacaville	Not Applicable							
VTA		96.9%					100.0%	
WestCat	1.9%							
WETA	0.04%							
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Notes:

- 1) Urbanized Areas not shown are not participating in 10% ADA set-aside policy.
- 2) Formula based on three factors weighted as shown: a) Operator's Annual Demand Response Expenses (40%); b) Operators Demand Response Ridership (40%); and c) Operator's Annual Overall Ridership (20%)
- 3) To calculate funding amounts, multiply 10% of related urbanized area revenue estimate against percentages shown for operators in that urbanized area.
- 4) GGBHTD share split with Marin County Transit per agreement between the two operators. 40/60 split.
- 5) If operator was eligible for funds in multiple UA's, we used GIS spatial analysis to calculate percentage of operator's share (based on no. of stops) in each UA.

An operator may use its share of the FTA Section 5307 set-aside for capital purposes or preventive maintenance if the operator can certify that:

- Their ADA paratransit operating costs are fully funded in its proposed annual budget;
- For jointly funded paratransit services, operators' FTA Section 5307 ADA set-aside shares have been jointly considered in making decisions on ADA service levels and revenues.

If MTC is satisfied with the operator's certification, the operator may re-program its set-aside for any unfunded transit capital projects or preventive maintenance. To ensure that the Section 5307 10% set-aside funding is duly considered for annual ADA paratransit needs, there will be no multi-year programming of the 10% ADA set-aside to capital-only purposes.

- d) *Lifeline Set-Aside*: MAP-21 eliminated the Job Access and Reverse Commute (JARC) program (Section 5316) and combined JARC functions and funding with the Urbanized Area Formula (Section 5307) and the Non-urbanized Area Formula (Section 5311) programs. JARC projects were made eligible for 5307 funding, and 3.07% of 5307 appropriations will be apportioned by the JARC low-income formula. However, there are no minimum or maximum amounts that can be programmed for JARC projects.

The region has historically used JARC funds apportioned to large urbanized areas to support the Lifeline program. In recognition of the changes to the JARC program and the continued need for funding for the Lifeline program:

- The first priority for 5307 funds apportioned by the JARC formula is the Lifeline program;
 - In the FY2015 and FY2016 Section 5307 program, funds equivalent to the JARC formula apportionments currently projected to total approximately \$2.8 million annually, will be set aside for the Lifeline program;
 - Section 5307 funds programmed for JARC projects shall be subject to the Lifeline Program guidelines in effect for that year of programming, rather than to the TCP Policies, provided such projects are consistent with federal laws and regulations related to Section 5307.
- e) *Unanticipated Costs Reserve*: Unanticipated costs, such as capital improvements required to comply with new regulations, can be difficult to accommodate in the TCP program after the preliminary program has been developed and adopted. To improve the region's ability to provide funding to meet such unanticipated costs, a reserve of approximately \$2 million of TCP funds will be set aside before developing the preliminary programs for FY2014-15 and FY2015-16. The reserve will be set aside

from all urbanized areas proportional to each urbanized area's projected apportionments in each program. Any proposals to program from the reserve will be reviewed with the Transit Finance Working Group. Any Unanticipated Cost Reserve funds that are not programmed will roll over and be available for programming in the following year.

Limited Use of FTA Funds for Operating Purposes

FTA permits the use of FTA Section 5307 small urbanized funds to be used for operating purposes. For operators eligible to claim in both large and small urbanized areas, the amount of funds used for operating will be deducted from the amount of capital claimed in the large UA.

MAP-21 provided new eligibility for small and medium-sized bus operators in large urbanized areas to use Section 5307 funds for operating assistance. For operators with up to 75 buses, 75% of the urbanized area's apportionment attributable to the operator (as measured by vehicle revenue hours) may be programmed for operating assistance. For operators with up to 76 to 100 buses, 50% of the urbanized area's apportionment attributable to the operator (as measured by vehicle revenue hours) may be programmed for operating assistance. Eligible operators may request operating assistance up to the maximum eligible amount, but operating assistance will be programmed only after higher scoring projects in the urbanized area are funded. Operating assistance requests will be treated at Score 8 in the programming process (see Table 6 Project Scores above).

Specified Urbanized Area Flexibility

In urbanized areas with only one transit operator (Fairfield, Vacaville, Napa) greater flexibility for funding lower scoring projects will be allowed, providing that other operators in the region are not impacted. These operators will also be allowed to use funds for operating, without reduction of funding for capital projects, providing that capital is adequately maintained and replaced on a reasonable schedule as outlined in each operator's SRTP or other board-approved capital plan, and in accordance with goals outlined in the RTP for maintaining the region's capital plant (maintenance of effort).

Associated Transit Improvements

MAP-21 requires that 1% of the FTA section 5307 apportionments in large urbanized areas be programmed for Associated Transit Improvements (formerly referred to as transit enhancements). Eligible projects include:

- (A) historic preservation, rehabilitation, and operation of historic public transportation buildings, structures, and facilities (including historic bus and railroad facilities) intended for use in public transportation service;
- (B) bus shelters;
- (C) landscaping and streetscaping, including benches, trash receptacles, and street lights;
- (D) pedestrian access and walkways;
- (E) bicycle access, including bicycle storage facilities and installing equipment for transporting bicycles on public transportation vehicles;
- (F) signage; or
- (G) enhanced access for persons with disabilities to public transportation.

Due to the overwhelming needs to sustain the current transit capital plant, funded score 16 projects which can be identified as eligible Associated Transit Improvement project candidates would count against the 1% requirement, including, but not limited to, rehabilitation of cable cars and historic cars, and bike racks to be procured as part of a bus purchase. Any remaining balance will be put into a reserve for funding eligible projects in subsequent years.

Preventive Maintenance Funding

Preventive maintenance will be considered a Score 9 funding priority in Transit Capital Priorities, unless the conditions for one of the following four policy elements are met, in which case preventive maintenance will be treated as Score 16. For an individual operator to make use of preventive maintenance funding, other operators in the region must be able to move forward with planned capital replacement. It is the intent of this policy that funding for preventive maintenance will not increase the region's transit capital shortfall.

- a) *Funding Exchange*: Operators who wish to exchange a capital project for preventive maintenance funding in order to use their local or state funds to ease federal constraints or strictly as a financing mechanism may do so providing that the replacement asset funded with local funds is comparable to the asset being replaced and is maintained in service by the purchasing operator for its full useful life as outlined in Section V. The Funding Exchange element can be applied to lower scoring capital projects as well as preventive maintenance. Operators using the Funding Exchange element must certify in writing that the assets will be replaced with non-federal funds.
- b) *Capital Exchange*: In this option, an operator could elect to remove an eligible capital project from TCP funding consideration for the useful life of the asset in exchange for preventive maintenance funding. The funding is limited to the amount of capital funding an operator would have received under the current TCP policy in a normal economic climate. If an operator elects to replace the asset - removed from regional competition for funding under these provisions – earlier than the timeline established for its useful life, the replacement will be considered an expansion project. Operators using the Capital Exchange element will be limited to two years preventive maintenance funding within a 12-year period.
- c) *Negotiated Agreement within an Urbanized Area*: In the third option, an operator may negotiate with the other operators in the affected urbanized areas to receive an amount of preventive maintenance funding, providing that a firewall is established between the affected urbanized area(s) and all other urbanized areas. This will ensure that other operators' high-scoring capital replacement projects are not jeopardized.
- d) *Budgetary Shortfalls*: Requests for preventive maintenance to meet budgetary shortfalls will be considered on a case-by-case basis if a fiscal need can be demonstrated by the requesting operator based on the guidelines outlined below.

MTC must declare that a fiscal need exists to fund preventive maintenance where such action would displace higher scoring capital projects ready to move forward in a given fiscal year. A fiscal need can be declared if the following conditions exist:

- An operator must demonstrate that all reasonable cost control and revenue generation strategies have been implemented and that a residual shortfall remains.
- An operator can demonstrate that the shortfall, if not addressed, would result in a significant service reduction.

The Commission will consider the severity of the shortfall and the scope and impact of the service cuts in determining whether fiscal need exists. Operators establishing a fiscal need must also adhere to the following four requirements in order to be eligible to receive funding for preventive maintenance:

- i. Operators must successfully show a board approved bridging strategy that will sustain financial recovery beyond the year for which preventive maintenance is requested.
- ii. The bridging strategy should not rely on future preventive maintenance funding to achieve a balanced budget. In other words, should a service adjustment be required to balance the budget over the long run, preventive maintenance should not be invoked as a stopgap to inevitable service reductions.
- iii. Funds programmed to preventive maintenance should not be considered as a mechanism to sustain or replenish operating reserves.
- iv. Operators requesting FTA formula funds will be limited to two years preventive maintenance funding within a 12-year period.

The requesting operator will enter into an MOU with MTC or other formal agreement or action, such as Board approvals, and if applicable, with other transit properties affected by the preventive maintenance agreement. The agreement or actions will embody the four eligibility requirements outlined above as well as any other relevant terms and conditions of the agreement.

Bus Diesel Emission Reduction Device Funding Program

MTC provided approximately \$14 million in CMAQ funds in FY2003-04 and FY2004-05 to assist with the procurement of approximately 1,600 bus emission reduction devices to help operators meet California Air Resources Board (CARB) requirements. The devices or their components may need to be replaced periodically. New upgraded devices also provide greater NOx reduction benefits than the original devices.

In response to the need to install or replace bus diesel emission reduction devices to comply with CARB requirements, the Transit Capital Priorities policy includes a bus emission reduction device funding program. The elements of this policy attempt to strike a balance between facilitating operators' ability to remain in compliance with CARB

requirements and to exceed those requirements by achieving greater NOx reductions on the one hand, and making the most effective use of the region's limited capital funds on the other. The elements of bus emission reduction device replacement program are:

- * Requests to replace bus emission reduction devices or device components in order to maintain compliance with or exceed CARB requirements, including first-time retrofits, upgrades, replacements and spares, will be treated as Score 16 projects, subject to the following requirements.
- * In order to be treated as Score 16, devices or components must be installed on buses that are scheduled to remain in service until at least 2019 for funds programmed in FY2014-15, and until at least 2020 for funds programmed in FY2015-16. Devices or components to be installed on buses that are scheduled to be replaced prior to the specified years will be treated as Preventive Maintenance (Score 9).
- * Requests to procure spare devices or components up to 10% of the operators current device inventory will be treated as Score 16. Spare devices or components in excess of 10% of the inventory will be treated as Preventive Maintenance (Score 9)
- * Projects treated as Score 16 under the bus emission reduction device funding program require a 50% local match, rather than the standard 20%. The intent of this element is to encourage cost-effective use of the region's limited capital funding, and to align with the original policy for procuring the devices, which had the regional contribution to NOx reduction and the local contribution for PM reduction.
- * Participation in the program is entirely voluntary. It is the responsibility of each operator to determine the best approach to achieving and maintaining compliance with CARB requirements.

Vehicle Procurement Reserves

The TCP program for FY2010-11 and FY2011-12 included a vehicle procurement reserve which set-aside \$150 million of revenues to help meet the future peak expenditures for major vehicle procurement projects, including BART's and Caltrain's railcar replacements, and SFMTA's trolley car replacement, and closely related projects (such as the Caltrain electrification program). Most of the costs for the major procurements will be incurred in the FY2015 to FY2018 period, causing total Score 16 needs in those years to far exceed projected revenues, while revenues during the FY2011 to FY2012 period were expected to exceed capped Score 16 needs. The TCP program for FY 2012-13 and FY 2013-14 included a second vehicle procurement reserve which set aside \$24.3 million for Caltrain's Railcar Replacement project.

The proposed TCP program for FY 2014-15 and FY 2015-16 may include a third vehicle procurement reserve, depending on projected FTA revenues, updated schedules and programming needs for the major vehicle procurement projects, and the demand for funding for other high-scoring capital projects.

Conditioning Programming on Expenditure of Prior Grants

The intent of this policy element is to direct the region's limited funds to the projects most in need of additional resources. If an operator requests TCP funds for a project which received funding in prior years, and the prior-year grants have significant unexpended balances (as determined by reviewing FTA TEAM disbursement reports) at the time the program is being developed, MTC staff will request that the operator provide a justification for the additional programming, and will review the justification for reasonableness before recommending additional funding for the project. The justification for additional programming could include any of the following elements:

- * A funding plan for the project that demonstrates the need for funding over multiple years;
- * Demonstration that the unexpended funds are under contract or otherwise encumbered;
- * A schedule for drawing down the unexpended balance as the project is completed;
- * Demonstration that the unexpended balance of the grant is for a project other than the project for which additional funding is being requested.

Joint Procurements

In recognition of the policy direction of the Transit Sustainability Project Resolution No. 4060, before TCP funds are programmed for revenue vehicles, non-revenue vehicles, communications and vehicle location systems, fare collection equipment, bus emission reduction devices, computer systems, including management information systems and maintenance/asset management systems, or other equipment, operators must evaluate and pursue, as appropriate, opportunities for joint procurements and integrated operations with other operators. The "Compensation for Cost Effective Bus Purchases" that was introduced into the TCP Policy with this update, will provide operators an extra incentive to pursue joint procurement opportunities. MTC will coordinate discussions if requested.

Transit Asset Management

MAP-21 requires FTA funding recipients to develop transit asset management (TAM) plans that include capital asset inventories, condition assessments, and investment prioritizations. Additionally recipients need to report on the condition of their system and performance targets. FTA is scheduled to issue a final rule implementing TAM requirements by 2015. The region is likely positioned to meet the new TAM requirements due to development of the Regional Transit Capital Inventory (RTCI) and the use of FTA's TERM model to assess asset conditions and project capital needs. In order to effectively comply with the new TAM requirements and improve the region's TAM practices, MTC will:

- * Propose revisions to this policy as needed to meet the requirements of FTA's final TAM rule; and

- * Evaluate proposed TAM system projects being submitted under the TCP and work with operators to consider consistency with regional TAM system plans.

Transit Core Capacity Challenge Grant Program: Resolution No. 4123

The Transit Core Capacity Challenge Grant program (CCCGP) makes a policy commitment of approximately \$7.4 billion in federal, state, regional and local funds over the FY2014-15 to FY2029-30 period to high-priority transit capital projects that will improve the capacity and state of good repair of transit services in the urban core of the region.

The \$7.4 billion Core Capacity Challenge Grant program:

- * Focuses on the San Francisco Municipal Transportation Agency (SFMTA), BART, and AC Transit – the three transit operators that carry 80% of the region’s passengers as well as more than three-quarters of the minority and low-income passengers.
- * Leverages regional discretionary funds and local contributions, including proposed Cap and Trade revenue.
- * Accelerates and solidifies funding for fleet replacement projects, and identifies new funding for key enhancement projects.
- * Requires that the participating operators meet the performance objectives of the Transit Sustainability Project.

TCP programming for all projects identified in the CCCGP will be consistent with the funding amounts, local match requirements and other terms and conditions specified in MTC Resolution No. 4123.

All projects proposed for TCP funding in the CCCGP that are not otherwise Score 16 will be treated as Score 16. In order to meet cash flow needs of the CCCGP and other TCP projects in years in which project funding needs exceed the region’s annual FTA apportionments, financing may be required to advance future FTA/STP revenues. Debt service, including principal and interest payments, for any such financing will be treated as Score 16.

CCCGP fixed guideway infrastructure projects included in the CCCGP program of projects may be funded with a combination of fixed guideway cap funds and additional TCP funds above the operator’s fixed guideway cap.

The next steps in developing this program will be to work with BART, SFMTA, and AC Transit on the cash flow needs and timing of their projects and their local revenues, and to work with the Transit Finance Working Group on developing the FY2015 and FY2016 rounds of the Transit Capital Priorities program.

IV. CYCLE 2 STP/CMAQ TRANSIT CAPITAL REHABILITATION PROGRAM

The Commission's Cycle 2 Program Project Selection Criteria and Programming Policy For FY2012-13, FY2013-14, FY2014-15 and FY 2015-16, MTC Resolution No. 4035, Revised, includes \$150 million in STP/CMAQ funding for a Transit Capital Rehabilitation Program. These funds will be programmed to Transit Performance Initiative projects and to transit capital rehabilitation projects. Specific projects are included in Attachment B to MTC Resolution No. 4035, Revised.

Transit Performance Initiative

This program includes investment and performance incentive elements. The investment element implements transit supportive investments in major transit corridors that can be carried out within two years. The focus is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements. For FY2012-13 through FY2015-16, \$13 million annually is available for this program.

The incentive program provides financial rewards to transit agencies that improve ridership and/or productivity. For FY2012-13, \$15 million is distributed based on each operator's share of ridership based on final audited FY2010-11 ridership figures. For FY2013-14 through FY2015-16, \$15 million is available annually based on the formula distribution described below. The program will be evaluated annually following each cycle.

Large and Small Operator Accounts: Of the annual \$15 million available, 85% and 15% shall be assigned to the large and small operator accounts, respectively. The large operators include: AC Transit; BART, Caltrain, Golden Gate Transit, SFMTA, SamTrans, and Santa Clara VTA.

Large Operator Distribution Formula: Funds shall be distributed to large operators as follows:

- 20% based on Passenger Increase (absolute)
- 10% based on Passenger Per Hour Increase (absolute)
- 70% based on Annual Passengers

Small Operator Distribution Formula: Funds shall be distributed to small operators as follows:

- 25% based on Passenger Increase (absolute)
- 25% based on Passenger Per Hour Increase (absolute)

- 50% based on Annual Passengers

Data Source: Using the most recent National Transit Database data for all modes excluding Paratransit, the distribution formula shall be calculated annually using a three-year rolling average commencing with FY2009-10, 2010-11 and 2011-12 for the FY2013-14 distribution. For the FY2013-14 distribution, data for Marin County Transit District shall be included with Golden Gate Transit in the Large Operator Account. The funding, however, assigned to Golden Gate Transit based on the NTD data, will be further distributed to the two operators – Golden Gate Transit and Marin County Transit District – based on a mutually agreed split based on the relevant performance and ridership data.

Transit Capital Rehabilitation

Any Cycle 2 STP/CMAQ Transit Capital Rehabilitation Program funds not programmed for Transit Performance Initiative projects will be programmed for transit capital rehabilitation projects to supplement the Transit Capital Priorities program. Transit capital rehabilitation projects will be programmed using the same policies and procedures as used for the FTA formula funds, as specified in Section III. FTA Formula Funds.

APPENDIX 1 – BOARD RESOLUTION

Sample Resolution of Board Support

FTA Section 5307, 5337, and 5339, and Surface Transportation Program Project Application

Resolution No. _____

AUTHORIZING THE FILING OF AN APPLICATION FOR FTA FORMULA PROGRAM AND SURFACE TRANSPORTATION PROGRAMS FUNDING FOR (project name) AND COMMITTING THE NECESSARY LOCAL MATCH FOR THE PROJECT(S) AND STATING THE ASSURANCE OF (name of jurisdiction) TO COMPLETE THE PROJECT

WHEREAS, Moving Ahead for Progress in the 21st Century (MAP-21, Public Law Public Law 112-141) continues and establishes new Federal Transit Administration formula programs (23 U.S.C. §53) and continues the Surface Transportation Program (23 U.S.C. § 133); and

WHEREAS, pursuant to MAP-21, and the regulations promulgated there under, eligible project sponsors wishing to receive Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, or Section 5339 Bus and Bus Facilities (collectively, FTA Formula Program) grants or Surface Transportation Program (STP) grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the successor legislation to MAP-21 is anticipated to continue authorization of the FTA and STP funding programs; and

WHEREAS, the Metropolitan Transportation Commission is the MPO for the San Francisco Bay region; and

WHEREAS, (applicant) is an eligible project sponsor for FTA Formula Program or STP funds; and

WHEREAS, (applicant) wishes to submit a grant application to MTC for funds from the FY2014-15 or FY2015-16 FTA Formula Program or STP funds, for the following project(s):
(project description) .

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

- 1) the commitment of necessary local matching funds of at least 20% for FTA Formula Program funds, and 11.47% for STP funds; and
- 2) that the sponsor understands that the FTA Formula Program and STP funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded from FTA Formula Program or STP funds; and
- 3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
- 4) that the sponsor understands that FTA Formula Program funds must be obligated within three years of programming and STP funds must be obligated by January 31 of the year that the project is programmed for in the TIP, or the project may be removed from the program.

NOW, THEREFORE, BE IT RESOLVED by (governing board name) that (applicant) is authorized to execute and file an application for funding under the FTA Formula Program and/or Surface Transportation Program in the amount of (\$request) for (project description); and

BE IT FURTHER RESOLVED that (governing board) by adopting this resolution does hereby state that:

- 1) (applicant) will provide (\$ match amount) in local matching funds; and
- 2) (applicant) understands that the FTA Formula Program and STP funding for the project is fixed at (\$ actual amount), and that any cost increases must be funded by the (applicant) from local matching funds, and that (applicant) does not expect any cost increases to be funded with FTA Formula Program and Surface Transportation Program funds; and
- 3) (project name) will be built as described in this resolution and, if approved, for the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and
- 4) The program funds are expected to be obligated by January 31 of the year the project is programmed for in the TIP; and
- 5) (applicant) will comply with FTA requirements and all other applicable Federal, State and Local laws and regulations with respect to the proposed project; and

BE IT FURTHER RESOLVED*, that (agency name) is an eligible sponsor of projects in the program for FTA Formula Program and STP funds; and

BE IT FURTHER RESOLVED*, that (agency name) is authorized to submit an application for FTA Formula Program and STP funds for (project name); and

BE IT FURTHER RESOLVED*, that there is no legal impediment to (agency name) making applications for FTA Formula Program and STP funds; and

BE IT FURTHER RESOLVED*, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and

BE IT FURTHER RESOLVED, that (agency name) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC prior to MTC programming the FTA Formula Program or Surface Transportation Program funded projects in the Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP.

*** Not required if opinion of counsel is provided instead.**

APPENDIX 2 – OPINION OF COUNSEL

Sample Opinion of Legal Counsel

FTA Section 5307, 5337, 5339 and STP Project Application

(Date)

To: Metropolitan Transportation Commission

Fr: (Applicant)

Re: Eligibility for FTA Section 5307 Program, FTA 5337 State of Good Repair Program, FTA 5339 Bus and Bus Facilities Program, and Surface Transportation Program (STP)

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) _ for funding from the FTA Section 5307, 5337 or 5339 programs, or STP, made available pursuant to the Moving Ahead for Progress in the 21st Century federal transportation authorization (MAP-21, Public Law Public Law 112-141) or successor legislation.

1. (Applicant) is an eligible sponsor of projects for the FTA Section 5307, 5337 or 5339 programs, or the STP program.
2. (Applicant) is authorized to submit an application for FTA Section 5307, 5337 or 5339 funding, or STP funding for (project).
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) making applications FTA Section 5307, 5337 or 5339 program funds, or STP funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) to carry out such projects.

Sincerely,

Legal Counsel

Print name

Optional Language to add to the Resolution for Local Support

Project sponsors have the option of consolidating the ‘Opinion of Legal Counsel’ within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

Resolved, that (agency name) is an eligible sponsor of projects in the FTA Formula Program and STP Programs; and be it further

Resolved, that (agency name) is authorized to submit an application for FTA Formula Program and STP funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for FTA Formula Program and STP funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided (Appendix 2).

APPENDIX A – 24

Regional Policies: Project Funding and Specific Funding Programs

**San Francisco Bay Area Transit Capital Priorities
(FTA Sections 5307, 5337 and 5339)
Process and Criteria
for FY 2016-17 thru FY 2012019-20
MTC Resolution No. 4242**



Date: July 27, 2016
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 4242

This resolution approves the process and establishes the criteria for programming:

- Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities formula funds apportioned to the San Francisco Bay Area in FY2016-17 through FY2019-20,
- Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), and
- Bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution 4123), and
- Proceeds of financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP or CCCGP programs of projects.

This resolution includes the following attachment:

Attachment A - San Francisco Bay Area Transit Capital Priorities Process and Criteria
for FY2016-17 through FY2019-20

Further discussion of the Transit Capital Priorities Policy is contained in the MTC Programming and Allocations Committee Summary Sheet dated July 13, 2016.

Date: July 27, 2016
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Transit Capital Priorities Process and Criteria for FY2016-17 through FY2019-20

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4242

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region to establish a process and a set of criteria for the selection of transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria to be used in the selection and ranking of projects are set forth in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves the Transit Capital Priorities (TCP) Process and Criteria as set forth in Attachment A; and, be it further

RESOLVED, that MTC will use the process and criteria to program Federal Transit Administration (FTA) Sections 5307, 5337 and 5339 funds or any successor programs for FY2016-17 through FY2019-20, Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution 4123), and proceeds of financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP programs of projects to finance transit projects in the San Francisco Bay Area region; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to the Federal Transit Administration (FTA), and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, 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 July 27, 2016.

Date: July 27, 2016
W.I.: 1512
Referred By: PAC

Attachment A
Resolution No. 4242
Page 1 of 45

**San Francisco Bay Area Transit Capital Priorities Process Criteria for FY2016-17 through
FY2019-20**

**For Development of the FY2016-17 through FY2019-20
Transit Capital Priorities and Transit Performance Initiative Project Lists**

Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

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I. BACKGROUND

The Transit Capital Priorities (TCP) Process and Criteria applies to the programming of:

- Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities formula funds apportioned to the San Francisco Bay Area in FY2016-17 through FY2019-20,
- Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), and
- Bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution No. 4123), and
- Financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP or CCCGP programs of projects.

The FY2016-17 through FY2019-20 TCP Criteria are the rules, in part, for establishing a program of projects for eligible transit operators in the San Francisco Bay Area Region's large urbanized areas (UA) of San Francisco/Oakland, San Jose, Concord, Santa Rosa, and Antioch; and the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma.

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act into law. The FAST Act provides funding authorizations for FY2016 through FY2020. The Act maintains the same FTA formula programs as the previous authorization, Moving Ahead for Progress in the 21st Century (MAP-21). The FAST Act includes few modifications to FTA programs or policies. These modifications have been included in the TCP Criteria as appropriate.

As of the date of the adoption of the TCP Process and Criteria, FTA has not yet issued revised guidance for the implementation of the its programs that reflects changes to the programs made by the FAST Act. MTC and the Partnership will revisit and recommend updates to the policy if required to conform to future FTA rules and guidance.

In December 2013, MTC adopted Resolution No. 4123 for the Transit Core Capacity Challenge Grant Program (CCCGP), which establishes a policy commitment of approximately \$7.4 billion in federal, state, regional and local funds to high-priority transit capital projects that will improve the capacity and state of good repair of transit services in the urban core of the region. The CCCGP will determine the TCP program amounts for certain projects and sponsors. A more detailed description of the CCCGP is provided on Page 37 of Attachment A to this resolution.

II. GOALS AND OBJECTIVES

The goal of the TCP Process and Criteria is to fund transit projects that are most essential to the region and consistent with Plan Bay Area, the region's current long-range Regional Transportation Plan (RTP), and Plan Bay Area 2040, the updated RTP currently under development. The TCP Process and Criteria also implements elements of the Transit Sustainability Project recommendation (MTC Resolution No. 4060). Among the region's objectives for the TCP Process and Criteria are to:

Fund basic capital requirements: All eligible projects are to be considered in TCP Process and Criteria score order, with emphasis given to the most essential projects that replace and sustain the existing transit system capital plant. MTC will base the list of eligible replacement and expansion projects on information provided by the transit operators in response to a call for projects, or on information provided through the CCCGP. Operator-proposed projects should be based on Short Range Transit Plan (SRTP) service objectives or other board-approved capital plans. Also, after FTA publishes and adopts the final Transit Asset Management (TAM) rule, requests for replacement/rehabilitation of assets should be consistent with FTA-required Transit Asset Management (TAM) plans. All projects not identified as candidates for the TCP Program are assumed to be funded by other fund sources and are so identified in operators' SRTPs or capital plans.

Maintain reasonable fairness to all operators: Tests of reasonable fairness are to be based on the total funding available to each operator over a period of time, the level and type of service provided, timely obligation of prior year grants, and other relevant factors. (A proportional share distributed to each operator is specifically not an objective.)

Complement other MTC funding programs for transit: MTC has the lead responsibility in programming regional Surface Transportation Program (STP) and Congestion Mitigation-Air Quality (CMAQ) funds, and State Transportation Improvement Program (STIP) funds. Transit capital projects are also eligible for funding under these federal and state programs. Development of the TCP Program of Projects ("TCP Program") will complement the programming of STP, CMAQ, and STIP funds to maximize the financial resources available in order to fund the most essential projects for the San Francisco Bay Area's transit properties.

III. FTA FORMULA FUNDS

A. TCP Application Process

The Transit Finance Working Group (TFWG) serves as the forum for discussing the TCP Process and Criteria, the TCP POP, and other transit programming issues. Each transit operator in the MTC region is responsible for appointing a representative to staff the Transit Finance Working Group (TFWG). The TFWG serves in an advisory capacity to the MTC Partnership Technical Advisory Committee (PTAC). All major policy revisions and programming-related decisions are to be reviewed with PTAC. In general, the MTC Programming and Allocations Committee and the full Commission take action on the TCP Program and any other transit-related funding programs after the TFWG and PTAC has reviewed them.

Capital Program Submittal

For the purposes of programming, project sponsors will submit requests for funding in accordance with detailed instructions in MTC's call for projects. The level of detail must be sufficient to allow for MTC to screen and score the project.

Board Approval

MTC requires that operators seek board approval prior to programming projects in the TIP. The board resolution for FY2016-17 through FY2019-20 programming should be submitted by January 11, 2017, the planned date when the Programming and Allocations Committee will consider the proposed program. If a board resolution cannot be provided by this date due to board meeting schedule constraints, applicants should indicate in a cover memo with their application when the board resolution will be adopted. Appendix 1 is a sample resolution of board support.

Opinion of Counsel

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Appendix 1. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the FTA Section 5307, 5337, 5339, and/or STP/CMAQ programs; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided in Appendix 2.

Screening projects

MTC staff will evaluate all projects for conformance with the Screening Criteria (Section III) below. Certain requirements must be met for a project to reach the scoring stage of the Transit Capital Priorities process. Operators will be informed by MTC staff if a project has failed to meet the screening criteria, and will be given an opportunity to submit additional information for clarification.

Scoring projects

MTC staff will only score those projects that have passed the screening process. Based on the score assignment provided in Table 6, MTC staff will inform operators of the score given to each project. Operators may be asked to provide additional information for clarification.

Programming Projects/Assigning projects to fund source

Projects passing screening and scoring criteria will be considered for programming in the TCP Program in the year proposed, however, projects will only be programmed in the Transportation Improvement Program (TIP) if the following conditions are met: 1) funding is available in the year proposed, and 2) funds can be obligated by the operator in the year proposed. Project fund sources will be assigned by MTC staff and will be based on project eligibility and the results of the Multi-County Agreement model.

FTA Public Involvement Process and the TIP

FTA Public Involvement Process: To receive an FTA grant, a grant applicant must meet certain public participation requirements in development of the FTA programs. As provided for in FTA Circular 9030.1E (revised January 16, 2014), FTA considers a grantee to have met the public participation requirements associated with the annual development of the Program of Projects when the grantee follows the public involvement process outlined in the FHWA/FTA planning regulations for the TIP. In lieu of a separate public involvement process, MTC will follow the public involvement process for the TIP.

Annual Programming in the TIP: MTC, in cooperation with the state and eligible transit operators, is required to develop a TIP for the MTC Region. The TIP is a four-year programming document, listing federally funded transportation projects, projects requiring a federal action, and projects deemed regionally significant. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region.

Changes to the Transit Capital Priorities Program

Each year after FTA releases apportionments for its formula funding programs, the preliminary TCP Program for the year will be revised if necessary to fit within the available revenues. The annual program revisions and corresponding amendment to the TIP is referred to as the Program of Projects (POP) Amendment, and finalizes the program for the year.

As part of the POP amendment, project sponsors may also request discretionary amendments to the preliminary program that conform to the TCP Process and Criteria programming policies. Discretionary amendments may be allowed only in certain circumstances. The following general principles govern changes:

- Amendments are not routine. Any proposed changes will be carefully studied.
- Amendments are subject to MTC and TFWG review.

- Amendments which adversely impact another operator's project will not be included without the prior agreement of other operators to the change.
- Amendments will be acceptable only when proposed changes are within the prescribed financial constraints of the TIP.
- Emergency or urgent projects will be considered on a case-by-case basis as exceptions.

Operators proposing the change must provide relevant information to substantiate the urgency of the proposed amendment. Projects that impede delivery of other projects will be considered only if an agreement can be reached between the affected operators for deferring or eliminating the affected projects from consideration.

Following the POP Amendment for the FY2017-18 program, the program for the final two years, FY2018-19 and FY2019-20, will be reopened and project sponsors will be able to make revisions to the preliminary program that conform to TCP Process and Criteria programming policies in advance of the POP amendment for FY2018-19.

Funding Shortfalls

If final apportionments for the FTA formula programs come in lower than MTC has previously estimated, MTC staff will first redistribute programming to other urbanized areas with surplus apportionments in which the projects are eligible, and, second, negotiate with operators to constrain project costs or defer projects to a future year. If sufficient resolution is not possible, MTC will consider additional information, including project readiness, prior funding (if the project is a phased multi-year project), whether the project had been previously deferred, and the amount of federal funds that each of the concerned operators received in recent years, before making reductions to programming. As a final option for closing any shortfalls, staff may institute an across-the-board reduction in programming, proportionally allocated within each affected urbanized area.

Project Review

Each operator is expected to complete their own Federal grant application using FTA's Transit Award Management System (TrAMS). MTC staff will review grant applications and submit concurrence letters to FTA on behalf of project sponsors as needed.

Program Period

The TCP Criteria will be used to develop a program of projects for FY2016-17 through FY2019-20 FTA Formula Funds. The number of years covered by each TCP policy update is generally aligned with the years covered by the current federal authorization, and the region typically adopts multi-year programs to help operators with multi-year capital budgeting, and to help the region take a longer-term view of capital replacement needs. With the passage of the FAST Act, MTC is able to develop a four-year policy program to support multi-year capital planning. While the FAST Act is a five-year authorization (FY2016 through FY2020), the TCP Program will cover four years, as the first year of FAST was programmed under the previous TCP Program.

TCP Policy and Program Development Schedule

To the extent possible, the region will adhere to the schedule proposed in the table below in developing the FY2016-17 through FY2019-20 TCP program. If a change in the schedule is required, MTC will notify participants of the TCP program development process in a timely fashion.

TCP Policy / Programming	Start Date	Finish/Due Date
TFWG TCP Policy Discussions	March 2016	June 2016
TCP Policy to PAC/Commission	July, 2016	
Call for projects	late July, 2016	September, 2016
Preliminary TCP Program to TFWG	November, 2016	
Preliminary TCP Program to PAC/Commission	January, 2017	
Preliminary TCP Program TIP amendment to PAC/Commission	January, 2017	

B. Project Eligibility

Federal Requirements and Eligibility

Federal and State Legislation

Projects selected will conform to the requirements of the FAST Act, Clean Air Act Amendments of 1990 (CAAA), the California Clean Air Act (CCAA), and the Americans with Disabilities Act (ADA). Project sponsors shall agree to comply with federal law, including all applicable requirements of the FAST Act, CAAA, ADA, Section 504 of the Rehabilitation Act, and Title VI of the Civil Rights Act of 1964, in implementing their Projects.

Intelligent Transportation Systems (ITS) Architecture Policy

Project sponsors will be required to meet the Federal Transit Administration’s National ITS Architecture Policy as established by FTA Federal Register Notice Number 66 FR 1455 published January 8, 2001 and as incorporated by the regional architecture policy which can be accessed at: <http://mtc.ca.gov/our-work/operate-coordinate/intelligent-transportation-systems-its>.

1% Security Policy

Project sponsors are also required to meet the FTA 1% security set-aside provisions as established in the FY2004-05 Certifications and Assurances, FTA Federal Register Notice Number 69 FR 62521 published on October 26, 2004, and as it may be refined by FTA in future notifications. An updated circular (FTA Circular 9030.1E - January 16, 2014) includes additional certification requirement by designated recipients at the urbanized area level. As the designated recipient, MTC will review the grant applications for each appropriations year for compliance and certification to FTA. The security programming may not apply to all eligible operators in a UA, depending on need for security projects. Refer to the applicable FTA circulars for additional information.

Program Eligibility

Program eligibility is based on the statutory eligibility for the FTA Section 5307, 5337 and 5339 programs. Following are the program eligibility for each of the three funding programs authorized by the FAST Act. If revisions to eligibility for these programs are adopted as part of reauthorizing legislation of FTA circulars or other guidance issued by FTA, the region will consider conforming amendments to the TCP Process and Criteria.

FTA Section 5307 Urbanized Area Federally Defined Program Eligibility (Statutory Reference: 49USC5307): Capital projects; planning; job access and reverse commute projects; and operating costs of equipment and facilities for use in public transportation in urbanized areas with a population of fewer than 200,000, and, in certain circumstances, in urbanized areas with a population greater than 200,000. Eligible capital projects include—

- (A) acquiring, constructing, supervising, or inspecting equipment or a facility for use in public transportation, expenses incidental to the acquisition or construction (including designing, engineering, location surveying, mapping, and acquiring rights-of-way), payments for the capital portions of rail trackage rights agreements, transit-related intelligent transportation systems, relocation assistance, acquiring replacement housing sites, and acquiring, constructing, relocating, and rehabilitating replacement housing;
- (B) rehabilitating a bus;
- (C) remanufacturing a bus;
- (D) overhauling rail rolling stock;
- (E) preventive maintenance;
- (F) leasing equipment or a facility for use in public transportation
- (G) a joint development improvement that meet specified requirements
- (H) the introduction of new technology, through innovative and improved products, into public transportation;
- (I) the provision of nonfixed route paratransit transportation services in accordance with section 223 of the Americans with Disabilities Act of 1990 (42 U.S.C. 12143), under specified circumstances;
- (J) establishing a debt service reserve to ensure the timely payment of principal and interest on bonds issued by a grant recipient to finance an eligible project
- (K) mobility management; and
- (L) associated capital maintenance.

FTA Section 5337 State of Good Repair Federally Defined Program Eligibility (Statutory Reference: 49USC5337): Capital projects to maintain fixed guideway and high intensity motorbus public transportation systems in a state of good repair, including projects to replace and rehabilitate—

- (A) rolling stock;

- (B) track;
- (C) line equipment and structures;
- (D) signals and communications;
- (E) power equipment and substations;
- (F) passenger stations and terminals;
- (G) security equipment and systems;
- (H) maintenance facilities and equipment;
- (I) operational support equipment, including computer hardware and software;
and
- (J) development and implementation of a transit asset management plan.

The term ‘fixed guideway’ means a public transportation facility:

- (A) using and occupying a separate right-of-way for the exclusive use of public transportation;
- (B) using rail;
- (C) using a fixed catenary system;
- (D) for a passenger ferry system; or
- (E) for a bus rapid transit system.

The term ‘high intensity motorbus’ means public transportation that is provided on a facility with access for other high-occupancy vehicles.

FTA Section 5339 Bus and Bus Facilities Federally Defined Program Eligibility (Statutory Reference: 49USC5339): Capital projects—

- (1) to replace, rehabilitate, and purchase buses and related equipment; and
- (2) to construct bus-related facilities.

Regional Requirements and Eligibility

Urbanized Area Eligibility

Transit operators are required to submit annual reports to the National Transit Database. Service factors reported in large urbanized areas partially determine the amounts of FTA Section 5307, 5337 and 5339 funds generated in the region. MTC staff will work with members of the Partnership to coordinate reporting of service factors in order to maximize the amount of funds generated in the region and to determine urbanized area eligibility. An operator is eligible to claim FTA funds only in designated urbanized areas as outlined in Table 1 below. Eligibility is based on geographical operations, NTD reporting, and agreements with operators.

Table 1. Urbanized Area Eligibility

Urbanized Area	Eligible Transit Operators
San Francisco-Oakland	AC Transit, ACE, BART, Caltrain, GGBHTD, Marin County Transit District, SFMTA, SamTrans, Union City Transit, Water Emergency Transportation Authority, WestCAT
San Jose	ACE, Caltrain, VTA
Concord	ACE, BART, CCCTA, LAVTA
Antioch	BART, ECCTA
Santa Rosa	GGBHTD, Santa Rosa City Bus, Sonoma County Transit
Vallejo	Napa Vine on behalf of American Canyon, Solano County Transit
Fairfield	Fairfield-Suisun Transit
Vacaville	Vacaville Transit
Napa	Napa VINE
Livermore	ACE, LAVTA
Gilroy-Morgan Hill	Caltrain, VTA
Petaluma	GGBHTD, Petaluma Transit, Sonoma County Transit

- (i) Altamont Commuter Express (ACE) is eligible to claim funds in four of the San Francisco Bay Area’s urbanized areas according to Federal Transit Administration statute. ACE has entered into an agreement with other operators eligible to claim funds in the San Jose UA, which prevents ACE from claiming funds in that UA. Likewise, ACE has also determined that they will be reporting their Livermore area revenue miles in the Stockton UA and have elected not to seek funding from the Livermore UA. The project element that the Regional Priority Model would apportion to these two urbanized areas will be deducted from the total amount of their capital request. ACE operates on track privately owned by Union Pacific. Requests for track rehabilitation, maintenance, and or upgrades for funding in the San Francisco-Oakland and Concord UAs will be assessed for eligibility upon review of the ACE and Union Pacific agreement.
- (ii) Santa Rosa City Bus and Sonoma County will apportion Santa Rosa urbanized area funding in accordance with an updated agreement that took effect in FY2014 (58% Santa Rosa City Bus and 42% Sonoma County).
- (iii) Golden Gate Bridge and Highway Transportation District (GGBHTD) is eligible to claim funds in the Santa Rosa Urbanized Areas. However, as a result of an agreement between the operators and discussion with the TFWG, GGBHTD will not claim funds from the Santa Rosa UA at this time. However, should it become advantageous to the region for GGBHTD to report revenue miles in the Santa Rosa UA and thereby claim funds in that UA, agreements between the operators will be re-evaluated. Golden Gate is an eligible claimant for funds in the Petaluma UA, and in years where extensive capital needs in other urbanized areas in the region is high; Golden Gate’s projects could be funded in the Petaluma UA.

- (iv) Funding agreements between operators in the San Jose and Gilroy-Morgan Hill UAs are subject to the conditions outlined in the Caltrain Joint Powers Board Agreement and any agreements negotiated between the Board and MTC.
- (v) MTC staff will review the Comprehensive Agreement between the Santa Clara Valley Transportation Authority (VTA) and the San Francisco Bay Area Rapid Transit District (BART) in connection with the proposed Santa Clara County BART Extension and any related agreements (Comprehensive Agreement) with VTA and BART staff, and will recommend to the Commission how to incorporate these understandings into the TCP policy elements of the Comprehensive Agreement pertaining to urbanized area eligibility and programming for replacement and rehabilitation of capital assets associated with Santa Clara County BART extensions.

Eligibility for New Operators

New operators will be required to meet the following criteria before becoming eligible for TCP funding:

- The operator provides public transit services in the San Francisco Bay Area that are compatible with the region's Regional Transportation Plan.
- The operator is an FTA grantee.
- The operator has filed NTD reports for at least two years prior to the first year of programming, e.g., has filed an NTD report for 2015 services and intends to file a report for 2016 to be eligible for FY 2016-17 TCP funding.
- The operator has executed a Cooperative Planning Agreement with MTC.
- The operator has submitted a current SRTP or other board-approved capital plan to MTC.

Screening Criteria

A project must conform to the following threshold requirements before the project can be scored and ranked in the TCP Program's project list. Screening criteria envelops three basic areas. The following subheadings are used to group the screening criteria.

- Consistency Requirements;
- Financial Requirements;
- Project Specific Requirements;

Consistency Requirements: The proposed project must be consistent with the currently adopted Regional Transportation Plan (RTP). Smaller projects must be consistent with the policy direction of the RTP, as the RTP does not go into a sufficient level of detail to specifically list them.

The proposed project must be consistent with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866.

Projects near or crossing county boundaries must be consistent/complementary with the facility (or proposed facility) in the adjacent county.

Projects must be included in an operator's Short Range Transit Plan or other board-approved capital plan, or in an adopted local or regional plan (such as Congestion Management Programs, Countywide transportation plans pursuant to AB3705, the Seaport and Airport Plans, the State Implementation Plan, the Ozone Attainment Plan, the Regional Transportation Plan, and local General Plans). Also, after FTA publishes and adopts the final Transit Asset Management (TAM) rule, requests for replacement/rehabilitation of assets should be consistent with TAM plans required by the final TAM rule.

Financial Requirements: The proposed project has reasonable cost estimates, is supported by an adequate financial plan with all sources of funding identified and a logical cash flow, and has sensible phasing. Transit operators must demonstrate financial capacity, to be documented in the adopted TIP, as required by the FTA. All facilities that require an ongoing operating budget to be useful must demonstrate that such financial capacity exists.

Project Specific Requirements: All projects must be well defined. There must be clear project limits, intended scope of work, and project concept. Planning projects to further define longer range federally eligible projects are acceptable. Examples of projects include:

- Replacement/rehab of one revenue vehicle sub-fleet or ferry vessel; a sub-fleet is defined as the same bus size, manufacturer, and year; or any portion of a train set that reaches the end of its useful life at a common time.
- Train control or traction power replacement/rehab needs for a given year.
- Fixed guideway replacement/rehab needs for a given year (e.g., track replacement and related fixed guideway costs, ferry fixed guideway connectors).

All projects must be well justified, and have a clear need directly addressed by the project. All assets that would be replaced or rehabilitated must be included in the Regional Transit Capital Inventory (RTCI), a database of all transit capital assets in the region. Vehicle replacement projects, in particular, must identify the specific vehicles being replaced as listed in the RTCI.

A proposed project includes an implementation plan that adequately provides for any necessary clearances and approvals. The proposed project must be advanced to a state of readiness for implementation in the year indicated. For this requirement, a project is considered to be ready if grants for the project can be obligated within one year of the award date; or in the case of larger construction projects, obligated according to an accepted implementation schedule.

Asset Useful Life

To be eligible for replacement or rehabilitation, assets must meet the following age requirements in the year of programming:

Table 2. Useful Life of Assets

Heavy-Duty Buses, other than Over-the-Road-Coaches*	12 years (or 500,000 miles in service)
Over-the-Road-Coaches*	14 years (or 500,000 miles in service)
Medium-Duty Buses*	10 years (or 500,000 miles in service)
* (or an additional 5 years for buses rehabilitated with TCP funding)	
Van ¹	4, 5, or 7 years, depending on type
Light Rail Vehicle (LRV)	25 years
Electric Trolleybus	15 years
Heavy Railcar ²	25 years
(or an additional 20 years for railcars rehabilitated with TCP funding)	
Locomotive	25 years
(or an additional 20 years for locomotives rehabilitated with TCP funding)	
Heavy/Steel Hull Ferries	30 years
(or an additional 20 years for ferries rehabilitated with TCP funding)	
Lightweight/Aluminum Hull Ferries ³	25 years
Used Vehicles ⁴	Varies by type
Tools and Equipment	10 years
Service Vehicle	7 years
Non-Revenue Vehicle	7 years
Track	Varies by track type
Overhead Contact System/ ³ rd Rail	Varies by type of OCS/ ³ rd rail
Facility	Varies by facility and component replaced

Notes:

- 1) A paratransit van is a specialized van used in paratransit service only such as service for the elderly and handicapped. Three general categories of vans are acceptable in Transit Capital Priorities: Minivans, Standard Conversion Vans, and Small Medium-Duty Coaches. The age requirements for each type are 4, 5, and 7 years respectively.
- 2) *Includes Caltrain and ACE commuter rail and BART urban rail cars.*
- 3) *Lightweight ferries will not generally last beyond a 25-year useful life. Propulsion and major component elements of lightweight ferries can be replaced in TCP without extending the useful life beyond its anticipated useful life of 25 years.*
- 4) *Used vehicles are eligible to receive a proportionate level of funding based on the type of vehicle and number of years of additional service. (See “used vehicle replacement” Section IV, Definition of Project Categories).*

Early Replacement Programming Requests

Requests to program vehicle replacement funds one or two years prior to the first eligible year in order to advance procurements or to replace vehicles with higher than normal maintenance costs will be considered if the proposal has minimal impacts on other operators and can be accommodated within the region’s fiscal constraints.

Exceptions for replacement of assets prior to the end of their useful life may be considered only if an operator has secured FTA approval for early retirement, which must occur before the annual apportionment has been released.

Compensation for Deferred Replacement (Bus Replacement beyond Minimum Useful Life)

Operators that voluntarily replace buses or vans beyond the minimum federally eligible useful life specified in Table 2 will be eligible for either of two financial compensations:

Option 1. Operators receive all of the savings, but need to apply the savings to capital replacement and rehab projects (Score 10-16).

Option 2. Operators receive half of the savings to the region created by later replacement of vehicles, which may be programmed to lower scoring eligible projects.

Savings to the region are calculated based on the pricelist cost and minimum useful life of the vehicle type. For example, if replacement of a bus with a 12-year useful life and a \$600,000 replacement cost (federal share) is deferred for two years, the savings to the region would be $2/12 \times \$600,000 = \$100,000$. Under Option 1, the operator would receive \$100,000 for eligible Score 10-16 capital projects. Under Option 2, the operator would receive \$50,000, which could be programmed for any eligible project. The region would retain the other \$50,000 in savings to be programmed to other needs in accordance with the TCP policy. Operators may choose between Option 1 and Option 2.

For operators that are proposing to take advantage of the bus replacement compensation, the vehicles being replaced must be older than the age requirements listed above. It is the operator's responsibility to ensure that vehicle replacement requests beyond the minimum useful life maintain a state of good repair for the assets. Requests to activate this policy option should be noted when transmitting project applications to MTC.

Project Funding Caps

In order to prevent committing a significant portion of the programming to an operator in any one year, the following annual funding ceilings for projects are established:

Revenue vehicle replacement projects cannot exceed \$20 million for buses or \$30 million for rail car or ferry vessel replacement and rehabilitation projects, in the aggregate, for all funding programs. If the cost of the vehicle procurement exceeds the annual cap, the difference will be programmed in subsequent years subject to availability of funds.

Fixed guideway replacement and rehabilitation projects in the aggregate cannot exceed the amounts specified for each fixed guideway (FG) operator in Table 3. The total amount of the caps is \$120 million (3% escalation) based on the updated CIP projections. Each operator's cap is based on its share of the updated fixed guideway need projections included in the adopted Plan Bay Area 2040 RTP, with a floor applied so that no operator's cap is reduced by more than 5% from their prior cap.

When developing the proposed TCP programs for FY2016-17 through FY2019-20, the fixed guideway caps may be increased or decreased proportionally, depending on the aggregate demand for Score 16 projects compared to projected revenues. Operators have

the option of submitting contingent fixed guideway programming requests equal to 20% of the operator’s cap, in addition to requests for programming the cap amount. The contingent requests will be programmed if the program’s fiscal balance allows the region to increase the caps.

Additionally, in an attempt to better align FG needs and FG cap programming, in the call for projects for this program, operators may request more than their annual cap in a particular year if the increase is offset by a lower request in another year (i.e. as long as the total requested for FG projects over the four-year program does not exceed the annual cap times four). When developing the program, staff will attempt to program FG caps as requested. However, in order to balance needs across operators within each UA, programming may be adjusted to match available funds and project needs.

Table 3. Fixed Guideway Caps

FG Operator	Project Category	Fixed Guideway Cap
ACE	All Eligible FG Categories	\$1,490,000
BART	All Eligible FG Categories	50,211,000
Caltrain	All Eligible FG Categories	14,393,000
GGBHTD	All Eligible FG Categories	5,108,000
SFMTA	All Eligible FG Categories	34,026,000
VTA	All Eligible FG Categories	8,529,000
WETA	All Eligible FG Categories	6,642,000

The cap amount may be programmed to any projects that are eligible for FTA Section 5337 funding and that fall into one of the following categories:

- Track/Guideway Replacement/Rehabilitation
- Traction Power Systems Replacement/Rehabilitation
- Train Control/Signaling Replacement/Rehabilitation
- Dredging
- Ferry Fixed Guideway Connectors Replacement/Rehabilitation
- Ferry Major Component Replacement/Rehabilitation
- Ferry Propulsion Replacement/Rehabilitation
- Cable Car Infrastructure Replacement/Rehabilitation
- Wayside or Onboard Fare Collection Equipment Replacement/Rehabilitation for Fixed Guideway vehicles

Programming for all projects that fall within these categories must be within the operator’s cap amount with the exception of fixed guideway infrastructure projects included in the CCCGP program of projects. Such projects may be funded with a combination of fixed guideway cap funds and additional TCP funds above the operator’s fixed guideway cap.

Operators may request a one-year waiver to use fixed guideway cap funds for other capital needs that are not included in one of the eligible project categories listed above if the operator can demonstrate that the other capital needs can be addressed by the one-year waiver, or that the use of fixed guideway cap funds is part of a multi-year plan to address the other capital needs. The operator must also demonstrate that the waiver will have minimal impact on the operator's ability to meet its fixed guideway capital needs.

Other replacement projects cannot exceed \$5 million. This cap applies to non-vehicle and non-fixed guideway Score 16 projects, including communications systems, bus fare collection equipment (fixed guideway wayside fare collection equipment is covered under the fixed guideway caps), and bus emission reduction devices; and lower scoring replacement projects. Vehicle rehabilitation projects that are treated as Score 16 because the life of the asset is being extended (see Asset Useful Life above) are also subject to this cap. Exceptions to this cap include those projects included in the CCCGP. Replacement of Clipper® fare collection equipment that is centralized under MTC will be treated as a separate project for each operator whose Clipper® equipment is being replaced, including MTC for the replacement of back-end equipment and systems, for the purposes of applying this project funding cap. If project costs exceed the cap, the difference will not automatically be programmed in subsequent years; the region will assess its ability to program additional funding year-by-year based on projected revenues and demand for other Score 16 needs.

Expansion or enhancement projects cannot exceed \$3.75 million.

Vanpool Support Program programming cannot exceed the amount of apportionments per UA generated by vanpool reporting to the NTD.

As part of the development of the program, project caps may be increased or decreased on an annual basis in order to better match programming to available revenues, subject to negotiation and agreement among operators and MTC.

Exceptions to these annual funding ceilings will be considered by MTC and the TFWG on a case-by-case basis after evaluating programming requested through the call for projects, and the region's estimated fiscal resources. For large rehabilitation programs, MTC may conduct negotiations with the appropriate sponsor to discuss financing options and programming commitments.

Bus-Van Pricelist

Requests for funding for buses and vans cannot exceed the prices in the Regional Bus-Van Pricelist for each year of the TCP program as shown in Tables 4 through 7. If an operator elects to replace vehicles with vehicles of a different fuel type, the price listed for the new fuel type vehicle applies, e.g., if an operator is replacing diesel buses with diesel-electric hybrid buses, the operator may request funds up to the amount listed for hybrid buses.

The pricelist is based on a survey of prices paid by operators in the Bay Area, and was initially developed for the FY2014-15 program. Since FY2014-15, the prices have been

escalated using the Producer Price Index (PPI) for buses. This escalation rate is noted in the tables. After FY2017-18, the pricelists for FY2018-19 and FY2019-20 may be revised using more current PPI data and other information.

Note that the bus prices do not include allowances for radios and fareboxes; they will be considered a separate project under the TCP policy. The price of electronic fareboxes varies approximately between \$10,000 and \$14,000 whereas the price of radios varies from \$1,000 to \$5,000. Requests for funding radios and fareboxes should be within the price range mentioned above. Requests above these ranges will require additional justification. Fareboxes for/on fixed guideway vehicles will be funded out of the operators' fixed guideway cap amounts (see Table 3). Operators are expected to include Clipper® wiring and brackets in all new buses, so the buses are Clipper®-ready without requiring additional expenses.

Compensation for Cost Effective Bus Purchases

Under this element of the TCP policy, operators that request less than the full pricelist amount for vehicle replacements would be eligible for either of two financial compensations:

Option 1* Operators receive all of the savings, but need to apply the savings to capital replacement and rehab projects (Score 10-16).

Option 2* Operators receive half of the savings to the region created by cost effective vehicle purchases, which may be programmed to lower scoring (below score 10) eligible projects, including preventive maintenance.

The intent of this policy element is to ensure that the region's limited funds can cover more of the region's capital needs while targeting funding to the vehicles most in need of replacement.

*If the amount of federal apportionments received does not allow us to fully program all Score 16 projects, MTC reserves the right to reduce the percentage of savings that would go back to the operator.

Zero-Emission Buses

With zero-emission buses (ZEBs) just starting to be commercially available, there is little history to use for developing pricelist amounts, and while increasing sales of ZEBs is expected to lead to lower prices, the rate of price decline is difficult to predict.

Therefore, the projected prices for ZEBs will be developed by the operator based on the best available information, and a justification for the projected price will be submitted together with the operator's TCP programming request. If the justification does not adequately support the projected price, the programmed amount will be subject to negotiation between MTC staff and the operator.

The programmed amount for ZEBs will be 82% of the projected price (or negotiated price), except as noted below. If an operator requests funds for ZEBs through the TCP

Process and Criteria, the operator will agree to make a good faith effort to obtain other non-TCP funds, such as FTA Lo-No funds, FTA Section 5339 Discretionary Program funds, CARB Heavy Duty Zero Emission Pilot Project funds, California Energy Commission funds, county sales tax funds, or other local funds for at least the difference between the projected price for ZEBs and the TCP Process and Criteria pricelist price for a comparable diesel-electric hybrid bus. If the operator is successful in securing non-TCP funds, the TCP request for ZEBs will be reduced by the amount of non-TCP funds secured.

Table 4: Regional Bus-Van Pricelist, FY2016-17

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	\$52,000	\$42,640	\$9,360	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	\$89,000	\$72,980	\$16,020	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	\$109,000	\$89,380	\$19,620	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	\$123,000	\$100,860	\$22,140	82%	18%
Cut-Away/Van, 7-Year, Gas	\$123,000	\$100,860	\$22,140	82%	18%
Cut-Away/Van, 7-Year, Diesel	\$152,000	\$124,640	\$27,360	82%	18%
Cut-Away/Van, 7-Year, CNG	\$172,000	\$141,040	\$30,960	82%	18%
Transit Bus 30' Diesel	\$478,000	\$391,960	\$86,040	82%	18%
Transit Bus 30' CNG	\$529,000	\$433,780	\$95,220	82%	18%
Transit Bus 30' Hybrid	\$735,000	\$602,700	\$132,300	82%	18%
Transit Bus 35' Diesel	\$493,000	\$404,260	\$88,740	82%	18%
Transit Bus 35' CNG	\$544,000	\$446,080	\$97,920	82%	18%
Transit Bus 35' Hybrid	\$735,000	\$602,700	\$132,300	82%	18%
Transit Bus 40' Diesel	\$537,000	\$440,340	\$96,660	82%	18%
Transit Bus 40' CNG	\$621,000	\$509,220	\$111,780	82%	18%
Transit Bus 40' Hybrid	\$780,000	\$639,600	\$140,400	82%	18%
Over the Road 45' Diesel	\$625,000	\$512,500	\$112,500	82%	18%
Articulated 60' Diesel	\$872,000	\$715,040	\$156,960	82%	18%
Articulated 60' Hybrid	\$1,068,000	\$875,760	\$192,240	82%	18%

Notes:

Prices escalated 1.23% annually over FY2015-16, rounded to the nearest \$1,000.

For buses with dual-side doors, add \$50,000 to Total (\$41,000 Federal, \$9,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Table 5: Regional Bus-Van Pricelist, FY2017-18

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	\$53,000	\$43,460	\$9,540	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	\$90,000	\$72,800	\$16,200	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	\$110,000	\$90,200	\$19,800	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	\$125,000	\$102,500	\$22,500	82%	18%
Cut-Away/Van, 7-Year, Gas	\$125,000	\$102,500	\$22,500	82%	18%
Cut-Away/Van, 7-Year, Diesel	\$154,000	\$126,280	\$27,720	82%	18%
Cut-Away/Van, 7-Year, CNG	\$174,000	\$142,680	\$31,320	82%	18%
Transit Bus 30' Diesel	\$484,000	\$396,880	\$87,120	82%	18%
Transit Bus 30' CNG	\$536,000	\$439,520	\$96,480	82%	18%
Transit Bus 30' Hybrid	\$744,000	\$610,080	\$133,920	82%	18%
Transit Bus 35' Diesel	\$499,000	\$409,180	\$89,820	82%	18%
Transit Bus 35' CNG	\$551,000	\$451,820	\$99,180	82%	18%
Transit Bus 35' Hybrid	\$744,000	\$610,080	\$133,920	82%	18%
Transit Bus 40' Diesel	\$544,000	\$446,080	\$97,920	82%	18%
Transit Bus 40' CNG	\$629,000	\$515,780	\$113,220	82%	18%
Transit Bus 40' Hybrid	\$790,000	\$647,800	\$142,200	82%	18%
Over the Road 45' Diesel	\$633,000	\$519,060	\$113,940	82%	18%
Articulated 60' Diesel	\$883,000	\$724,060	\$158,940	82%	18%
Articulated 60' Hybrid	\$1,081,000	\$886,420	\$194,580	82%	18%

Notes:

Prices escalated 1.23% annually over FY2016-17 prices, rounded to the nearest \$1,000.

For buses with dual-side doors, add \$50,000 to Total (\$40,000 Federal, \$10,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Table 6: Regional Bus-Van Pricelist, FY2018-19

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	\$ 54,000	\$ 44,280	\$ 9,720	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	\$ 91,000	\$ 74,620	\$ 16,380	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	\$ 111,000	\$ 91,020	\$ 19,980	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	\$ 127,000	\$ 104,140	\$ 22,860	82%	18%
Cut-Away/Van, 7-Year, Gas	\$ 127,000	\$ 104,140	\$ 22,860	82%	18%
Cut-Away/Van, 7-Year, Diesel	\$ 156,000	\$ 127,920	\$ 28,080	82%	18%
Cut-Away/Van, 7-Year, CNG	\$ 176,000	\$ 144,320	\$ 31,680	82%	18%
Transit Bus 30' Diesel	\$ 490,000	\$ 401,800	\$ 88,200	82%	18%
Transit Bus 30' CNG	\$ 543,000	\$ 445,260	\$ 97,740	82%	18%
Transit Bus 30' Hybrid	\$ 753,000	\$ 617,460	\$ 135,540	82%	18%
Transit Bus 35' Diesel	\$ 505,000	\$ 414,100	\$ 90,900	82%	18%
Transit Bus 35' CNG	\$ 558,000	\$ 457,560	\$ 100,440	82%	18%
Transit Bus 35' Hybrid	\$ 753,000	\$ 617,460	\$ 135,540	82%	18%
Transit Bus 40' Diesel	\$ 551,000	\$ 451,820	\$ 99,180	82%	18%
Transit Bus 40' CNG	\$ 637,000	\$ 522,340	\$ 114,660	82%	18%
Transit Bus 40' Hybrid	\$ 800,000	\$ 656,000	\$ 144,000	82%	18%
Over-the-Road 45' Diesel	\$ 641,000	\$ 525,620	\$ 115,380	82%	18%
Articulated 60' Diesel	\$ 894,000	\$ 733,080	\$ 160,920	82%	18%
Articulated 60' Hybrid	\$ 1,094,000	\$ 897,080	\$ 196,920	82%	18%

Notes:

Prices escalated 1.23% annually over FY2017-18 prices, rounded to the nearest \$1,000.

For buses with dual-side doors, add \$50,000 to Total (\$41,000 Federal, \$9,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Table 7: Regional Bus-Van Pricelist, FY2019-20

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	\$ 55,000	\$ 45,100	\$ 9,900	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	\$ 92,000	\$ 75,440	\$ 16,560	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	\$ 112,000	\$ 91,840	\$ 20,160	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	\$ 129,000	\$ 105,780	\$ 23,220	82%	18%
Cut-Away/Van, 7-Year, Gas	\$ 129,000	\$ 105,780	\$ 23,220	82%	18%
Cut-Away/Van, 7-Year, Diesel	\$ 158,000	\$ 129,560	\$ 28,440	82%	18%
Cut-Away/Van, 7-Year, CNG	\$ 178,000	\$ 145,960	\$ 32,040	82%	18%
Transit Bus 30' Diesel	\$ 496,000	\$ 406,720	\$ 89,280	82%	18%
Transit Bus 30' CNG	\$ 550,000	\$ 451,000	\$ 99,000	82%	18%
Transit Bus 30' Hybrid	\$ 762,000	\$ 624,840	\$ 137,160	82%	18%
Transit Bus 35' Diesel	\$ 511,000	\$ 419,020	\$ 91,980	82%	18%
Transit Bus 35' CNG	\$ 565,000	\$ 463,300	\$ 101,700	82%	18%
Transit Bus 35' Hybrid	\$ 762,000	\$ 624,840	\$ 137,160	82%	18%
Transit Bus 40' Diesel	\$ 558,000	\$ 457,560	\$ 100,440	82%	18%
Transit Bus 40' CNG	\$ 645,000	\$ 528,900	\$ 116,100	82%	18%
Transit Bus 40' Hybrid	\$ 810,000	\$ 664,200	\$ 145,800	82%	18%
Over-the-Road 45' Diesel	\$ 649,000	\$ 532,180	\$ 116,820	82%	18%
Articulated 60' Diesel	\$ 905,000	\$ 742,100	\$ 162,900	82%	18%
Articulated 60' Hybrid	\$ 1,107,000	\$ 907,740	\$ 199,260	82%	18%

Notes:

Prices escalated 1.23% annually over FY2018-19 prices, rounded to the nearest \$1,000.

For buses with dual-side doors, add \$50,000 to Total (\$41,000 Federal, \$9,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Project Definition and Scoring

Project Scoring

All projects submitted to MTC for TCP programming consideration that have passed the screening process will be assigned scores by project category as indicated in Table 6.

Table 6. Project Scores

Project Category/Description	Project Score
Debt Service	17
Debt service – repayment of financing issued against future FTA revenues. Debt service, including principal and interest payments, for any financing required to advance future FTA or STP revenues to fund annual TCP or CCCGP programs of projects will be treated as score 17.	
Revenue Vehicle Replacement	16
Vehicle Replacement - replacement of a revenue vehicle at the end of its useful life (see Asset Useful Life above). Vehicles previously purchased with revenue sources other than federal funds are eligible for FTA formula funding as long as vehicles meet the replacement age. Vehicles are to be replaced with vehicles of similar size (up to 5’ size differential) and seating capacity, e.g., a 40-foot coach replaced with a 40-foot coach and not an articulated vehicle. If an operator is electing to purchase smaller or larger buses (above or below a 5’ size differential), or do a sub-fleet reconfiguration, the replacement sub-fleet will have a comparable number of seats as the vehicles being replaced. Paratransit vehicles can be replaced with the next larger vehicle providing the existing vehicle is operated for the useful life period of the vehicle that it is being upgraded to. Any other significant upgrade in size will be considered as vehicle expansion and not vehicle replacement. For urgent replacements not the result of deferred maintenance and replacement of assets 20% older than the usual replacement cycle (e.g., 12 or 16 years for buses depending on type of bus), a project may receive an additional point.	
Revenue Vehicle Rehabilitation	16
Vehicle Rehabilitation - major maintenance, designed to extend the useful life of a revenue vehicle (+5 years for buses, +20 years for railcars, +20 years for locomotives, +20 years for heavy hull ferries). Rehabilitation of historic railcars, which have, by definition, extended useful lives, is included in this category.	
Core Capacity Challenge Grant Program Projects	16
Projects proposed for TCP funding in the CCCGP (MTC Resolution No. 4123) that are not otherwise Score 16.	
Used Vehicle Replacement	16
Used Vehicle Replacement - replacement of a vehicle purchased used (applicable to buses, ferries, and rail cars) is eligible for federal, state, and local funding that MTC administers. Funds in this category include FTA Section 5307, STP, CMAQ, STIP, and Net Toll Revenues. However, funding for replacement of the used vehicle will be limited to a proportionate share of the total project cost, equal to the number of years the used vehicle is operated beyond its standard useful life divided by its standard useful life (e.g., if a transit property retained and operated a used transit bus for 5 years, it is eligible to receive 5/12 th of the allowable programming for the project).	

Fixed Guideway Replacement / Rehabilitation	16
Rehabilitation/Replacement Fixed Guideway - projects replacing or rehabilitating fixed guideway equipment at the end of its useful life, including rail, guideway, bridges, traction power systems, wayside train control systems, overhead wires, cable car infrastructure, and computer/communications systems with a primary purpose of communicating with or controlling fixed guideway equipment. Projects in this category are subject to fixed guideway project caps.	
Ferry Propulsion Systems	16
Ferry Propulsion Replacement—projects defined as the mid-life replacement and rehabilitation of ferry propulsion systems in order that vessels are able to reach their 25-year useful life. Projects in this category are subject to fixed guideway project caps.	
Ferry Major Component	16
Ferry Major Components—projects associated with propulsion system, inspection, and navigational equipment required to reach the full economic life of a ferry vessel. Projects in this category are subject to fixed guideway project caps.	
Ferry Fixed Guideway Connectors	16
Ferry Fixed Guideway Connectors—floats, gangways, and ramps associated with the safe moorage and boarding of passengers to/from ferry vessels. Projects in this category are subject to fixed guideway project caps.	
Revenue Vehicle Communication Equipment	16
Communication Equipment – Includes on-board radios, radio base stations, and computer/communications systems with a primary purpose of communicating with and/or location/navigation of revenue vehicles, such as GPS/AVL systems.	
Non-Clipper® Fare Collection/Fareboxes	16
Revenue vehicle and wayside fare equipment are eligible for replacement as score 16. The maximum programming allowance for revenue vehicle fare equipment purchased separately from revenue vehicles is outlined in Section III, Project Funding Caps, providing the fare equipment is not replaced prior to the 12-year replacement cycle for buses. Fare equipment must be compatible with the Clipper® fare collection system.	
Clipper®	16
Clipper® - replacement of Clipper® fare collection equipment and systems.	
Bus Diesel Emission Reduction Devices	16
Bus diesel emission reduction devices or device components required to meet or exceed California Air Resources Board requirements, including first-time retrofits, upgrades, replacements and spares. Devices or components must be installed on buses that will remain in service for at least five (5) years following year programming in order to be treated as Score 16. Only spares up to 10% of the operator’s current device inventory will be treated as Score 16. Bus diesel emission device projects treated as Score 16 require a 50% local match. Devices or components installed on buses scheduled to be replaced within five (5) years of programming, and spares in excess of 10% of the operator’s inventory, will be treated as Preventive Maintenance (Score 9). See Section V. Programming Policies, Bus Diesel Emission Reduction Device Funding Program.	

Vanpool Support Program	16
Turnkey vanpool services contracted by MTC. This program will have eligibility beginning FY2019-20, and is subject to funding cap at levels no greater than the projected apportionments generated by vanpool reporting in the urbanized area.	
Safety	15
Safety/Security - projects addressing potential threats to life and/or property. The project may be maintenance of existing equipment or new safety capital investments. Includes computer/communications systems with a primary purpose of communicating with/controlling safety systems, including ventilation fans, fire suppression, fire alarm, intruder detection, CCTV cameras, and emergency “blue light” phones. Adequate justification that the proposed project will address safety and/or security issues must be provided. The TFWG will be provided an opportunity to review proposed projects before a project is programmed funds in a final program. Projects that contribute to a 1% security requirement will be considered Score 16.	
ADA/Non Vehicle Access Improvement	14
ADA - capital projects needed for <i>ADA compliance</i> . Does not cover routine replacement of ADA-related capital items. Project sponsor must provide detailed justification that the project is proposed to comply with ADA. Subject to TFWG review.	
Fixed/Heavy Equipment, Maintenance/Operating Facilities	13
Fixed/Heavy equipment and Operations/Maintenance facility - replacement/rehabilitation of major maintenance equipment, generally with a unit value over \$10,000; replacement/rehabilitation of facilities on a schedule based upon the useful life of the components.	
Station/Intermodal Stations/Parking Rehabilitation	12
Stations/Intermodal Centers/Patron Parking Replacement/Rehab - replacement/rehabilitation of passenger facilities. Includes computer/communications systems with a primary purpose of communicating with/controlling escalators or elevators, and public address or platform display systems at stations or platforms.	
Service Vehicles	11
Service Vehicles - replacement/rehabilitation of non-revenue and service vehicles based on useful life schedules.	
Tools and Equipment	10
Tools and Equipment - maintenance tools and equipment, generally with a unit value below \$10,000.	
Administrative Computer Systems and Office Equipment	9
Office Equipment - computers, copiers, fax machines, etc. Includes administrative - MIS, financial, HR, scheduling, transit asset management, and maintenance management systems.	
Preventive Maintenance	9
Preventive Maintenance - ongoing maintenance expenses (including labor and capital costs) of revenue and non-revenue vehicles that do not extend the life of the vehicle. This includes mid-life change-out of tires, tubes, engines and transmissions that do not extend the life of the vehicle beyond the twelve years life cycle. Preventive Maintenance may be treated as Score 16 under certain circumstances; see Section V. Programming Policies, Preventive Maintenance Funding.	

Operational Improvements/Enhancements	8
Operational Improvement/Enhancements - any project proposed to improve and/or enhance the efficiency of a transit facility.	
Operations	8
Operations—costs associated with transit operations such as the ongoing maintenance of transit vehicles including the cost of salaries. See Section V, Limited Use of FTA Funds for Operating Purposes.	
Expansion	8
Expansion - any project needed to support expanded service levels.	

C. Programming Policies

Project Apportionment Model for Eligible Urbanized Areas

There are four elements that need to be considered to determine operators' urbanized area apportionment: multi-county agreements, high-scoring capital needs, the 10% ADA set-aside amounts, the Lifeline set-aside amounts, and the Unanticipated Costs Reserve. The Regional Priority Model, as explained in paragraph (a), establishes funding priority for apportioning high-scoring capital projects to eligible urbanized areas. Funding may be limited by multi-county agreements as explained in paragraph (b) below. Eligible programming revenues are net of the 10% ADA set-aside discussed in paragraph (c) below, and the Vehicle Procurement Reserve, if any, described at the end of this section.

- a) *Regional Priority Programming Model:* The 2000 Census changes to the region's urbanized areas made numerous operators eligible to claim funds in more than one urbanized area. This has necessitated a procedure for apportioning projects to eligible urbanized areas. The *Regional Priority Model*, as described below, was fashioned to prioritize funds for the replacement of the region's transit capital plant, while minimizing the impact of the 2000 Census boundary changes. The 2010 Census did not result in any major changes to the region's urbanized areas.

The model assumes a regional programming perspective and constrains regional capital demand to the amount of funds available to the region, prior to apportioning projects to urbanized areas. It then apportions projects to urbanized areas in the following order:

- i. Funds are apportioned first for operators that are the exclusive claimant in a single UA (e.g., LAVTA, Fairfield, etc.)
 - ii. Fund projects for operators that are restricted to receiving funds in one urbanized area (e.g., SFMTA, AC, WestCAT, CCCTA, etc.)
 - iii. Fund balance of operator projects among multiple urbanized areas, as eligibility allows, with the objective of fully funding as many high scoring projects as possible.
 - iv. Reduce capital projects proportionately in urbanized areas where need exceeds funds available.
 - v. Fund lower scoring projects (additional programming flexibility) to operators in urbanized areas where apportionments exceed project need.
- b) *Multi-County Agreements:* For some operators, urbanized area (UA) apportionments are guided by multi-county agreements. Aside from the acknowledged agreements, funds are apportioned based on the regional priority model.

There are three specific agreements that are being honored under the negotiated multi-county agreement model: the Caltrain Joint Powers Board Agreement, the

Altamont Commuter Express (ACE) Cooperative Services Agreement and the Sonoma County-Santa Rosa City Bus Agreement.

Consideration for future agreements will include representation from each interested county, interested transit property, or an appointed designee, and be approved by all operators in the affected UA and MTC.

- c) *10% ADA Paratransit Service Set-Aside*: The FAST Act caps the share of each urbanized area's Section 5307 apportionment that can be programmed for ADA paratransit service operating costs at 10%. An amount equal to 10% of each participating urbanized area's FTA Section 5307 apportionment will be set-aside to assist operators in defraying ADA paratransit operating expenses. The purpose of this set-aside is to ensure that in any one year, a transit operator can use these funds to provide ADA service levels necessary to maintain compliance with the federal law, without impacting existing levels of fixed route service. ADA set-aside programmed to small UA operators will not impact eligible programming amounts in large UAs.

The formula for distributing the 10% ADA operating set-aside among the eligible operators in each UA is based on the following factors:

- (i) Annual Demand Response (DR) Operating Expenses (40%),
- (ii) Annual Demand Response (DR) Ridership (40%), and
- (iii) Annual Overall Ridership (20%).

Table 7 shows the percentages by operator and urbanized area for FY 2016-17 and FY2017-18 (Data Source: NTD, Year: 2014). The table will be used for the preliminary program for FY2018-19 and FY2019-20, and will be revised based on updated NTD data after FY2017-18.

Table 7: ADA Set-aside Amounts by Urbanized Area and Operator

New Formula – ADA Set-Aside Percentages by Urbanized Area and Operator

Operator	San Francisco-Oakland	San Jose	Concord	Antioch	Vallejo	Livermore	Gilroy-MH	Petaluma
AC Transit	31.3%							
ACE	0.1%		1.8%					
BART	13.1%		32.6%	13.3%				
Caltrain	0.3%	3.7%						
CCCTA			56.8%					
Fairfield-Suisun Transit	Not Applicable							
GGBHTD ⁴	0.5%							
LAVTA			8.8%			100.0%		
Marin County Transit ⁴	0.7%							
Napa VINE					17.9%			
Petaluma Transit								77.9%
SamTrans	14.4%							
SFMTA	36.4%							
SolTrans					82.1%			
Sonoma City Transit	Not Applicable							
SR City Bus	Not Applicable							
Tri-Delta				86.7%				
Union City	1.1%							
Vacaville	Not Applicable							
VTA		96.3%					100.0%	
WestCat	2.1%							
WETA	0.1%							
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Notes:

- 1) Updated with 2014 NTD reporting
- 2) Urbanized Areas not shown are not participating in 10% ADA set-aside policy.
- 2) Formula based on three factors weighted as shown: a) Operator's Annual Demand Response Expenses (40%); b) Operators Demand Response Ridership (40%); and c) Operator's Annual Overall Ridership (20%)
- 3) To calculate funding amounts, multiply 10% of related urbanized area revenue estimate against percentages shown for operators in that urbanized area.
- 4) GGBHTD share split with Marin County Transit per agreement between the two operators. 40/60 split.
- 5) If operator was eligible for funds in multiple UA's, we used GIS spatial analysis to calculate percentage of operator's share (based on no. of stops) in each UA.

An operator may use its share of the FTA Section 5307 set-aside for other Score 16 projects if the operator can certify that:

- Their ADA paratransit operating costs are fully funded in its proposed annual budget;
- For jointly-funded paratransit services, operators' FTA Section 5307 ADA set-aside shares have been jointly considered in making decisions on ADA service levels and revenues.

If MTC is satisfied with the operator's certification, the operator may re-program its set-aside for any Score 16 project(s), including those projects funded under FG caps. To ensure that the Section 5307 10% set-aside funding is duly considered for annual ADA paratransit needs, there will be no multi-year programming of the 10% ADA set-aside to capital-only purposes.

- d) *Lifeline Set-Aside*: MAP-21 eliminated the Job Access and Reverse Commute (JARC) program (Section 5316) and combined JARC functions and funding with the Urbanized Area Formula (Section 5307) and the Non-urbanized Area Formula (Section 5311) programs. JARC projects were made eligible for 5307 funding, and 3.07% of 5307 appropriations are apportioned by the JARC low-income formula. However, there are no minimum or maximum amounts that can be programmed for JARC projects.

The region has historically used JARC funds apportioned to large urbanized areas to support the Lifeline program. In recognition of the changes to the JARC program and the continued need for funding for the Lifeline program:

- The first priority for 5307 funds apportioned by the JARC formula is the Lifeline program;
- In the FY2016-17 through FY2019-20 Section 5307 programs, funds will be set aside for the Lifeline program based on an analysis of the amount of apportionments in each UA that is apportioned by the low-income formula;
- Section 5307 funds programmed for JARC projects shall be subject to the Lifeline Program guidelines in effect for that year of programming, rather than to the TCP Policies, provided such projects are consistent with federal laws and regulations related to Section 5307.

- e) *Unanticipated Costs Reserve*: Unanticipated costs, such as capital improvements required to comply with new regulations, can be difficult to accommodate in the TCP program after the preliminary program has been developed and adopted. To improve the region's ability to provide funding to meet such unanticipated costs, a reserve of approximately \$2 million of TCP funds will be set aside before developing the preliminary programs for FY2016-17 through FY2019-20. The reserve will be set aside from all urbanized areas proportional to each urbanized area's projected apportionments in each program. Any proposals to program from the reserve will be reviewed with the Transit Finance Working Group. Any

Unanticipated Cost Reserve funds that are not programmed will roll over and be available for programming in the following year.

Limited Use of FTA Funds for Operating Purposes

FTA permits the use of FTA Section 5307 small urbanized funds to be used for operating purposes. For operators eligible to claim in both large and small urbanized areas, the amount of funds used for operating will be deducted from the amount of capital claimed in the large UA.

MAP-21 provided new eligibility for small and medium-sized bus operators in large urbanized areas to use Section 5307 funds for operating assistance. For operators with up to 75 buses, 75% of the urbanized area's apportionment attributable to the operator (as measured by vehicle revenue hours) may be programmed for operating assistance. For operators with 76 to 100 buses, 50% of the urbanized area's apportionment attributable to the operator (as measured by vehicle revenue hours) may be programmed for operating assistance. Eligible operators may request operating assistance up to the maximum eligible amount, but operating assistance will be programmed only after higher scoring projects in the urbanized area are funded. Operating assistance requests will be treated at Score 8 in the programming process (see Table 6 Project Scores above).

Specified Urbanized Area Flexibility

In urbanized areas with only one transit operator (Fairfield, Vacaville, Napa) greater flexibility for funding lower scoring projects will be allowed, providing that other operators in the region are not impacted. These operators will also be allowed to use funds for operating, without reduction of funding for capital projects, providing that capital is adequately maintained and replaced on a reasonable schedule as outlined in each operator's SRTP or other board-approved capital plan, and in accordance with goals outlined in the RTP for maintaining the region's capital plant (maintenance of effort).

Associated Transit Improvements

The FAST act eliminated the requirement that 1% of the FTA section 5307 apportionments in large urbanized areas be programmed for Associated Transit Improvements (formerly referred to as transit enhancements). However, designated recipients must still submit an annual report listing projects carried out in the preceding year with these funds as part of the Federal fiscal year's final quarterly progress report in TrAMS. The report should include the following elements:

- (A) Grantee name;
- (B) UZA name and number;
- (C) FTA project number;
- (D) Associated transit improvement category;
- (E) Brief description of improvement and progress towards project implementation;
- (F) activity line item code from the approved budget; and
- (G) Amount awarded by FTA for the project. The list of associated transit improvement categories and activity line item (ALI) codes may be found in

the table of Scope and ALI codes in TrAMS. To assist MTC staff in preparing this report, grantees should continue to identify associated transit improvement projects that will receive funding from the Urbanized Area Formula Program.

Preventive Maintenance Funding

Preventive maintenance will be considered a Score 9 funding priority in Transit Capital Priorities, unless the conditions for one of the following four policy elements are met, in which case preventive maintenance will be treated as Score 16. For an individual operator to make use of preventive maintenance funding, other operators in the region must be able to move forward with planned capital replacement. It is the intent of this policy that funding for preventive maintenance will not increase the region's transit capital shortfall.

- a) *Funding Exchange*: Operators who wish to exchange a capital project for preventive maintenance funding in order to use their local or state funds to ease federal constraints or strictly as a financing mechanism may do so providing that the replacement asset funded with local funds is comparable to the asset being replaced and is maintained in service by the purchasing operator for its full useful life as outlined in Section V. The Funding Exchange element can be applied to lower scoring capital projects as well as preventive maintenance. Operators using the Funding Exchange element must certify in writing that the assets will be replaced with non-federal funds.
- b) *Capital Exchange*: In this option, an operator could elect to remove an eligible capital project from TCP funding consideration for the useful life of the asset in exchange for preventive maintenance funding. The funding is limited to the amount of capital funding an operator would have received under the current TCP policy in a normal economic climate. If an operator elects to replace the asset - removed from regional competition for funding under these provisions - earlier than the timeline established for its useful life, the replacement will be considered an expansion project. Operators using the Capital Exchange element will be limited to two years preventive maintenance funding within a 12-year period.
- c) *Negotiated Agreement within an Urbanized Area*: In the third option, an operator may negotiate with the other operators in the affected urbanized areas to receive an amount of preventive maintenance funding, providing that a firewall is established between the affected urbanized area(s) and all other urbanized areas. This will ensure that other operators' high-scoring capital replacement projects are not jeopardized.
- d) *Budgetary Shortfalls*: Requests for preventive maintenance to meet budgetary shortfalls will be considered on a case-by-case basis if a fiscal need can be demonstrated by the requesting operator based on the guidelines outlined below. MTC must declare that a fiscal need exists to fund preventive maintenance where such action would displace higher scoring capital projects ready to move forward in a given fiscal year. A fiscal need can be declared if the following conditions exist:

- An operator must demonstrate that all reasonable cost control and revenue generation strategies have been implemented and that a residual shortfall remains.
- An operator can demonstrate that the shortfall, if not addressed, would result in a significant service reduction.

The Commission will consider the severity of the shortfall and the scope and impact of the service cuts in determining whether fiscal need exists. Operators establishing a fiscal need must also adhere to the following four requirements in order to be eligible to receive funding for preventive maintenance:

- i. Operators must successfully show a board approved bridging strategy that will sustain financial recovery beyond the year for which preventive maintenance is requested.
- ii. The bridging strategy should not rely on future preventive maintenance funding to achieve a balanced budget. In other words, should a service adjustment be required to balance the budget over the long run, preventive maintenance should not be invoked as a stopgap to inevitable service reductions.
- iii. Funds programmed to preventive maintenance should not be considered as a mechanism to sustain or replenish operating reserves.
- iv. Operators requesting FTA formula funds will be limited to two years preventive maintenance funding within a 12-year period.

The requesting operator will enter into an MOU with MTC or other formal agreement or action, such as Board approvals, and if applicable, with other transit properties affected by the preventive maintenance agreement. The agreement or actions will embody the four eligibility requirements outlined above as well as any other relevant terms and conditions of the agreement.

Bus Diesel Emission Reduction Device Funding Program

MTC provided approximately \$14 million in CMAQ funds in FY2003-04 and FY2004-05 to assist with the procurement of approximately 1,600 bus emission reduction devices to help operators meet California Air Resources Board (CARB) requirements. The devices or their components may need to be replaced periodically. New upgraded devices also provide greater NO_x reduction benefits than the original devices.

In response to the need to install or replace bus diesel emission reduction devices to comply with CARB requirements, the Transit Capital Priorities policy includes a bus emission reduction device funding program. The elements of this policy attempt to strike a balance between facilitating operators' ability to remain in compliance with CARB requirements and to exceed those requirements by achieving greater NO_x reductions on the one hand, and making the most effective use of the region's limited capital funds on the other. The elements of bus emission reduction device replacement program are:

- Requests to replace bus emission reduction devices or device components in order to maintain compliance with or exceed CARB requirements, including first-time

retrofits, upgrades, replacements and spares, will be treated as Score 16 projects, subject to the following requirements:

- Devices or components must be installed on buses that are scheduled to remain in service for at least five (5) years from year of programming. Devices or components to be installed on buses that are scheduled to be replaced prior to the specified years will be treated as Preventive Maintenance (Score 9).
- Requests to procure spare devices or components up to 10% of the operators' current device inventory will be treated as Score 16. Spare devices or components in excess of 10% of the inventory will be treated as Preventive Maintenance (Score 9)
- Projects treated as Score 16 under the bus emission reduction device funding program require a 50% local match, rather than the standard 20%. The intent of this element is to encourage cost-effective use of the region's limited capital funding, and to align with the original policy for procuring the devices, which had the regional contribution to NO_x reduction and the local contribution for PM reduction.
- Participation in the program is entirely voluntary. It is the responsibility of each operator to determine the best approach to achieving and maintaining compliance with CARB requirements.

Vehicle Procurement Reserves

The TCP Program may reserve funds for future programming for major vehicle replacement/procurement projects (e.g. BART, SFMTA, Caltrain). The programming of such reserves will be based on the cash-flow needs of the projects and available revenue streams.

Grant Spend-down Policy

This policy conditions new programming on the expenditure of prior year grants in order to direct the region's limited funds to the projects most in need of additional resources and accelerate the delivery of TCP projects.

The focus of this policy is on fixed guideway (FG) projects, as vehicle procurement projects are generally completed in a timely manner. Each year, MTC staff will calculate the balance of older FG grants from TrAMS data in consultation with each operator. The goal amounts will be compared against TrAMS grant balances for the appropriate grants in September of each year to determine if the goals have been met. The policy establishes a target for spending a specified percentage of the grant balance each year. Table 8 below explains the spend-down goals for each program year.

If the goals for each operator are met, the full FG cap amounts specified for that operator in the relevant section above will be programmed, subject to funding availability. However, if the target is not met, staff will defer the FG funding for those operators not meeting their goals proportionate to the percentage of the prior-year grants unexpended.

If the goal is then met in subsequent years, the full FG cap would be programmed, subject to funding availability. Additionally, operators will have the opportunity to request deferred FG cap amounts in later years, subject to meeting their grant spend-down goals and availability of funding. Programming of these deferred caps will be treated as a lower priority than other Score 16 projects.

Fixed guideway programming for FY2016-17 will be based on an analysis of grant spending in September of 2016. The preliminary program for FY2017-18 through FY2019-20 will include the full cap amounts, but will be conditioned on meeting the grant spend-down goals in the appropriate year. Should an operator not meet its target in a given year, the FG cap amount in the preliminary program would be reduced accordingly in that year's POP amendment.

Table 8: FY2016-17 to FY2019-20 Program Grant Spend-Down Policy

Program Year	Basis for Balance	Spend-Down Target	Spend-Down Period
FY2015-16	Undisbursed balance of FG grants awarded FY2011-12 or earlier, as of 9/ 2014	1/3 of balance	9/2014 to 9/2015
FY2016-17		½ of remaining balance, as of 9/2015	9/2015 to 9/2016
FY2017-18		Remaining balance, as of 9/2016	9/2016 to 9/2017
FY2018-19	Undisbursed balance of FG grants awarded FY2014-15 or earlier, as of 9/2017	½ of balance	9/2017 to 9/2018
FY2019-20		Remaining balance, as of 9/2018	9/2018 to 9/2019

Joint Procurements

In recognition of the policy direction of the Transit Sustainability Project Resolution No. 4060, before TCP funds are programmed for revenue vehicles, non-revenue vehicles, communications and vehicle location systems, fare collection equipment, bus emission reduction devices, computer systems, including management information systems and maintenance/asset management systems, or other equipment, operators must evaluate and pursue, as appropriate, opportunities for joint procurements and integrated operations with other operators. The “Compensation for Cost Effective Bus Purchases” that was introduced into the TCP Policy with the prior update will provide operators an extra incentive to pursue joint procurement opportunities. MTC will coordinate discussions if requested.

Transit Asset Management

The FAST Act requires FTA funding recipients to develop transit asset management (TAM) plans that include capital asset inventories, condition assessments, and investment prioritizations. Additionally recipients need to report on the condition of their system and performance targets. FTA is expected to issue a final rule implementing TAM requirements within the term of this policy. The region is likely positioned to meet the new TAM requirements due to development of the Regional Transit Capital Inventory (RTCI) and the use of FTA's TERM model to assess asset conditions and project capital

needs. In order to effectively comply with the new TAM requirements and improve the region's TAM practices, MTC will:

- * Propose revisions to this policy as needed to meet the requirements of FTA's final TAM rule; and
- * Evaluate proposed TAM system projects being submitted under the TCP and work with operators to consider consistency with regional TAM system plans.

Transit Core Capacity Challenge Grant Program: Resolution No. 4123

The Transit Core Capacity Challenge Grant program (CCCGP) makes a policy commitment of approximately \$7.4 billion in federal, state, regional and local funds over the FY2014-15 to FY2029-30 period to high-priority transit capital projects that will improve the capacity and state of good repair of transit services in the urban core of the region.

The \$7.4 billion Core Capacity Challenge Grant program:

- * Focuses on the SFMTA, BART, and AC Transit – the three transit operators that carry 80% of the region's passengers as well as more than three-quarters of the minority and low-income passengers.
- * Leverages regional discretionary funds and local contributions, including proposed Cap and Trade revenue.
- * Accelerates and solidifies funding for fleet replacement projects, and identifies new funding for key enhancement projects.
- * Requires that the participating operators meet the performance objectives of the Transit Sustainability Project.

TCP programming for all projects identified in the CCCGP will be consistent with the funding amounts, local match requirements and other terms and conditions specified in MTC Resolution No. 4123.

All projects proposed for TCP funding in the CCCGP that are not otherwise Score 16 will be treated as Score 16. CCCGP fixed guideway infrastructure projects included in the CCCGP program of projects may be funded with a combination of fixed guideway cap funds and additional TCP funds above the operator's fixed guideway cap. Programming for CCCGP projects is based on cash flow needs, funding availability, and other policy elements.

In order to meet cash flow needs of the CCCGP and other TCP projects in years in which project funding needs exceed the region's annual FTA apportionments, financing may be required to advance future FTA/STP revenues. Debt service, including principal and interest payments, for any such financing will be treated as Score 17.

Financing

MTC staff, working with financial and legal advisors, and transit operator staff through the Partnership's Transit Finance Working Group, has been developing plans to finance one or more transit capital projects by borrowing against future Federal Transit

Administration (FTA) formula funds. The projects would be funded all or in part with proceeds of the financing, rather than annual FTA apportionments programmed through the Transit Capital Priorities (TCP) program. A portion of the region's apportionments would be used to make debt service payments. The objective of financing is to accelerate the funding and delivery of critical capital projects by advancing FTA funds from future years when annual apportionments are projected to exceed high-priority needs, to the next four-year TCP programming cycle, when needs are projected to exceed annual apportionments.

The need for financing was anticipated when MTC adopted the Core Capacity Challenge Grant Program (Resolution 4123) in 2013, which established a \$7.5 billion, 16-year funding framework for a set of key projects designed to increase capacity and improve the state of good repair of transit service in the urban core of the region, including fleet replacement and expansion for BART, SFMTA and AC Transit, and related infrastructure projects. The Core Capacity funding plan includes \$3.5 billion in FTA and other federal funds, of which a portion would be advanced through financing to accelerate completion of the projects.

The specific terms of any financing would be subject to agreements between the operator and MTC, MTC, the operator, and FTA, and MTC and bondholders. Debt service, including principal and interest payments, will have the highest priority among programming needs and will receive a Score 17 in developing the program. Debt service will be paid from apportionments in the same urbanized area(s) in which the operator whose project(s) are being financed is eligible. It is expected that any debt would be repaid over a 10-15 year period.

Vanpool Reporting & Programming

Vanpool service providers under contract to MTC will report vanpool miles and other data to NTD starting in NTD Reporting Year 2018 (i.e., starting with vanpool services provided from July 2017 through June 2018). As part of the development of the TCP program, starting with the FY2019-20 program, staff will present to TFWG an analysis of the projected amount of 5307 apportionments generated in each urbanized area by vanpool mileage reporting (5307 apportionments are based on NTD data from two years earlier, i.e., data reported to NTD in Reporting Year 2018 will be used to calculate apportionments for FY20). Staff will propose to include in the TCP program, starting with the FY2019-20 program, 5307 funds for the Vanpool Support Program.

The amount proposed for programming from each urbanized area will not exceed the projected apportionments generated by vanpool reporting in the urbanized area. Any apportionments that are generated by vanpool reporting but are not programmed for the Vanpool Support Program will be available for programming to transit operator projects following the TCP programming guidelines. Staff anticipates submitting its own 5307 grants to FTA to request funds programmed for the Vanpool Support Program, but may elect to ask one or more transit operators to request the funds on MTC's behalf, and enter into a pass-through agreement with MTC.

IV. ONE BAY AREA GRANT PROGRAM TRANSIT CAPITAL PROGRAM

The Commission's Cycle 2 / One Bay Area Grant Program (OBAG 1) Program Project Selection Criteria and Programming Policy for FY2012-13 through FY 2016-17, MTC Resolution No. 4035, Revised, included \$201 million in STP/CMAQ funding for transit capital needs, including Clipper® Fare Collection Media, Transit Capital Rehabilitation, and the Transit Performance Initiative (TPI) Program. Specific projects are included in Attachment B-1 to MTC Resolution No. 4035, Revised.

The Commission's One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy for FY2017-18 through FY 2021-22, MTC Resolution No. 4202, Revised, includes \$189 million in STP/CMAQ funding for transit priorities, including BART car replacement and expansion, replacement of Clipper equipment and development of Clipper 2.0, and the TPI Program. Specific projects will be included in Attachment B-1 to MTC Resolution No. 4202, Revised.

This section specifies the programming policies for OBAG 1 and OBAG 2 funds for TPI and TCP projects.

Transit Performance Initiative

Under OBAG 1, this program includes investment and performance incentive elements. The investment element implements transit supportive investments in major transit corridors that can be carried out within two years. The focus is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements. Under OBAG 1 (FY2012-13 through FY2016-17), a total of \$82 million has been made available for this program.

The incentive program provided financial rewards to transit agencies that improve ridership and/or productivity. For FY2012-13, \$15 million was distributed based on each operator's share of ridership based on final audited FY2010-11 ridership figures. For FY2013-14 through FY2015-16, \$15 million was available annually based on a formula distribution factoring in ridership increase, passenger per hour increase, and ridership. The incentive program is proposed to be discontinued after FY2015-16, as OBAG 2 funding is proposed to be focused on transit capital needs and as the incentive program was generally found to not be as effective as was hoped in incentivizing productivity improvements.

Transit Capital Priorities

OBAG 1 and OBAG 2 funds that are not programmed for Transit Performance Initiative projects are programmed for transit capital replacement and rehabilitation projects to supplement the FTA funds in the Transit Capital Priorities program. STP/CMAQ funds for TCP projects from OBAG 1 were programmed in the TCP programs for FY2012-13 through FY2015-16. STP/CMAQ funds for TCP projects from OBAG 2 will be programmed in the TCP program for FY2016-17 through FY2019-20. OBAG 2 funds for

TCP projects will be programmed using the same policies and procedures as used for the FTA formula funds, as specified in Section III. FTA Formula Funds, with priority given to Score 16 projects that meet the eligibility criteria for STP or CMAQ, and that cannot be fully funded with FTA funds within the program's fiscal constraints.

APPENDIX 1 – BOARD RESOLUTION

*Sample Resolution of Board Support
FTA Section 5307, 5337, and 5339, and Surface Transportation Program Project Application*

Resolution No. _____

AUTHORIZING THE FILING OF AN APPLICATION FOR FTA FORMULA PROGRAM AND SURFACE TRANSPORTATION PROGRAMS FUNDING FOR (project name) AND COMMITTING THE NECESSARY LOCAL MATCH FOR THE PROJECT(S) AND STATING THE ASSURANCE OF (name of jurisdiction) TO COMPLETE THE PROJECT

WHEREAS, Fixing America’s Surface Transportation (FAST, Public Law 114-94) continues and establishes new Federal Transit Administration formula programs (23 U.S.C. §53) and continues the Surface Transportation Program (23 U.S.C. § 133); and

WHEREAS, pursuant to FAST, and the regulations promulgated there under, eligible project sponsors wishing to receive Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, or Section 5339 Bus and Bus Facilities (collectively, FTA Formula Program) grants or Surface Transportation Program (STP) grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO’s Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission is the MPO for the San Francisco Bay region; and

WHEREAS, (applicant) is an eligible project sponsor for FTA Formula Program or STP funds; and

WHEREAS, (applicant) wishes to submit a grant application to MTC for funds from the FY2016-17 through FY2015-16 FTA Formula Program or STP funds, for the following project(s):

(project description) .

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

- 1) the commitment of necessary local matching funds of at least 20% for FTA Formula Program funds, and 11.47% for STP funds; and
- 2) that the sponsor understands that the FTA Formula Program and STP funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded from FTA Formula Program or STP funds; and

- 3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
- 4) that the sponsor understands that FTA Formula Program funds must be obligated within three years of programming and STP funds must be obligated by January 31 of the year that the project is programmed for in the TIP, or the project may be removed from the program.

NOW, THEREFORE, BE IT RESOLVED by (governing board name) that (applicant) is authorized to execute and file an application for funding under the FTA Formula Program and/or Surface Transportation Program in the amount of (\$request) for (project description); and

BE IT FURTHER RESOLVED that (governing board) by adopting this resolution does hereby state that:

- 1) (applicant) will provide (\$ match amount) in local matching funds; and
- 2) (applicant) understands that the FTA Formula Program and STP funding for the project is fixed at (\$ actual amount), and that any cost increases must be funded by the (applicant) from local matching funds, and that (applicant) does not expect any cost increases to be funded with FTA Formula Program and Surface Transportation Program funds; and
- 3) (project name) will be built as described in this resolution and, if approved, for the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and
- 4) The program funds are expected to be obligated by January 31 of the year the project is programmed for in the TIP; and
- 5) (applicant) will comply with FTA requirements and all other applicable Federal, State and Local laws and regulations with respect to the proposed project; and

BE IT FURTHER RESOLVED*, that (agency name) is an eligible sponsor of projects in the program for FTA Formula Program and STP funds; and

BE IT FURTHER RESOLVED*, that (agency name) is authorized to submit an application for FTA Formula Program and STP funds for (project name); and

BE IT FURTHER RESOLVED*, that there is no legal impediment to (agency name) making applications for FTA Formula Program and STP funds; and

BE IT FURTHER RESOLVED*, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and

BE IT FURTHER RESOLVED, that (agency name) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC prior to MTC programming the FTA Formula Program or Surface Transportation Program funded projects in the Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP.

*** Not required if opinion of counsel is provided instead.**

APPENDIX 2 – OPINION OF COUNSEL

*Sample Opinion of Legal Counsel
FTA Section 5307, 5337, 5339 and STP Project Application*

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for FTA Section 5307 Program, FTA 5337 State of Good Repair Program, FTA 5339 Bus and Bus Facilities Program, and Surface Transportation Program (STP)

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) for funding from the FTA Section 5307, 5337 or 5339 programs, or STP, made available pursuant to the Fixing America's Surface Transportation federal transportation authorization (FAST, Public Law 114-94) or successor legislation.

1. (Applicant) is an eligible sponsor of projects for the FTA Section 5307, 5337 or 5339 programs, or the STP program.
2. (Applicant) is authorized to submit an application for FTA Section 5307, 5337 or 5339 funding, or STP funding for (project).
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) making applications FTA Section 5307, 5337 or 5339 program funds, or STP funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) to carry out such projects.

Sincerely,

Legal Counsel

Print name

Optional Language to add to the Resolution for Local Support

Project sponsors have the option of consolidating the ‘Opinion of Legal Counsel’ within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

Resolved, that (agency name) is an eligible sponsor of projects in the FTA Formula Program and STP Programs; and be it further

Resolved, that (agency name) is authorized to submit an application for FTA Formula Program and STP funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for FTA Formula Program and STP funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided (Appendix 2).

APPENDIX A – 25

Regional Policies: Project Funding and Specific Funding Programs

**San Francisco Bay Area Transit Capital Priorities
(FTA Sections 5307, 5337 and 5339)
Program of Projects
for FY 2016-17 and FY 2017-18
MTC Resolution No. 4219**



Date: January 27, 2016
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 4219

This resolution approves the FY2016-17 and FY2017-18 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The initial program includes only one SFMTA project funded with FTA Section 5307 Urbanized Area funds in FY2016-17 and FY2017-18. This resolution will be amended to add the rest of the FY2016-17 and FY2017-18 program, which will include additional projects funded with FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities funds.

This Resolution includes the following attachments:

Attachment A – FY2016-17 Program of Projects

Attachment B – FY2017-18 Program of Projects

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocations Committee summary sheet dated January 13, 2016.

Date: January 27, 2016
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4219

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and has been authorized by the California Department of Transportation (Caltrans) to select projects and recommend funding allocations subject to state approval for the FTA Section 5307 and Section 5339 funds for the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators and with Caltrans in the region to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 4140; and

WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachment A, which are incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY 2016-17 and FY 2017-18 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachment A and Attachment B; and, be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachment A as necessary to reflect the programming of projects as the projects are revised in the TIP; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on January 27, 2016.

APPENDIX A – 26

Regional Policies: Project Funding and Specific Funding Programs

**MTC's FTA Section 5307 and FTA Section 5309
Fixed Guideway Program of Projects
for FY 2009-10 through FY 2011-12
MTC Resolution No. 3916**



Date: July 22, 2009
W.I.: 1512
Referred By: PAC
Revised: 04/28/10-C 05/26/10-C
06/22/11-C 11/16/11-C
01/25/12-C 09/26/12-C
04/24/13-C 05/28/14-C
05/25/16-C

ABSTRACT

Resolution No. 3916, Revised

This resolution approves the FY 2009-10 through FY 2011-12 FTA Section 5307 and FTA Section 5309 Fixed Guideway (FG) programs for inclusion in the 2009 Transportation Improvement Program (TIP).

This resolution was revised on April 28, 2010 to reprogram \$17.5 million in Section 5307 funds from SFMTA to AC Transit as part of funding exchange with CMAQ funds.

This resolution was revised on May 26, 2010 to reconcile the FY 2009-10 program with the final FY 2009-10 FTA apportionments, and to program the FY 2010-11 and FY 2011-12 Vehicle Procurement Reserve to BART (\$80 million) and Caltrain (\$70 million) for their rail car replacement projects.

This resolution was revised on June 22, 2011 to reconcile the FY 2010-11 program with the final FY 2011 FTA apportionments, implement an exchange of \$17.5 million in CMAQ funds programmed to AC Transit's Bus Rapid Transit project for FTA preventive maintenance funding, and transfer \$5 million from Caltrain's Railcar Replacement project to preventive maintenance.

This resolution was amended on November 16, 2011 to reconcile the FY 2011-12 program with revised estimates of FY 2012 FTA apportionments prior to amending the program into the TIP. The revisions address a potential \$38 million revenue shortfall by withholding Flexible Set-Aside funds, deferring projects and making other program reductions; and also reprogram funds previously programmed to Vallejo in FY 2011 and FY 2012 to Solano County Transit (SolTrans) to reflect the merger of Benicia and Vallejo transit services under SolTrans.

This resolution was amended on January 25, 2012 to program an additional \$10 million of FY 2011-12 FTA Section 5307 funds for AC Transit's Preventive Maintenance. The funds had been

ABSTRACT

MTC Resolution No. 3916, Revised

Page 2

held in reserve pending AC Transit Board action responding to recommendations adopted by the Commission as part of MTC Resolution Nos. 3831 and 3880, Revised.

This resolution was revised on September 26, 2012 to reconcile the FY 2011-12 program with the final FY 2012 FTA apportionments, reprogram approximately \$27.4 million from Caltrain Railcar Replacement to Caltrain Advanced Signal System, and make other fund transfers between projects.

This resolution was revised on April 24, 2013 to reflect several transfers of funding between eligible projects and deferral of projects to future years.

This resolution was revised on May 28, 2014 to re-program funding from existing GGBH&TD Bus Replacement projects to a new Facilities project as requested by GGBH&TD. The resolution was also revised to change the project sponsor from GGBH&TD to Marin Transit for "Replacement of 3 2005 Paratransit Vans."

This resolution was revised on May 25, 2016 to reprogram \$8 million in the FY2010-11 program from GGBHTD's District Facilities project to its MS Sonoma Refurbishment project, as requested by GGBHTD.

Further discussion of the FTA program of projects is contained in the Programming and Allocations Committee summary sheets dated July 8, 2009, April 14, 2010, May 12, 2010, June 8, 2011 November 9, 2011, January 11, 2012, September 12, 2012, April 10, 2013, May 14, 2014, and May 11, 2015.

Date: July 22, 2009
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3916

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 and 5309 Fixed Guideway funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa and have been authorized by the California Department of Transportation (Caltrans) as the representative for the Governor of the State of California to program the FTA Section 5307 small urbanized area funds of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's 2009 Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators and with Caltrans in the region to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 3908; and

WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachments A, which are incorporated herein as though set forth at length; now, therefore, be it

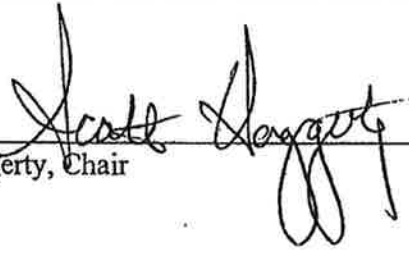
RESOLVED, that MTC adopts the FY 2009-10 through FY 2011-12 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachments A; and, be it further

RESOLVED, that MTC will use the priorities set forth in Attachments A to program sources of federal, state, regional and local funds to finance the projects; and, be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachment A as necessary to reflect the programming of projects as the projects are revised in the TIP; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such 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 Oakland, California on July 22, 2009.

FY 2009-10 FTA Section 5307 and 5309 Fixed Guideway Program				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
			Actual Apportionment	216,919,567
			Previous Year Carryover	20,293,167
			Funds Available for Programming	237,212,734
				130,450,055
				942,966
				131,393,021
ADA Set-Aside				
ALA990076	AC Transit	ADA Operating Assistance	7,558,073	
SCL991060	Caltrain	Caltrain/ACE Santa Clara Train Station	532,072	
BRT99T001B	BART	ADA Capital - Enhancements	3,126,281	
REG090051	Caltrain	Revenue Vehicle Rehab Program	1,085,980	
CC-99T001	CCCTA	ADA Operating Assistance	704,352	
CC-030035	ECCTA	ADA Operating Assistance	516,736	
MRN090036	GGBHTD	Bus Stop Improvement Project	1,182,151	
ALA990077	LAVTA	ADA Operating Assistance	304,827	
NAP030004	Napa Vine	ADA Operating Assistance	24,368	
SF-990022	SFMTA	ADA Operating Assistance	3,959,075	
SM-990026	SamTrans	ADA Operating Assistance	1,052,641	
SOL990040	Vallejo Transit	ADA Operating Assistance	612,433	
SCL050046	VTA	ADA Operating Assistance	3,739,578	
CC-990045	WestCat	ADA Operating Assistance	114,450	
Flexible Set-Aside				
ALA991070	AC Transit	Preventive Maintenance	2,100,836	
REG050010	BART	General Mainline Renovation	5,403,640	
SCL991060	Caltrain	Caltrain/ACE Santa Clara Train Station	241,032	
REG090051	Caltrain	Revenue Vehicle Rehab Program	856,275	
CC-030034	CCCTA	Preventative Maintenance	359,871	
CC-030037	ECCTA	Preventive Maintenance Program	279,858	
CC-050029	ECCTA	Park and Ride Facility Land Purchase - Security Project	66,439	
REG090052	GGBHTD	SF Bus Lot Modifications	752,470	
ALA030030	LAVTA	Preventive Maintenance	252,627	
NAP970010	Napa	Operating Assistance	195,292	
SON090009	Petaluma	Preventative Maintenance	14,829	
SF-050026	SFMTA	Escalator Rehab		5,488,564
SM090019	SamTrans	Service Support Vehicles	257,600	
SM030023	SamTrans	Preventive Maintenance	385,409	
SON030005	Sonoma County Transit	Preventive Maintenance	29,816	
ALA030031	Union City	Existing Bus Pkg,Concrete Pkwy	24,245	
SOL050039	Vallejo Transit	Revenue Vehicle Replacement	356,222	
REG090048	Vallejo	Replace Supervisor Vehicles	64,800	
REG090049	Vallejo	Replace Maintenance Vehicles	151,200	
SCL990046	VTA	Preventive Maintenance	3,970,535	
CC-090038	WestCat	Mobile column bus Lifts - Maintenance	62,132	
REG090050	WETA	Preventative Maintenance	82,029	
Economic Reserve				
ALA991070	AC Transit	Preventive Maintenance	4,948,876	
SCL991060	Caltrain	Caltrain/ACE Santa Clara Train Station	732,662	
REG090051	Caltrain	Revenue Vehicle Rehab Program	586,776	
REG090053	Caltrain	Preventative Maintenance	943,292	
CC-030037	ECCTA	Preventive Maintenance Program	190,254	
REG090052	GGBHTD	SF Bus Lot Modifications	2,315,918	
ALA030030	LAVTA	Preventive Maintenance	580,921	
NAP970010	Napa	Operating Assistance	540,712	
SON090009	Petaluma	Preventative Maintenance	16,404	
SF-050026	SFMTA	Escalator Rehab		311,436
SF-090032	SFMTA	TEP Capital Implementation Program	4,899,251	
SF-090031	SFMTA	Preventive Maintenance	7,000,000	
SM030023	SamTrans	Preventive Maintenance	1,961,777	
SON030005	Sonoma County	Preventive Maintenance	74,255	
ALA090031	Union City	Bus Replacement (2)	17,000	
ALA070062	Union City	Purchase Six (6) CNG Buses	41,971	
ALA030031	Union City	Existing Bus Pkg,Concrete Pkwy	15,000	
SOL030019	Vallejo/Benicia	Preventive Maintenance	1,425,789	
SCL990046	VTA	Preventive Maintenance	8,971,810	
REG090050	WETA	Preventative Maintenance	64,411	
Total Program Set-asides and Commitments			75,747,250	5,800,000
Funds Available for Programming			161,465,484	125,593,021

FY 2009-10 FTA Section 5307 and 5309 Fixed Guideway Program				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
Capital Projects				
ALA990052	AC Transit	Paratransit Van Leasing	1,672,800	
ALA991070	AC Transit	Preventive Maintenance	45,459,113	
ALA090060	ACE	Rebuild Diesel Locomotives	763,107	
BRT030004	BART	Train Control		13,000,000
BRT030005	BART	Traction Power	3,075,781	9,924,219
BRT97100B	BART	Track Replacement Rehabilitation		13,000,000
BRT030005	BART	Replacement of Fixed Guideway Elements & Fare Collection Equipment		2,520,000
SCL991050	Caltrain	Caltrain/ACE Santa Clara Train Station	1,460,000	
SM-050041	Caltrain	Signal/ Communication Rehabilitation & Upgrades		4,500,000
SM-03006B	Caltrain	Systemwide Track Rehabilitation & Related Structures		8,770,000
CC-050038	CCCTA	Replace Vans	3,695,160	
CC-070092	ECCTA	1997 Transit Bus Replacement	5,705,553	
CC-090039	ECCTA	Translink Fareboxes	66,444	
SOL010006	Fairfield	Operating Assistance	2,740,773	
MRN090024	GGBHTD	Replace 30 - 1998 40' Transit Buses	11,778,870	
MRN090026	GGBHTD	Replace 6 Paratransit Vans	372,204	
MRN090022	GGBHTD	Replace 2 Paratransit Vans	163,548	
MRN090021	GGBHTD	Replace 2 Paratransit Vans	124,068	
MRN030011	GGBHTD	Ferry Major Component Replacement	4,000,000	
MRN090025	GGBHTD	Ferry Propulsion	1,660,000	
ALA090035	LAVTA	Replace 3 Paratransit Vehicles of 2002 Vintange	353,580	
NAP970010	Napa	Operating Assistance	746,632	
SON090010	Petaluma	Bus Replacement	636,508	
SON090009	Petaluma	Preventive Maintenance	213,856	
SF-950037B	SFMTA	Rail Replacement Projects		6,640,000
SF-970170	SFMTA	Overhead Rehabilitation Projects		9,140,000
SF-050024	SFMTA	Wayside Train Control Equipment Rehab and Replacment		1,500,000
SF-030013	SFMTA	Wayside Fare Collection Equipment Rehab and Replacement.		6,300,000
SF-070045	SFMTA	Trolley Car Replacement	7,694,836	26,542,057
SF-99T005	SFMTA	Historic Vehicle Rehabilitation		6,800,000
SF-970073	SFMTA	Cable Car Vehicle Renovation		1,050,000
SM050036	SamTrans	Replacement of up to 73-40 ft and 64-35 ft buses	4,571,918	
SM030023	SamTrans	Preventive Maintenance	3,506,371	
SON030011	Santa Rosa	Operating Assistance	1,318,170	
SON090024	Santa Rosa	Preventive Maintenance	1,631,298	
SON030012	Santa Rosa	Bus Stop Enhancements	34,754	
SON070020	Santa Rosa	Hybrid Electric Bus Purchase (Replacement)	612,874	
SON010024	Sonoma County	Bus Replacement	142,126	
SON050021	Sonoma County	Bus Stop Improvement Project	11,585	
SON030005	Sonoma County	Preventive Maintenance	1,175,929	
SOL010007	Vacaville	Operating Funds	493,315	
SOL991099	Vacaville	Purchase Transit Equipment - Fareboxes and Tools	100,000	
SOL090026	Vacaville	Vacaville: Replace 5 Medium-Duty CNG Buses	1,816,000	
SOL050040	Vallejo	Replace Diesel buses with Hybrid Electrics	3,684,800	
SOL090011	Vallejo	Ferry mid-life Repower	11,264,000	
SCL050045	VTA	ADA Bus Stop Improvements	417,818	
SCL990046	VTA	Preventive Maintenance	24,826,384	
SCL090039	VTA	Security Improvements for Light Rail	439,084	
SCL050002	VTA	Rail Rehabilitation & Replacement on Guadalupe Light Rail System		2,301,750
SCL050049	VTA	Traction Power Substation Replacement on Guadalupe Light Rail		4,050,000
REG090054	WETA	Harbor Bay Dredging	60,000	
REG090057	WETA	Ferry Major Component	432,000	
REG090056	WETA	Floata & Gangways	776,000	
REG090055	WETA	Ferry Propulsion Systems	2,412,000	
Total Capital Projects			140,330,389	116,038,026
Total Program			216,077,639	121,838,026
Fund Balance			21,135,096	9,554,995

Notes:

- Operators in the Santa Rosa , Fairfield, and Vacaville Urbanized Areas did not wish to participate in the ADA or 10% flexible set-aside programming elements, and operators in the Napa and Petaluma UAs do not participate in the ADA set-aside.
- AC Transit exchanged \$22,446,863 for replacement of 49 45' suburban buses and \$8,897,914 for replacement of 18 45' OTR coaches for \$31,344,777 in preventive maintenance. The buses will be procured with I-bond funds.
- SamTrans exchanged \$2,045,371, part of the funding for replacement of up to 91-40 foot buses, 40-35 foot buses, and 4-30 foot buses, for preventive maintenance. The buses will be partially funded with ARRA funds.
- Sonoma County Transit exchanged \$215,390 for replacement of one 40' CNG bus in exchange for preventive maintenance. The bus will be procured with ARRA funds.
- Petaluma deferred replacement of 8 cutaways in exchange for \$238,447 in preventive maintenance in FY10. Due to insufficient funds in Petaluma UA, \$105,522 from Bus Replacement and \$87,980 in Van Replacement transferred to PM in FY10. Bus and van funds to be restored in FY11.
- GGBHTD deferred 11,778,870 for bus replacement to FY15. Funds will have priority for programming in FY15 as a prior-year obligation.

FY 2010-11 FTA Section 5307 and 5309 Fixed Guideway Program				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
			Actual Apportionment	216,504,664
			Previous Year Carryover	8,919,979
			Funds Available for Programming	226,324,643
				132,223,176
				8,901,518
				141,124,694
ADA Set-Aside				
ALA990076	AC Transit	ADA Operating Assistance	4,339,305	
ALA010056	ACE	ACE Track Improvements	553,354	
BRT99T01B	BART	ADA Capital - Enhancements	3,251,332	
REG090051	Caltrain	Revenue Vehicle Rehab Program	1,129,418	
CC-99T001	CCCTA	ADA Operating Assistance	732,526	
CC-030035	ECCTA	ADA Operating Assistance	537,405	
MRN090033	GGBHTD	ADA Operating Assistance	1,229,437	
ALA990077	LAVTA	ADA Operating Assistance	311,817	
NAP030004	Napa Vine	ADA Operating Assistance	24,436	
SF-990022	SFMTA	ADA Operating Assistance	4,117,438	
SM-990026	SamTrans	ADA Operating Assistance	1,094,747	
SOL990040	Vallejo Transit	ADA Operating Assistance	624,814	
SCL050046	VTA	ADA Operating Assistance	3,884,698	
CC-990045	WestCat	ADA Operating Assistance	119,028	
Economic Reserve				
SM-050005	BART	Preventive Maintenance	12,599,452	
CC-030034	CCCTA	Preventative Maintenance	827,797	
CC-030037	ECCTA	Preventive Maintenance	263,844	
REG090050	WETA	Ferry Major Component	64,411	
Vehicle Procurement Reserve				
REG050020	BART	BART Car Replacement Exchange Preventive Maintenance	25,940,067	
REG090037	BART	Railcar Replacement	7,284,799	
			Total Program Set-asides and Commitments	0
			Funds Available for Programming	157,394,518
				141,124,694
Capital Projects				
ALA990052	AC Transit	Paratransit Van Leasing	1,706,256	
ALA991070	AC Transit	Preventive Maintenance	34,500,000	
ALA010056	ACE	ACE Track Improvements	1,460,000	
BRT030004	BART	Train Control		13,000,000
BRT030005	BART	Traction Power		13,000,000
BRT97100B	BART	Track Replacement Rehabilitation	2,496,035	10,503,965
ALA090065	BART	Replacement of Fixed Guideway Elements and Fare Collection Equipment	2,520,000	
SM-03006B	Caltrain	Systemwide Track Rehabilitation & Related Structures		12,940,248
SM-050041	Caltrain	Signal/ Communication Rehabilitation & Upgrades		329,752
REG090053	Caltrain	Preventive Maintenance	5,000,000	
CC-030034	CCCTA	Preventive Maintenance	5,466,170	
CC-070092	ECCTA	Transit Bus Replacements	5,263,853	
SOL010006	Fairfield	Operating Assistance	2,497,847	
MRN090034	GGBHTD	Replace 30 - 1997 45' Over-the-Road Buses	5,597,020	
MRN050025	GGBHTD	District Facilities	1,667,580	
MRN150005	GGBHTD	MS Sonoma Refurbishment	8,000,000	
MRN090035	GGBHTD	Replace 7 paratransit vans	445,669	
NAP970010	Napa	Operating Assistance	1,438,183	
SON090030	Petaluma	Electronic Fareboxes	120,000	
SON090029	Petaluma	2 Van Replacement	180,940	
SON090010	Petaluma	Preventive maintenance	193,502	

FY 2010-11 FTA Section 5307 and 5309 Fixed Guideway Program				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
SF-99T005	SFMTA	Historic Vehicle Rehabilitation		10,000,000
SF-970073	SFMTA	Cable Car Vehicle Renovation		1,102,500
SF-090035	SFMTA	Paratransit Van Replacement	1,945,341	
SF-070046	SFMTA	Rehab 170 Neoplan Motor Coaches	4,800,000	
SF-070045	SFMTA	Trolley Car Replacement		20,000,000
SF-95037B	SFMTA	Rail Replacement	4,026,555	14,040,000
SF-970170	SFMTA	Overhead Rehabilitation		14,040,000
SF-050024	SFMTA	Wayside Train Control Equipment Rehab and Replacement		7,500,000
SF-030013	SFMTA	Wayside Fare Collection Equipment Rehab and Replacement		700,000
SM-030023	SamTrans	Preventive Maintenance	5,092,763	
SM-090042	SamTrans	Replacement of 10 2007 Minivans	403,930	
SON030011	Santa Rosa	Operating Assistance	1,318,170	
SON090024	Santa Rosa	Preventive Maintenance	1,634,486	
SON030012	Santa Rosa	Bus Stop Enhancements	34,694	
SON070020	Santa Rosa	Hybrid Electric Bus Purchase (Replacement)	482,559	
SON050021	Sonoma County	Bus Stop Improvement Project	11,565	
SON030005	Sonoma County	Preventive Maintenance	1,145,068	
ALA090061	Union City	Replacement of Four (4) Transit Buses	1,658,276	
ALA090064	Union City	Replacement of Two (2) Transit Buses	854,758	
SOL010007	Vacaville	Operating Funds	973,000	
SOL97AM70	Vacaville	Bus Shelters	400,000	
SOL090028	SolTrans	Communication Upgrades (AVL, GPS, and other)	1,728,000	
SOL090029	SolTrans	Bus Radio(s) replacement	94,000	
SOL090030	SolTrans	Vault Receiver	86,000	
SOL090031	SolTrans	Bill Counters	8,000	
SOL090032	SolTrans	Public Address System	28,000	
SOL090033	SolTrans	Bus Maintenance Facility Renovation	800,000	
SCL050002	VTA	Rail Rehabilitation & Replacement		1,683,000
SCL090044	VTA	TP OCS Rehab & Replacement		6,098,250
SCL050049	VTA	TP Substation Replacement		4,767,000
SCL050045	VTA	ADA Bus Stop Improvements	442,846	
SOL010006	VTA	Preventive Maintenance	36,432,424	
CC-090060	WestCAT	Revenue Vehicle Replacement	1,015,640	
CC-110046	WestCAT	Bus Wash	150,000	
CC-110047	WestCAT	Vehicle Rehab	180,585	
REG090054	WETA	Harbor Bay Dredging	200,000	
REG090057	WETA	Ferry Major Component	336,000	
REG090055	WETA	Ferry Propulsion Systems	1,600,000	
REG110020	WETA	Facilities Rehabilitation	200,000	
REG090067	WETA	Fixed Guideway Connectors	1,344,000	
		Total Capital Projects	147,981,715	129,704,715
		Total Program	216,911,840	129,704,715
		Fund Balance	9,412,803	11,419,979

Notes:

- Operators in the Napa and Petaluma UAs do not participate in the ADA set-aside.
- The 10% Flexible Set-Aside was not programmed in FY11 due to apportionment shortfalls in FY11 and projected shortfalls in FY12.
- AC Transit exchanged \$20,000,000 for replacement of 68 low-floor 40' buses for preventive maintenance. The buses will be procured with I-bond funds. \$3,000,000 of the preventive maintenance funding was deferred to FY12.
- AC Transit exchanged \$17,500,000 in CMAQ programmed to its BRT project for \$17,500,000 in 5307 for preventive maintenance. CMAQ funds were reprogrammed to SFMTA's Central Subway; \$17.5M I-Bond funds were transferred from Central Subway to BART's Fixed Guideway projects, which will be reduced by \$17.5M in TCP funds in FY12.
- Caltrain exchanged \$5,000,000 in FY12 funding for Railcar Replacement for preventive maintenance in FY11. The Railcar funding will be replaced by Caltrain using non-TCP funds. The region will not replace the \$5 million, meaning that the share of regional participation in car replacement will decrease by \$5 million.
- CCCTA deferred replacement of 10 40' buses from FY11 to FY23 in exchange for \$5,466,170 in preventive maintenance.
- Petaluma deferred replacement of 8 cutaways in exchange for \$238,447 in preventive maintenance in FY10. Due to insufficient funds in Petaluma UA, \$105,522 from Bus Replacement and \$87,980 in Van Replacement transferred to PM in FY10. Funds were restored in FY11 as preventive maintenance; the vehicles were purchased with local funds.
- SFMTA deferred \$20,000,000 programmed in FY11 and \$4,159,333 programmed in FY12 for replacement of 45 40' NABI buses to FY13 in exchange for \$4,026,555 for Rail Replacement.
- SamTrans deferred replacement of 62 1998 Gillig buses to FY12 and 10 to FY23 in exchange for \$5,092,763 in preventive maintenance.
- Sonoma County Transit exchanged \$400,000 for replacement of one 40' CNG bus in exchange for preventive maintenance. The bus will be procured with ARRA funds.
- WestCAT deferred \$3,326,130 for replacement of 9 out of 11 40' buses from FY11 to FY13 in exchange for \$276,500 to upgrade the two remaining buses to 45' OTR coaches, \$150,000 for a bus wash, and \$180,585 for vehicle rehabs.
- Unobligated funds programmed to Vallejo were reprogrammed to SolTrans as part of the consolidation of Benicia and Vallejo transit services under SolTrans.
- GGBHTD deferred \$5,660,000 for fixed guideway projects to FY15. Funds will have priority for programming in FY15 as a prior-year obligation.

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FY 2011-12 FTA Section 5307 and 5309 Fixed Guideway Program				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
			Actual Apportionment	212,023,119
			Previous Year Carryover	8,254,868
			Funds Available for Programming	220,277,987
				130,670,026
				11,419,979
				142,090,005
ADA Set-Aside				
ALA990076	AC Transit	ADA Operating Assistance	3,961,150	
ALA050042	ACE	Preventive Maintenance	506,887	
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improve	2,972,888	
REG090051	Caltrain	Revenue Vehicle Rehab Program	1,045,789	
CC-99T001	CCCTA	ADA Operating Assistance	672,718	
CC-030035	ECCTA	ADA Operating Assistance	487,639	
MRN99T001	GGBHTD	ADA Operating Assistance	448,918	
ALA990077	LAVTA	ADA Operating Assistance	295,715	
MRN110047	MCTD	ADA Set-aside	673,378	
NAP030004	Napa Vine	ADA Operating Assistance	24,070	
SF-990022	SFMTA	ADA Operating Assistance	3,758,618	
SM-990026	SamTrans	ADA Operating Assistance	999,343	
SOL990040	SoTrans	ADA Operating Assistance	593,943	
SCL050046	VTA	ADA Operating Assistance	3,638,697	
CC-990045	WestCat	ADA Operating Assistance	108,655	
Economic Reserve				
CC-110080	ECCTA	Capital Maintenance-Fuel	278,564	
CC-030025	WestCat	Preventative Maintenance	146,362	
REG110020	WETA	Facilities Rehabilitation	64,411	
Vehicle Procurement Reserve				
REG090037	BART	Railcar Replacement	36,775,134	10,000,000
REG050020	BART	BART Car Exchange Preventive Maintenance	22,979,594	1,000,000
REG110030	Caltrain	Advanced Signal System	18,589,069	8,844,200
			Total Program Set-asides and Commitments	19,844,200
			Funds Available for Programming	122,245,805
Capital Projects				
ALA990052	AC Transit	Paratransit Van Leasing	1,740,381	
ALA991070	AC Transit	Preventive Maintenance	22,191,982	
ALA090060	ACE	Rebuild Diesel Locomotives	1,460,000	
BRT030005	BART	Traction Power	5,208,318	6,791,682
BRT97100B	BART	Track Replacement Rehabilitation	692,310	11,307,690
ALA090065	BART	Replacement of Fixed Guideway Elements and Fare Collection Equipment		20,000
SM-03006B	Caltrain	Systemwide Track Rehabilitation & Related Structures		13,270,000
REG090053	Caltrain	Preventive Maintenance	3,333,333	1,666,667
CC-110061	CCCTA	Replace (10) 40' buses - Hybrid	5,627,420	
CC-110062	CCCTA	Replace (4) LINK Vans	371,840	
CC-110063	CCCTA	Replace (4) Minivans	173,556	
CC-070092	ECCTA	Transit Bus Replacements	2,774,881	
CC-090039	ECCTA	Clipper Fareboxes	136,464	
CC-050029	ECCTA	Park and Ride Facility Land Purchase - Security Project	0	
SOL010006	Fairfield	Operating Assistance	2,374,911	
MRN110027	GGBHTD	Replace 2 - 1998 45' Over-the-Road Buses	0	
MRN110028	Marin Transit	Replace 3 - 2005 paratransit vans	195,897	
MRN050025	GGBHTD	District Facilities	1,048,234	
ALA030030	LAVTA	Preventative Maintenance	116,780	
ALA110095	LAVTA	East Bay Radio Communication System Hookup	512,000	
ALA110096	LAVTA	Capital Maintenance-Fuel	128,132	
NAP970010	Napa	Operating Assistance	1,442,265	
SON110032	Petaluma	Communication Equipment	46,371	

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FY 2011-12 FTA Section 5307 and 5309 Fixed Guideway Program				
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG
SF-99T005	SFMTA	Historic Vehicle Rehabilitation		13,146,553
SF-970073	SFMTA	Cable Car Vehicle Renovation		1,157,625
SF-090035	SFMTA	Paratransit Van Replacement		
SF-070046	SFMTA	Rehab 170 Neoplan Motor Coaches	206,824	
SF-070045	SFMTA	Trolley Car Replacement	4,800,000	
SF-950037B	SFMTA	Rail Replacement	1,174,792	18,825,208
SF-99T002	SFMTA	Cable Car System Rehabilitation		20,290,000
SF-970170	SFMTA	Overhead Rehabilitation		3,076,000
SF-050024	SFMTA	Wayside Train Control Equipment Rehab and Replacement		2,064,000
SF-030013	SFMTA	Wayside Fare Collection Equipment Rehab and Replacement		10,150,000
SM-110056	SamTrans	Capital Maintenance-Fuel		700,000
SON030011	Santa Rosa CityBus	Operating Assistance	3,346,604	
SON090024	Santa Rosa CityBus	Preventive Maintenance	1,318,170	
SON030012	Santa Rosa CityBus	Bus Stop Enhancements	1,614,506	
SON110045	Santa Rosa	Capital Maintenance - Fuel	33,761	
SOL110026	SolTrans	Coin Counter Machine	409,670	
SOL110033	SolTrans	Capital Maintenance - Fuel	7,200	
SON070024	Sonoma County Transit	Bus Replacement	320,606	
SON030005	Sonoma County	Preventive Maintenance	1,565,233	
SON050021	Sonoma County Transit	Bus Stop Improvement Project	135,000	
SOL010007	Vacaville	Operating Funds	11,254	
SCL050045	VTA	ADA Bus Stop Improvements	983,000	
SCL990046	VTA	Preventive Maintenance	460,559	
SCL050002	VTA	Rail Replacement Program	38,286,489	2,586,048
SCL090044	VTA	TP OCS Rehab & Replacement		2,209,701
SCL050049	VTA	Rail Substation Rehab/Replacement		978,000
SCL110099	VTA	Light Rail Bridge and Structure - SG Repair		1,360,000
SCL110100	VTA	Kinkisharyo LRV Overhaul Program		1,029,600
SCL110101	VTA	LRV Body Shop Dust Separation Wall		436,000
SCL110102	VTA	LRV Maintenance Shop Hoist		2,749,856
SCL110105	VTA	LR Signal Assessment / SCADA System Replacement		2,800,000
SCL110104	VTA	Light Rail Track Crossovers and Switches		579,578
SCL110103	VTA	Update Santa Teresa Interlock Signal House		688,000
CC-110057	WestCat	Revenue Vehicle Replacement	1,857,205	
CC-110058	WestCAT	Service Vehicle Replacement	31,721	
REG090057	WETA	Ferry Major Component Rehab/Replacement		1,655,000
REG090054	WETA	Ferry Channel & Berth Dredging		200,000
REG090067	WETA	Fixed Guideway Connectors		825,000
Total Capital Projects			106,137,669	120,562,208
Total Program			205,159,211	140,406,408
Fund Balance			15,118,776	1,683,597

Notes:

- Operators in the Santa Rosa , Fairfield, and Vacaville Urbanized Areas did not wish to participate in the ADA or 10% flexible set-aside programming elements, and operators in the Napa and Petaluma UAs do not participate in the ADA set-aside.
- AC Transit deferred \$3,000,000 for preventive maintenance from FY11 to FY12 and exchanged \$19,191,982 for bus replacements for PM in FY12. \$10,000,000 in PM released to AC Transit as a result of meeting conditions specified in MTC Resolutions 3831, 3880 and 3916 revised June 2011.
- Caltrain exchanged \$37,433,269 in FY12 for Railcar Replacement for \$5,000,000 preventive maintenance in FY11, \$5,000,000 preventive maintenance in FY12, and \$27,433,269 for Advanced Signal System in FY12. The region will not replace \$10 million of the rail car funds, i.e, the share of regional participation in Car Replacement will be reduced by \$10,000,00.
- SFMTA deferred \$20,000,000 programmed in FY11 and \$4,159,333 programmed in FY12 for replacement of 45 40' NABI buses to FY13 in exchange for \$4,026,555 for Rail Replacement in FY11.
- SamTrans deferred \$24,745,874 for replacement of 62 1998 Gillig Buses from FY12 to FY13 in exchange for \$2,115,216 for Advanced Communication System (ACS) Upgrades.
- Sonoma County Transit exchanged \$135,000 in partial funding for bus replacement for an equal amount in Preventive Maintenance. The bus procurement will be completed with Prop. 1B, TDA/STA and Air District funds.
- WestCAT deferred \$380,657 for replacement of one 40' bus to FY13 in exchange for \$31,721 for replacement of one service vehicle.
- AC Transit exchanged \$17,500,000 in CMAQ programmed to its BRT project for \$17,500,000 in 5307 for preventive maintenance in FY11. CMAQ funds were reprogrammed to SFMTA's Central Subway; \$17.5M I-Bond funds were transferred from Central Subway to BART's Fixed Guideway projects, which were reduced by \$17.5M in TCP funds in FY12.
- WETA deferred \$1,000,000 of fixed guideway cap funding to FY13.
- Unobligated funds programmed to Vallejo were reprogrammed to SolTrans as part of the consolidation of Benicia and Vallejo transit services under SolTrans.
- VTA used its FY12 fixed guideway project cap of \$9,450,000 and \$6,176,383 of its FY13 fixed guideway project cap for fixed guideway projects in FY12. VTA's fixed guideway project cap in the FY13 program will be reduced by \$6,176,383.
- GGBHTD deferred \$5,660,000 for fixed guideway projects to FY15. Funds will have priority for programming in FY15 as a prior-year obligation.

APPENDIX A – 27

Regional Policies: Project Funding and Specific Funding Programs

**San Francisco Bay Area Transit Capital Priorities
(FTA Sections 5307, 5309, 5337 and 5339)
Program of Projects for FY 2012-13 and FY 2013-14
MTC Resolution No. 4084**



Date: January 23, 2013
W.I.: 1512
Referred By: PAC
Revised: 02/27/13-C 04/24/13-C
05/22/13-C 09/25/13-C
02/26/14-C 04/23/14-C
05/28/14-C 12/17/14-C
01/27/16-C

ABSTRACT

Resolution No. 4084, Revised

This resolution approves the FY2012-13 and FY2013-14 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5309 Fixed Guideway Modernization, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities.

This Resolution includes the following attachment:

Attachment A – FY2012-13 and FY2013-14 Program of Projects

This resolution was amended on February 27, 2013 to transfer \$2 million in Section 5307 funds from an SFMTA bus replacement project to BART's enterprise asset management system project. The funding for the SFMTA project will be replaced with FTA Section 5309 Bus discretionary funds.

This resolution was revised on April 24, 2013 to reflect several transfers of funding between eligible projects and deferral of projects to future years.

This resolution was revised on May 22, 2013 to program previously reserved funds for ACE, Caltrain, and the Solano County operators, to program additional funding for AC Transit and SFMTA bus replacement projects, and to make program revisions to reconcile to final FY2012-13 FTA apportionments.

This resolution was revised on September 25, 2013 to make minor revisions to the Transit Capital Priorities program for FY2012-13 and FY2013-14 to reconcile the program to final FTA apportionments.

ABSTRACT

MTC Resolution No. 4084, Revised

Page 2

This resolution was revised on February 26, 2014 to make revisions to the FY2013-14 Transit Capital Priorities program to transfer funds from two existing AC Transit Bus Procurement projects to a new AC Transit Farebox Replacement project; and to transfer funds from two existing WETA Fixed Guideway projects to an existing WETA Ferry Replacement project. The resolution was also revised to program FY 2013-14 5307 funds to Lifeline Transportation Program projects to replace JARC funds that lapsed.

This resolution was revised on April 23, 2014 to make program revisions to reconcile the program to final FY2013-14 apportionments released by FTA and to make additional changes requested by operators that were consistent with the TCP policy.

This resolution was revised on May 28, 2014 to re-program \$400,000 from Fairfield and Suisun Transit (FAST) bus engine replacements to operating assistance after the Solano County Coordinated Short Range Transit Plan was submitted demonstrating that the replacement of the engines and buses used for intercity express routes, as well as other capital needs, can be adequately funded while continuing to use FTA funds for operating costs. The resolution was also revised to re-program most of Caltrain's ADA set-aside funds to their Revenue Vehicle Rehabilitation Program, to re-program funds from Soltrans' Bus Purchase project to their Preventive Maintenance project as requested by the operator; and to revise Napa's and Soltrans' ADA operating set-aside amounts to keep them under the 10% ADA limit by Urbanized Area.

This resolution was revised on December 17, 2014 to re-program \$4,258,982 from the amount reserved for Caltrain's Positive Train Control/Electrification project to Caltrain's San Mateo Bridges Replacement project in FY2012-13. The resolution was also revised to re-program \$2,841,018 and \$4,000,000 from the amount reserved for Caltrain's Positive Train Control/Electrification project to Caltrain's San Mateo Bridges Replacement project and SFMTA's Global Positioning System projects, respectively, in FY14. The resolution was also revised to reflect minor transfers of funding between AC Transit projects as a result of project cost savings. The changes have been highlighted under Attachment A to this resolution.

This resolution was revised on January 27, 2016 to re-program \$413,000 reserved for Caltrain's Positive Train Control/Electrification project to Caltrain's Systemwide Track Rehab and Related Structures project in FY2013-14. The change has been highlighted under Attachment A to this resolution.

ABSTRACT

MTC Resolution No. 4084, Revised

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Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocation Committee Executive Director memorandum dated January 9, 2013, and the Programming and Allocation Committee summary sheet dated February 13, 2013, April 10, 2013, May 8, 2013, September 11, 2013, February 12, 2014, April 9, 2014, May 14, 2014, December 10, 2014 and January 13, 2016.

Date: January 23, 2013
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4084

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5309 Fixed Guideway Modernization, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and has been authorized by the California Department of Transportation (Caltrans) to select projects and recommend funding allocations subject to state approval for the FTA Section 5307 and Section 5339 small urbanized area funds of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators and with Caltrans in the region to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 4072; and


WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachment A, which are incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY2012-13 and FY 2013-14 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachments A; and, be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachment A as necessary to reflect the programming of projects as the projects are revised in the TIP; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on January 23, 2013.

FY 2012-13 Transit Capital Priorities / Transit Capital Rehabilitation Program							
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG	FTA Section 5337	FTA Section 5339	
			Actual Apportionments	206,676,575	0	167,541,738	12,658,679
			Previous Year Carryover	36,464,600	1,683,596	0	0
			Funds Available for Programming	243,141,175	1,683,596	167,541,738	12,658,679
Lifeline Set-Aside (JARC Projects)							
TBD	TBD	Reserved for projects included in the Lifeline Transportation Program Cycle 3 (MTC Resolution No. 4053, Revised).	3,456,429				
ADA Operating Set-Aside							
ALA990076	AC Transit	ADA Set-aside	3,933,205				
ALA050042	ACE	Preventive Maintenance	503,096				
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improve	2,962,267				
SM-050040	Caltrain	ADA Set-aside	79,363				
REG090051	Caltrain	Revenue Vehicle Rehab Program	868,379				
CC-99T001	CCCTA	ADA Set-aside	667,479				
CC-030035	ECCTA	ADA Set-aside	522,888				
MRN090033	GGBHTD	ADA Set-aside	445,751				
ALA990077	LAVTA	ADA Set-aside	302,768				
MRN110047	Marin Transit	ADA Set-aside	668,627				
NAP030004	Napa VINE	ADA Set-aside	29,557				
SM-990026	SamTrans	ADA Set-aside	992,293				
SF-990022	SFMTA	ADA Set-aside	3,732,102				
SOL110025	SoITrans	ADA Set-aside	665,421				
SCL050046	VTA	ADA Set-aside	3,124,039				
CC-990045	WestCat	ADA Set-aside	107,889				
Prior-Year Commitments - Projects Deferred from FY2011-12							
REG090067	WETA	Ferry Fixed Guideway Connectors - Main Street Terminal	1,000,000				
			Total Program Set-asides and Commitments	24,061,553	0	0	0
			Funds Available for Capital Programming	219,079,622	1,683,596	167,541,738	12,658,679
Capital Projects							
ALA010034	AC Transit	CAD/AVL	5,000,000				
ALA010034	AC Transit	Radio communication system	5,000,000				
ALA990052	AC Transit	Paratransit Van Leasing	1,433,386				
ALA110116	AC Transit	(51) Diesel Particulate Filters for 30' Buses	795,225				
REG110044	ACE	Positive Train Control (PTC)	1,664,400				
BRT030004	BART	Train Control				13,000,000	
BRT030005	BART	Traction Power				13,000,000	
BRT97100B	BART	Rail, Way, and Structures Program		726,392		12,273,608	
ALA090065	BART	Fare Collection Equipment				6,067,914	
REG050020	BART	BART Car Exchange Preventive Maintenance	11,753,191			60,246,809	
REG090037	BART	Railcar Replacement				500,000	
ALA110090	BART	Enterprise Asset Management System	2,000,000				
SM-010054	Caltrain	San Mateo Bridges Replacement				8,766,563	
SM-050041	Caltrain	Caltrain: Signal/Communication Rehab. & Upgrades				1,153,437	
SM-110076	Caltrain	Caltrain TVM Replacement				980,000	
REG110030	Caltrain	Positive Train Control/Electrification - RESERVED				0	
CC-110095	CCCTA	CCCTA: Replace 7 30' Buses	1,999,441				840,438
CC-110096	CCCTA	CCCTA: Replace 6 22' Paratransit Vans	401,592				
CC-110097	CCCTA	CCCTA: Replace 4 Paratransit Minivans	180,236				
CC-110098	CCCTA	Purchase and Install 40 Electric Cooling Fans	200,000				
CC-070092	ECCTA	Replace Ten, 2001 40' Gilligs	4,774,603				
CC-070092	ECCTA	Replace Two, 2007 Chevrolet Minivans					
CC-070092	ECCTA	Replace One, 2003 DR Cutaway/Van	89,787				
CC-070092	ECCTA	Replace One, 2006 DR Cutaway/Van	66,932				
CC-030037	ECCTA	Preventive Maintenance	266,647				
SOLO10006	Fairfield	Fairfield Operating Assistance	2,378,311				
MRN110045	GGBHTD	Replace 7 - 40' Diesel Buses	3,008,005				
ALA030030	LAVTA	Preventative Maintenance	1,399,366				
MRN110043	Marin Transit	Replace 7 Local Buses	4,057,707				
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,776,524				
NAP090008	Napa Vine	Equipment Replacement & Upgrades	46,814				170,991
SON110051	Petaluma	Replace 2 Paratransit Cutaways FY13	9,360				124,504

Date: January 23, 2013
 W.I.: 1512
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 04/24/13-C
 05/22/13-C
 09/25/13-C
 04/23/14-C
 12/17/14-C
 12/16/15-C

Attachment A
 Resolution No. 4084
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FY 2012-13 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG	FTA Section 5337	FTA Section 5339
Capital Projects, continued						
SM-110062	Samtrans	Replacement of 1998 Gillig Buses	17,397,271			
SM-110070	Samtrans	Replacement of 14 2009 Minivans	619,597			
SM-030023	Samtrans	Preventive Maintenance	6,896,630			
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,678,872			
SON090024	Santa Rosa	Santa Rosa CityBus: Preventative Maintenance	1,281,664			
SON030012	Santa Rosa	Santa Rosa CityBus: Transit Enhancements	31,093			
SON070020	Santa Rosa	Diesel-Electric Hybrid Fixed-Route Replacement Bus				231,591
SF-090043	SFMTA	45 40' NABI Replacement	7,419,719			6,690,972
SF-090035	SFMTA	35 22' Paratransit vans	4,163,725			
SF-110050	SFMTA	58 40' Neoplan Bus Replacement	15,815,991			
SF-110051	SFMTA	26 60' Neoplan Bus Replacement	16,742,037			
SF-070045	SFMTA	60 60' New Flyer Trolley Bus Replacement	0			
SF-990003	SFMTA	ITS Radio System Replacement	5,000,000			
SF-95037B	SFMTA	Muni Rail Replacement			26,992,086	
SF-970073	SFMTA	Cable Car Renovation Program			960,000	
SF-990003	SFMTA	Global Positioning System			2,600,000	
SOL110040	Soltrans	Operating Assistance	1,100,000			
SOL090033	Soltrans	Maintenance Facility	1,750,000			
SOL090034	Soltrans	Bus Purchase	416,835			
SOL110038	Soltrans	Technology Enhancements				
SON030005	Sonoma County	SCT Preventive Maintenance Program	986,845			
SON050021	Sonoma County	SCT Bus Stop Enhancements	10,364			
SON110049	Sonoma County	Replacement of One CNG 40-Foot Orion Bus				
SOL110042	Vacaville	Additional FR Buses	1,205,486			0
SOL010007	Vacaville	Operating Assistance	985,000			
SCL990046	VTA	VTA: Preventive Maintenance	32,541,169		2,601,175	
SCL050045	VTA	VTA: ADA Bus Stop Improvements	350,749			
SCL050002	VTA	VTA: Rail Replacement Program		957,204	705,379	
SCL050001	VTA	VTA: Standard and Small Bus Replacement				2,743,276
CC-110092	WestCat	Replacement of 8 (1988) 40' transit buses.	3,502,672			
SF-110053	WETA	Replacement Vessel	14,800,000			
REG090057	WETA	Ferry Major Component Rehabilitation - Solano	1,600,000			
REG090057	WETA	Ferry Major Component Rehabilitation - Vallejo	960,000			
REG090055	WETA	Ferry Propulsion System Replacement - Peralla	4,208,000			
REG090067	WETA	Ferry Fixed Guideway Connectors - Main Street Terminal	224,000			
		Total Capital Projects	189,989,246	1,683,596	149,846,971	10,801,772
		Total Programmed	214,050,799	1,683,596	149,846,971	10,801,772
		Fund Balance	29,090,376	0	17,694,767	1,856,907

FY 2013-14 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Actual Apportionments			208,984,999	170,320,038	13,072,341
Previous Year Carryover			29,090,376	17,694,767	1,856,907
Funds Available for Programming			238,075,375	188,014,805	14,929,248
Lifeline Set-Aside (JARC Projects)					
To be programmed	To be programmed	Reserved for projects included in the Lifeline Transportation Program Cycle 3 (MTC Resolution No. 4053, Revised) and Cycle 4.	2,889,856		
ADA Operating Set-Aside					
ALA990076	AC Transit	ADA Set-aside	3,987,520		
ALA050042	ACE	Preventive Maintenance	510,043		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improve	3,003,174		
SM-050040	Caltrain	ADA Set-aside	0		
REG090051	Caltrain	Revenue Vehicle Rehab Program	960,667		
CC-99T001	CCCTA	ADA Set-aside	676,696		
CC-030035	ECCTA	ADA Set-aside	530,109		
MRN090033	GGBHTD	ADA Set-aside	451,907		
ALA990077	LAVTA	ADA Set-aside	306,948		
MRN110047	Marin Transit	ADA Set-aside	677,860		
NAP030004	Napa VINE	ADA Set-aside	23,847		
SM-990026	SamTrans	ADA Set-aside	1,005,996		
SF-990022	SFMTA	ADA Set-aside	3,783,639		
SOL110025	SolTrans	ADA Set-aside	590,647		
SCL050046	VTA	ADA Set-aside	3,166,259		
CC-990045	WestCat	ADA Set-aside	109,379		
Vehicle Procurement Reserve					
New	Caltrain	Railcar Replacement - RESERVED		24,323,719	
Total Program Set-asides and Commitments			22,674,547	24,323,719	0
Funds Available for Capital Programming			215,400,828	163,691,086	14,929,248
Capital Projects					
ALA990052	AC Transit	Paratransit Van Leasing	1,433,386		
ALA110117	AC Transit	Replace (28) 2000 40' Urban buses	10,200,964		
ALA110118	AC Transit	Replace (40) 2002 40' Urban buses	14,572,805		
ALA130002	AC Transit	Replace (27) 2003 60' articulated buses	22,303,145		
ALA110106	AC Transit	Farebox Replacement	2,000,000		
ALAD10034	AC Transit	Facilities Upgrade	746,788		
REG110044	ACE	Positive Train Control (PTC)	1,664,400		
BRT030004	BART	Train Control		13,000,000	
BRT030005	BART	Traction Power		13,000,000	
BRT97100B	BART	Rail, Way, and Structures Program		13,000,000	
ALA090065	BART	Fare Collection Equipment		6,067,914	
REG050020	BART	BART Car Exchange Preventive Maintenance	7,267,896	66,900,255	
REG090037	BART	Railcar Replacement		500,000	
SM-010054	Caltrain	San Mateo Bridges Replacement		2,841,018	
SM-03006B	Caltrain	Caltrain: Systemwide Track Rehab & Related Struct		7,471,982	
CC-110100	CCCTA	Replace 18 40' Heavy Duty Diesel Over the Road Buses	8,334,023		863,162
CC-110099	CCCTA	CCCTA: Replace 15 40' Heavy Duty Diesel Transit Buses	6,578,760		
CC-070092	ECCTA	Replace Ten, 2001 40' Gilligs	4,960,618		893,992
CC-070092	ECCTA	Replace Four, 2010 Dodge Minivans	183,572		
CC-030037	ECCTA	Preventive Maintenance	64,251		
CC-070092	ECCTA	Replace Two, 2007 Chevrolet Minivans	90,118		
SOL010006	Fairfield	Fairfield Operating Assistance	2,422,394		
SOL110044	Fairfield	Intercity Bus Engine Replacements	0		
SOL110041	Fairfield	Bus Replacement			564,485
MRN110046	GGBHTD	Replace 14 - 45' OTR Coaches	7,709,590		
ALA030030	LAVTA	Preventative Maintenance	196,984		
MRN110044	Marin Transit	13 Paratransit Vehicles	891,338		
MRN110042	Marin Transit	4 Local Buses	2,235,772		
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,432,231		
NAP090008	Napa Vine	Equipment Replacement & Upgrades	48,035		174,228
SON110052	Petaluma	Replace 2 Paratransit Cutaways FY14	10,657		126,859

Date: January 23, 2013
W.I.: 1512
Referred by: PAC
Revised: 02/27/13-C
04/24/13-C
05/22/13-C
09/25/13-C
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04/23/14-C
05/28/14-C
12/17/14-C
01/27/16-C

Attachment A
Resolution No. 4084
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FY 2013-14 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Capital Projects, continued					
SM-110053	SamTrans	Advanced Communication System Upgrades	2,653,250		
SM-110069	SamTrans	Replacement of 19 2007 Cutaway Buses	1,837,710		
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,701,083		
SON090024	Santa Rosa	Santa Rosa CityBus: Preventative Maintenance	672,263		
SON030012	Santa Rosa	Santa Rosa CityBus: Transit Enhancements	24,768		
SON070020	Santa Rosa	Diesel-Electric Hybrid Fixed-Route Replacement Bus			277,289
New	SFMTA	30 60' Motor Coaches	30,500,000		
New	SFMTA	Farebox Replacement	1,120,000		
SF-110050	SFMTA	50 40' Neoplan Bus Replacement	5,855,020		6,908,739
SF-110051	SFMTA	26 60' Neoplan Bus Replacement	4,116,619		
SF-110050	SFMTA	8 40' Neoplan Bus Replacement	4,643,523		
SF-070045	SFMTA	60 60' New Flyer Trolley Bus Replacement		12,677,488	
New	SFMTA	42 40' Neoplan Bus Replacement	5,000,000		
New	SFMTA	49 60' Neoplan Bus Replacement	8,365,234		
SF-95037B	SFMTA	Muni Rail Replacement		4,092,086	
SF-970073	SFMTA	Cable Car Renovation Program		960,000	
SF-990003	SFMTA	Global Positioning System		4,000,000	
SOL110040	SoTrans	Operating Assistance	5,706,408		
SOL090034	SoTrans	Bus Purchase	975,000		767,581
SOL070032	SoTrans	Preventive Maintenance	599,674		
New	Sonoma County	CNG Bus Replacement	410,123		
SON030005	Sonoma County	SCT Preventive Maintenance Program	1,308,507		
SON050021	Sonoma County	SCT Bus Stop Enhancements	17,935		
SON110049	Sonoma County	Replacement of One CNG 40-Foot Orion Bus			432,386
ALA110114	Union City	Replacement of Two (2) Transit Buses	953,135		
SOL010007	Vacaville	Operating Assistance	985,000		
New	Vacaville	Paratransit Bus Purchase 3 40' ARBOC Low-Floor Gasoline			394,072
SCL990046	VTA	VTA: Preventive Maintenance	32,874,210	2,072,309	
SCL050045	VTA	VTA: ADA Bus Stop Improvements	361,097		
SCL050049	VTA	VTA: Rail Substation Rehab/ Replacement		4,560,000	
SCL090044	VTA	VTA: TP OCS Rehab and Replacement			
SCL050002	VTA	VTA: Rail Replacement Program		5,556,034	
SCL050001	VTA	VTA: Standard and Small Bus Replacement			3,185,141
CC-110093	WestCat	Replacement of 2 35' suburban diesel transit bus	735,324		
CC-110094	WestCat	Replacement of 2 35' suburban diesel transit bus	223,954		
REG090054	WETA	Ferry Channel Dredging		1,600,000	
REG090057	WETA	Ferry Major Component Replacement			
REG090067	WETA	Ferry Fixed Guideway Connectors			
SF-110053	WETA	Replacement Vessel	749,345	5,392,000	
		Total Capital Projects	207,736,909	163,691,086	14,587,934
		Total Programmed	230,411,456	188,014,805	14,587,934
		Fund Balance	7,663,919	0	341,314

Date: January 23, 2013

W.I.: 1512

Referred by: PAC

Revised: 02/27/13-C

04/24/13-C

05/22/13-C

04/23/14-C

12/17/14-C

1/27/16-C

Attachment A

Resolution No. 4084

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FY2012-13 - FY2013-14 Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

<p>1. Apportionment projections are based on MAP-21 authorizations and FY13 partial-year apportionments released by FTA. The program will be reconciled to the final apportionments for each year after they are released by FTA.</p>
<p>2. Operators in the Fairfield, Napa, Petaluma, Santa Rosa and Vacaville Urbanized Areas did not wish to participate in the ADA operating set-aside programming element at the time the current ADA set-aside formula was developed. Future revisions to the ADA set-aside formula may include operators in these urbanized areas.</p>
<p>3. \$400,000 of FY2013-14 Section 5307 programmed to Fairfield & Suisun Transit for intercity bus engine replacements based on the intercity bus replacement strategy agreed to by the operators may be reprogrammed to another FAST project if review of the draft Solano County Short Range Transit Plan demonstrates that the engine replacements can be funded with other sources while providing sufficient funding for other capital and operating needs.</p>
<p>4. Caltrain deferred \$1,706,500 of its FY13 fixed guideway cap to FY14. \$413,000 of Caltrain's FY14 fixed guideway cap funds are reserved for the Positive Train Control/Electrification project pending discussions with HSR Early Investment Strategy MOU partner agencies and a final request that aligns with the MOU. Proposed FY15 program includes \$11.1 million FY13 and FY14 funds for bridge replacement projects as requested by Caltrain - previously reserved for electrification. \$4M of the \$11.1M was programmed to SFMTA's GPS project in FY14 in exchange for \$4M of SFCTA Prop K funds for Caltrain's Quint St. Bridge project. On January 27, 2016 this resolution was revised to program \$413,000, previously reserved for Caltrain's Positive Train Control/Electrification project, to Caltrain's Systemwide Track Rehab & Related Structures.</p>
<p>5. \$24,323,719 for Caltrain's Railcar Replacement project will be held in a Vehicle Procurement Reserve pending development of the project schedule, and will be programmed in a future amendment.</p>
<p>6. ECCTA exercised the Capital Exchange element of the TCP policy by deferring replacement of two 1998 40' diesel buses to FY22 in exchange for \$266,647 for Preventive Maintenance in FY13, and by deferring replacement of two 2001 Trolley Replicas to FY25 in exchange for \$55,042 in Preventive Maintenance in FY14.</p>
<p>7. GGBHTD deferred \$22,074,000 of fixed guideway cap funds from FY11, FY12, FY13 and FY14 to FY15. These funds will have priority for programming in FY15 as a prior-year commitment.</p>
<p>8. LAVTA exercised the Capital Exchange element of the TCP policy by deferring replacement of nine 2006 22' cutaways to FY20 in exchange for \$1,157,841 for Preventive Maintenance in FY13. LAVTA also deferred replacement of five 2000 40' hybrid buses to FY15 in exchange for \$241,525 in Preventive Maintenance in FY13, and deferred replacement of eight 2002 40' hybrid buses to FY15 in exchange for \$196,984 in Preventive Maintenance in FY14.</p>
<p>9. Programming for Santa Rosa CityBus and Sonoma County Transit in FY14 is based on a renegotiated agreement to share apportionments in the Santa Rosa urbanized area between the two agencies.</p>
<p>10. SFMTA deferred \$5,000,000 of its FY13 fixed guideway cap to FY15 in exchange for advancing funding for two bus replacement projects from FY14 to FY13.</p>
<p>11. VTA deferred \$1,138,534 of its fixed guideway cap from FY13 to FY14.</p>
<p>12. WestCAT deferred \$849,920 for replacement of two buses from FY13 to FY15 in exchange for advancing funding for two different bus replacements from FY15 to FY14.</p>
<p>13. WETA deferred \$5,392,000 of its FY14 fixed guideway cap funds to FY15 in exchange for advancing funding for a ferry vessel replacement from FY16 to FY14.</p>
<p>14. SamTrans deferred \$20,000,000 of FY14 5307 for articulated bus replacement to FY15 in exchange for \$2,653,250 for Advanced Communication System Upgrades in FY14</p>
<p>15. The balance of the regional share of AC Transit's Replace (27) 2003 60' articulated buses project (\$3,567,594), SFMTA's 42 40' Neoplan Bus Replacement project (\$19,378,498) and SFMTA's 49 60' Neoplan Bus Replacement project (\$20,000,000 annual cap) will have priority for funding in FY2014-15 as prior-year commitments.</p>

APPENDIX A – 28

Regional Policies: Project Funding and Specific Funding Programs

**San Francisco Bay Area Transit Capital Priorities
(FTA Sections 5307, 5337 and 5339)
Program of Projects for FY 2014-15
MTC Resolution No. 4162**



Date: December 17, 2014
W.I.: 1512
Referred By: PAC
Revised: 01/28/15-C 03/25/15-C
05/27/15-C 07/22/15-C
09/23/15-C 10/28/15-C
01/27/16-C 04/27/16-C

ABSTRACT

Resolution No. 4162, Revised

This resolution approves the FY2014-15 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities. In addition, Surface Transportation Program Cycle 2 Transit Capital Rehabilitation funds are being programmed in MTC Resolution No. 4035, Revised, and AB 664 Bridge Toll revenues are programmed in MTC Resolution No. 4163 for FY2014-15 Transit Capital Priorities projects.

This Resolution includes the following attachment:

Attachment A – FY2014-15 Program of Projects

This resolution was revised on January 28, 2015 to reprogram \$24.8 million from SFMTA's fixed guideway rehabilitation projects towards SFMTA's light rail vehicles (LRV) purchase.

This resolution was revised on March 25, 2015 to program \$10.5 million in San Jose urbanized area 5337 funds, previously held in a vehicle procurement reserve for Caltrain's Railcar Replacement project, to VTA for preventive maintenance.

This resolution was revised on May 27, 2015 to make minor programming changes requested by the operators, which are consistent with the TCP policy.

This resolution was revised on July 22, 2015 to make minor programming changes, to transfer funds between SolTrans' projects, which are consistent with the TCP policy.

This resolution was revised on September 23, 2015 to reprogram \$24.7 million from SFMTA's LRV purchase (previously programmed on January 28, 2015 to serve as a back-stop for the

ABSTRACT

MTC Resolution No. 4162, Revised

Page 2

receipt of Cap and Trade funds), back to the fixed guideway rehabilitation projects they were originally programmed to.

This resolution was revised on October 28, 2015 to make minor revisions to the Transit Capital Priorities program for FY2014-15 to reconcile the program to final FTA Apportionments.

This resolution was revised on January 27, 2016 to re-program \$10,770,994 previously reserved for Caltrain's Positive Train Control/Electrification project to Caltrain's Systemwide Track Rehab and Related Structures and Signal/Communication Rehab and Upgrades projects.

This resolution was revised on April 27, 2016 to make minor revisions, including transfers of funding between projects and reductions in programming to reflect changes in project scope. The changes have been highlighted under Attachment A to this resolution.

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocations Committee summary sheet dated December 10, 2014, January 14, 2015, March 11, 2015, May 13, 2015, July 8, 2015, September 9, 2015, October 14, 2015, January 13, 2016 and April 13, 2016.

Date: December 17, 2014
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4162

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and has been authorized by the California Department of Transportation (Caltrans) to select projects and recommend funding allocations subject to state approval for the FTA Section 5307 and Section 5339 small urbanized area funds of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators and with Caltrans in the region to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 4140; and


WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachment A, which are incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY 2014-15 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachment A; and, be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachment A as necessary to reflect the programming of projects as the projects are revised in the TIP; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on December 17, 2014.

FY 2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339	
			Actual Apportionments	208,447,779	171,411,774	13,021,534
			Previous Year Carryover	7,663,919	0	695,353
			Funds Available for Programming	216,111,698	171,411,774	13,716,887
Lifeline Set-Aside (JARC Projects)						
To be programmed	To be programmed	Reserved for future programming in Lifeline Transportation Program Cycle 4.	2,889,856			
ADA Operating Set-Aside						
ALA990076	AC Transit	ADA Set-aside	3,913,691			
ALA050042	ACE	Preventive Maintenance	8,836			
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improve	2,678,954			
REG090051	Caltrain	Revenue Vehicle Rehab Program	163,267			
CC-99T001	CCCTA	ADA Set-aside	1,178,716			
CC-030035	ECCTA	ADA Set-aside	523,153			
MRN130015	GGBHTD	Transit System Enhancements	307,963			
ALA990077	LAVTA	ADA Set-aside	335,328			
MRN110047	Marin Transit	ADA Set-aside	461,944			
NAP030004	Napa VINE	ADA Set-aside	38,496			
SON150007	Petaluma Transit	ADA Set-aside	82,649			
SM-990026	SamTrans	ADA Set-aside	1,112,576			
SM-070049	SamTrans	Facility/Equipment Rehab/Replacement	416,000			
SM-150008	SamTrans	Replacement of Non-Revenue Vehicles	319,200			
SF-990022	SFMTA	ADA Set-aside	3,990,682			
SOL110025	SoiTrans	ADA Set-aside	302,177			
SON030005	Sonoma City Transit	Preventive Maintenance	28,888			
New	Union City Transit	ADA Set-aside	0			
SCL050046	VTA	ADA Set-aside	3,645,530			
CC-990045	WestCat	ADA Set-aside	243,804			
REG090057	WETA	Ferry Major Component Rehab/Replacement	5,133			
			Total Program Set-asides and Commitments	22,646,843	0	0
			Funds Available for Capital Programming	193,464,855	171,411,774	13,716,887
Capital Projects						
ALA010034	AC Transit	Replace CAD/AVL/Radio System	8,567,594			
ALA150018	AC Transit	Replace (25) 40ft Urban Buses - Hybrids	9,940,433			
ALA150018	AC Transit	Replace (40) 40ft Urban Buses - Diesels	13,953,720			
ALA150013	AC Transit	Purchase (15) 40ft Expansion Urban Buses - Diesels	5,232,645			
ALA990052	AC Transit	ADA Paratransit Van Replacement	1,363,034			
REG110044	ACE	Positive Train Control		1,240,810		
REG050020	BART	BART Car Exchange Preventive Maintenance	1,202,349	51,469,449		
BRT030004	BART	Train Control		11,000,000		
BRT030005	BART	Traction Power		4,000,000		
BRT97100B	BART	Rail, Way, and Structures Program		14,875,097		
ALA090065	BART	Fare Collection Equipment		6,000,000		
REG090037	BART	Railcar Replacement		500,000		
SF-010028	Caltrain	Railcar Replacement		5,234,766		
SM-03006B	Caltrain	Systemwide Track Rehab and Related Structures		10,210,994		
SM-050041	Caltrain	Signal/Communication Rehab & Upgrades		560,000		
CC-150006	CCCTA	Replace (18) 30' Buses	5,995,811		852,829	
CC-150007	CCCTA	Replace (13) 35' Buses	5,106,140			
CC-150008	CCCTA	Replace (3) Paratransit Vans	295,200			
REG090045	Clipper	Golden Gate Bus - Fare Collection Equipment Replacement	918,823			
REG090045	Clipper	AC Transit - Fare Collection Equipment Replacement	4,000,957			
REG090045	Clipper	MTC - Fare Collection Back Office Equipment Replacement		2,315,228		
REG090045	Clipper	SFMTA - Fare Collection Equipment Replacement		2,538,052		
REG090045	Clipper	Golden Gate Ferry - Fare Collection Equipment Replacement		195,958		
REG090045	Clipper	Golden Gate Bus - Fare Collection Equipment Replacement		1,228,907		
CC-070092	ECCTA	Replace (5), 45' diesel, over the road coaches	2,038,393		450,307	
CC-070092	ECCTA	Replace (20) Ford four year gas cutaway/vans	1,410,400			
CC-070092	ECCTA	Replace (30) MDTs for paratransit fleet	360,000			
SOL010006	Fairfield	Fairfield Operating Assistance	2,417,873			
SOL110041	Fairfield	(2) 40' Transit Hybrid Buses			284,891	
MRN990017	GGBHTD	Ferry Channel and Berth Dredging		4,200,000		
MRN150015	GGBHTD	Replacement of Ferry Propulsion Systems		500,000		
MRN150014	GGBHTD	Ferry Major Components Rehab		500,000		
MRN030010	GGBHTD	Fixed Guideway Connectors		4,000,000		

FY 2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Capital Projects, continued					
ALA150017	LAVTA	Replace (5) 2000 40' Diesel Vehicles with 5 40' Hybrids	2,594,228		513,572
ALA150015	LAVTA	Replace (4) 2002- Over the Road Diesel vehicles with 4 40' Hybrids	2,486,240		
ALA150014	LAVTA	Replace (4) 2002- Low Floor Diesel vehicles with 4 40' Hybrids	2,345,200		
ALA150016	LAVTA	Replace (7) 2003- Diesel vehicles with 7 40' Hybrids	4,139,360		
MRN150001	Marin Transit	Replace (9) ADA Paratransit Vehicles	634,680		
MRN150002	Marin Transit	Replace (3) Stage Coach Vehicles	364,080		
MRN150003	Marin Transit	Install fareboxes on Marin County Paratransit Vehicles	76,260		
MRN150003	Marin Transit	Install fareboxes on Marin County Dial-A-Ride Vehicles	22,960		
MRN150003	Marin Transit	Replace Marin Transit Fixed Route Fareboxes	34,440		
MRN150001	Marin Transit	Replace Paratransit Radios	49,200		
MRN150001	Marin Transit	Replace Paratransit MDTs	29,520		
NAP090008	Napa Vine	Equipment Replacement & Upgrades			174,228
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,477,490		
SON150004	Petaluma	(1) 40' Diesel Electric Replacement Standard Bus	494,701		126,859
SON090030	Petaluma	AVUCAD Communications System	352,302		
SON150005	Petaluma	Purchase new Bus Radios	1,476		
SM-150005	Samtrans	Replacement of (60) 2003 Gillig Buses	20,000,000		
SM-110068	Samtrans	Replacement of (55) NABI articulated buses	20,000,000		
SON150008	Santa Rosa	Replace 40' New Flyer buses with new 40' Diesel Buses	154,203		273,017
SON150008	Santa Rosa	Equip new fixed route fleet buses with farebox	24,000		
SON150008	Santa Rosa	Equip new fixed route fleet buses with radio systems	60,000		
SON030012	Santa Rosa	Security improvements for access at bus stops	43,724		
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,645,512		
SON090024	Santa Rosa	Santa Rosa CityBus: Preventative Maintenance	408,030		
SON030012	Santa Rosa	Santa Rosa CityBus: Transit Enhancements	24,379		
SF-150004	SFMTA	Station-Area Pedestrian and Bicycle Access Improvements	500,000		
SF-95037B	SFMTA	Muni Rail Replacement		6,316,972	
SF-030013	SFMTA	Wayside Fare Collection		1,000,000	
SF-970170	SFMTA	Overhead Line Rehabilitation		10,481,371	
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation		5,000,000	
SF-99T002	SFMTA	Cable Car Infrastructure		1,000,000	
SF-970073	SFMTA	Cable Car Renovation Program		960,000	
SF-150005	SFMTA	Replacement of (67) 40' Motor Coaches	5,625,263		6,874,737
SF-150006	SFMTA	Replacement of (98) 60' Motor Coaches	20,000,000		
SOL110040	Soltrans	Operating Assistance	5,584,630		
SOL090033	Soltrans	Maintenance Facility			387,398
SON030005	Sonoma County	SCT Preventive Maintenance Program	1,248,007		
SON110049	Sonoma County	Replacement of (1) CNG 40-Foot Heavy-Duty Bus in SCT's Fixed-Route Fleet	442,294		197,701
SON050021	Sonoma County	Installation of Passenger Shelters and Other Amenities at Various SCT Bus Stops	17,654		
ALA130033	Union City	Union City: Replacement of Two (2) Transit Buses	588,728		
SOL010007	Vacaville	Operating Assistance	985,000		
SCL050045	VTA	ADA Bus Stop Improvements	358,222		
SCL050001	VTA	(61) 40' Hybrid Bus Procurement	30,683,245		3,187,275
SCL990046	VTA	Preventive Maintenance	1,845,840	10,625,493	
SCL050002	VTA	Rail Replacement Program		943,088	
SCL110104	VTA	Light Rail Track Crossovers and Switches		2,179,440	
SCL150011	VTA	North First Street Corridor Light Rail Speed Improvements		400,000	
SCL150005	VTA	Train to Wayside Communication System Upgrade		200,000	
SCL150007	VTA	Upgrade Ohlone/Chynoweth Interlocking		960,000	
SCL150008	VTA	Track Intrusion Abatement		1,600,000	
SCL150009	VTA	LR Signal Shop Modification		396,000	
SCL150010	VTA	Upgrade LR Ring #1 Communications Equipment		1,760,000	
SCL150006	VTA	Back-up Power Devices for Elevated Station		320,000	
CC-150001	WestCat	Replacement of (10) Cut Away Vans	984,000		
CC-150004	WestCat	Replacement of (1) 40 Ft Revenue Vehicle	427,220		
CC-150005	WestCat	Replacement of (1) 40 Ft Revenue Vehicle	497,740		
CC-150002	WestCat	Purchase of (10) Radio systems for (10) Cut Away Van's	8,000		
CC-150003	WestCat	Purchase of (2) Fast Fare Electronic Fareboxes	28,498		
CC-030025	WestCat	Preventive Maintenance	232,200		
REG090057	WETA	Ferry Major Component Rehab/Replacement		3,496,000	
REG090055	WETA	Ferry Propulsion System Replacement		2,288,000	
REG090067	WETA	Fixed Guideway Connectors		376,000	
Total Capital Projects			190,321,898	170,871,625	13,322,814
Total Programmed			212,968,741	170,871,625	13,322,814
Fund Balance			3,142,957	540,149	394,073

Date: 12/17/2014

W.I.: 1512

Referred by: PAC

Revised: 01/28/15-C

03/25/15-C

05/27/15-C

07/22/15-C

09/23/15-C

01/27/16-C

04/27/16-C

Attachment A

Resolution No. 4162

Page 3 of 3

FY2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1.	Apportionment projections are based on 0% escalation relative to FY14 apportionments provided by the current extension of MAP-21. The program will be reconciled to the final apportionments after they are released by FTA.
2.	Operators in the Fairfield, Napa, Santa Rosa and Vacaville Urbanized Areas did not wish to participate in the ADA operating set-aside programming element at the time the current ADA set-aside formula was developed. Future revisions to the ADA set-aside formula may include operators in these urbanized areas.
3.	Programming for Santa Rosa CityBus and Sonoma County Transit in FY15 is based on a renegotiated agreement to share apportionments in the Santa Rosa urbanized area between the two agencies.
4.	AC Transit: \$5M provisionally programmed for CAD-AVL System project pending discussions with AC Transit and ACTC on funding plan for CCCGP projects that were to be funded with Cap & Trade and local funds in CCCGP funding plan.
5.	ACE: \$146,190 of FY15 FG cap deferred by formula based on grant balances to FY17.
6.	BART: \$13,194,931 of FY15 FG cap deferred by formula based on grant balances to FY18.
7.	Caltrain: \$1,835,506 of FG cap deferred by formula based on grant balances to FY17.
8.	Caltrain: Reserved \$10.7 million FG cap for Electrification consistent with HSR/CalMod MOU, pending potential revision of Electrification funding plan. On January 27, 2016, this resolution was revised to program this \$10.7 million reserved for Caltrain's Positive Train Control/Electrification project, to Caltrain's Systemwide Track Rehab & Related Structures and Signal/Communication Rehabilitation and Upgrades projects.
9.	<p>Caltrain/VTA:</p> <p>On December 17, 2014, the Commission directed staff to withhold programming these funds into the TIP. Staff is directed to return in two months with an update on the schedule and funding plan for Caltrain's railcars and Electrification project that reflects additional work by MTC and the Joint Powers Board member agencies, and to confirm the programming approach for the \$10.5 million for the railcar vehicles.</p> <p>On March 25, 2015, the Commission programmed the \$10,469,721 that were held in a Vehicle Procurement Reserve for Caltrain's Railcar Replacement project, to VTA for Preventive Maintenance with the following conditions:</p> <p>1. VTA's agreement that one-third of Caltrain's Transit Capital Priorities (TCP) programming needs, including: a) electric vehicle procurement needs over the life of the railcar project, b) fixed guideway caps, and c) ADA operating set-asides, will be programmed from San Jose and Gilroy-Morgan Hill urbanized area (UA) funds. The VTA share of the railcars may be higher than one-third in certain years to help resolve shortfalls in the San Francisco – Oakland UA, but will be equal to one-third of total project costs. MTC shall strive to balance local shares within 10 years. The total regionall-funded cost is currently estimated at \$365 million.</p> <p>2. VTA's agreement that it will use non-TCP sources for their capital needs that are not covered by TCP funds, or reduce its use of TCP funds for preventive maintenance so that VTA's capital needs are covered with TCP funds, for the duration of Caltrain's Railcar Replacement project.</p>
10.	GGBHTD: Voluntarily deferred \$23,628,000 of fixed guideway cap funds from FY11 through FY15 to FY17. These funds will have priority for programming in FY17 as a prior-year commitment.
11.	SFMTA: Voluntarily deferred \$15,000,000 of its FY15 fixed guideway cap to FY18; also deferred their 21 40ft Trolley Coach procurement to FY15-16 in response to MTC's request for deferral of projects to reduce shortfall. An additional \$1,518,629 of SFMTA's FY15 FG Cap was deferred by formula based on grant balances to FY17.
12.	SFMTA: \$500k programmed to Station Bike and Pedestrian Improvements project in exchange for \$500k of SFMTA revenue bond funds for FG cap projects.
13.	WestCAT exercised the Capital Exchange element of the TCP policy by deferring replacement of six 2002 40' diesel vehicles until FY16-17. Total savings to the region equals \$464,600. WestCAT will utilize the option for using 50% (\$232,300) of these savings for a non Score 16 project, preventive maintenance.
14.	WETA: Voluntarily deferred \$3,424,000 of FG cap to FY17.
15.	SFMTA received \$41.2 million in TIRCP (Cap and Trade) funds in June 2015. The TCP funds (\$24.7 million), that were intended as a back-stop for the Cap and Trade funds, were therefore reprogrammed to the projects they were originally programmed to i.e. SFMTA's fixed guideway rehabilitation projects (see note 15 above). As a result of this, note 15 no longer applies and was therefore deleted.
16.	Union City Transit elected to defer \$128,318 of ADA Set-aside from FY15 to FY17. This amount will be treated as a Prior-Year Commitment in the FY17 program.

APPENDIX A – 29

Regional Policies: Project Funding and Specific Funding Programs

**San Francisco Bay Area Transit Capital Priorities
(FTA Sections 5307, 5337 and 5339)
Program of Projects for FY 2015-16
MTC Resolution No. 4212**



Date: January 27, 2016
W.I.: 1512
Referred By: PAC
Revised: 04/27/16-C
05/25/16-C
06/22/16-C

ABSTRACT

Resolution No. 4212, Revised

This resolution approves the FY2015-16 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities. In addition, Surface Transportation Program Cycle 2 Transit Capital Rehabilitation funds are being programmed in MTC Resolution No. 4035, Revised, and AB 664 Bridge Toll revenues and BATA Project Savings are programmed in MTC Resolution No. 4213 and Resolution No. 4169, Revised, respectively, for FY2015-16 Transit Capital Priorities projects.

This Resolution includes the following attachment:

Attachment A – FY2015-16 Program of Projects

This resolution was revised on April 27, 2016 to make revisions to several projects in the Transit Capital Priorities program for FY2015-16 to reconcile the program to final FTA Apportionments for the year.

This resolution was revised on May 25, 2016 to make minor revisions to the Transit Capital Priorities program for FY2015-16: transferring programming between projects for WETA, programming of operating assistance for Vacaville Transit, and reducing the programmed amount for a Marin Transit bus replacement due to revised scope.

This resolution was revised on June 22, 2016 to program funds that had previously been reserved for Caltrain Electrification to Caltrain's Railcar Replacement and infrastructure rehab projects.

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocations Committee summary sheets dated January 13, 2016, April 13, 2016, May 11, 2016 and June 8, 2016.

Date: January 27, 2016
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4212

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and has been authorized by the California Department of Transportation (Caltrans) to select projects and recommend funding allocations subject to state approval for the FTA Section 5307 and Section 5339 small urbanized area funds of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators and with Caltrans in the region to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 4140; and

WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachment A, which are incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY 2015-16 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachment A; and, be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachment A as necessary to reflect the programming of projects as the projects are revised in the TIP; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on January 27, 2016.

FY 2015-16 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339	
			Actual Apportionments	211,278,509	196,480,438	12,032,931
			Previous Year Carryover	2,662,039	24,863,868	394,073
			Funds Available for Programming	213,940,548	221,344,306	12,427,004
Lifeline Set-Aside (JARC Projects)						
Reserved	Various	Reserved for programming in Lifeline Transportation Program Cycle 4	2,936,093			
ADA Operating Set-Aside						
ALA990076	AC Transit	ADA Set-aside	3,984,138			
ALA050042	ACE	Preventive Maintenance		8,996		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements		2,727,176		
REG090051	Caltrain	Revenue Vehicle Rehab Program		166,206		
CC-99T001	CCCTA	ADA Set-aside	1,199,933			
CC-030035	ECCTA	ADA Set-aside	532,570			
MRN130015	GGBHTD	Transit System Enhancements	156,753			
ALA990077	LAVTA	ADA Set-aside	341,367			
MRN110047	Marin Transit	ADA Set-aside	627,012			
NAP030004	Napa VINE	ADA Set-aside	41,320			
SON150007	Petaluma Transit	ADA Set-aside	84,261			
SM-990026	SamTrans	ADA Set-aside	1,584,235			
SM-150008	SamTrans	Replacement of Non-Revenue Vehicles	296,800			
SF-990022	SFMTA	ADA Set-aside	4,062,514			
SOL110025	SoITrans	ADA Set-aside	324,344			
SON030005	Sonoma City Transit	Preventive Maintenance	29,452			
New	Union City Transit	ADA Set-aside	0			
SCL050046	VTA	ADA Set-aside	3,711,401			
CC-990045	WestCat	ADA Set-aside	248,192			
REG090067	WETA	Fixed Guideway Connectors	5,225			
Reserved for Future Programming						
SM-03006B	Caltrain	Positive Train Control/Electrification-		12,606,500		
SF-010028	Caltrain	Railcar Replacement (Electrification)		17,174,630		
Total Program Set-asides and Commitments			20,165,610	20,077,008	0	
Funds Available for Capital Programming			193,774,938	201,267,298	12,427,004	
Capital Projects						
REG110044	ACE	Positive Train Control		1,387,000		
ALA150038	AC Transit	Purchase (10) Double-Deck Diesel Buses	3,636,463	1,500,000		
ALA150040	AC Transit	Replace (10) 40ft Urban Buses - Diesels	4,081,000			
ALA150039	AC Transit	Purchase (10) 40ft Urban Buses - Zero-emission Fuel Cell (PM swap)	979,153			
ALA150041	AC Transit	Replace (29) 60ft Artic Urban Buses - Diesels	753,998			
ALA990052	AC Transit	ADA Paratransit Van Replacement	1,319,762			
BRT97100B	BART	Rail, Way & Structures program	11,317,223	5,752,805		
REG050020	BART	BART Car Exchange Preventive Maintenance	0	47,116,668		
BRT030004	BART	Train Control		13,000,000		
BRT030005	BART	Traction Power		13,000,000		
ALA090065	BART	Fare Collection Equipment		6,000,000		
REG090037	BART	Railcar Replacement		500,000		
SM-03006B	Caltrain	Systemwide Track Rehab & Related Struct.		11,406,500		
SM-050041	Caltrain	Signal/Communication Rehab. & Upgrades		1,200,000		
SF-010028	Caltrain	Railcar Replacement		22,620,000		
MTC99002A	Clipper	Replacement of legacy Clipper fare collection system		5,000,000		
CC-070092	ECCTA	Replace (25), Ford Cutaways	1,392,642		411,358	
CC-070092	ECCTA	Replace (3), Ford Cutaways	216,480			
SOL010006	Fairfield	Fairfield Operating Assistance	2,470,825			
SOL110041	Fairfield	2 Gillig Bus Replacements			265,234	
MRN050025	GGBHTD	Misc Facilities Rehab	1,529,895			
ALA150031	LAVTA	Replacement purchase (10) 40' Hybrids	5,384,025		938,175	
ALA150032	LAVTA	Replacement purchase (10) 30' Hybrids	5,953,200			
ALA150033	LAVTA	Service vehicles (2) trucks	81,600			
ALA150036	LAVTA	Service vehicles (3) road supervisor vehicles	122,400			
ALA150037	LAVTA	Service vehicles (4) shift trade vehicles	163,200			
ALA150034	LAVTA	Trapeze Upgrade	130,000			
ALA030030	LAVTA	Preventive Maintenance	1,272,500			
ALA150035	LAVTA	Farebox Replacement	398,242			

FY 2015-16 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Capital Projects, continued					
MRN150011	Marin Transit	Replace (2) Cutaways for FR Service	200,080		
MRN150012	Marin Transit	Replacement Purchase (10) 40' Hybrid, (2) 35' electric, and (1) 30' diesel bus	7,899,880		
MRN150003	Marin Transit	On Board Vehicle Equipment for (15) replaced vehicles	172,200		
MRN150013	Marin Transit	Emergency Radio System	285,360		
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,865,913		
NAP090008	Napa Vine	Equipment Replacement & Upgrades	14,635		162,206
SON150014	Petaluma	(2) 35' Diesel Hybrid Bus Replacement	1,072,534		118,106
SON150015	Petaluma	Clipper for (3) FR Buses	14,400		
SON150016	Petaluma	Communication equipment for (3) FR Buses	27,244		
SM-150005	Samtrans	Replacement of (60) 2003 Gillig Buses	6,914,860		
SM-110068	Samtrans	Replacement of (55) NABI Articulated Buses	20,157,000		
SM-150010	Samtrans	Replacement of (9) Cutaway Buses	900,360		
SM-150011	Samtrans	Replacement of (10) Minivans	418,200		
SON070020	Santa Rosa	Diesel Bus Purchase	247,595		243,709
SON150017	Santa Rosa	Miscellaneous Capital Equipment	56,000		
SON030012	Santa Rosa	Bus Stop ADA Improvements	16,433		
SON150018	Santa Rosa	Garage Hoist for Bus Repairs	288,000		
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,324,057		
SON090024	Santa Rosa	Santa Rosa CityBus: Preventive Maintenance	400,000		
SF-150005	SFMTA	Replacement of 40' Motor Coaches	3,347,163		6,364,945
SF-150006	SFMTA	Replacement of 60' Motor Coaches	45,417,750		
SF-090035	SFMTA	Replacement of (27) Type II Paratransit Vans	1,948,320		
SF-150014	SFMTA	30-Foot Motor Coach Mid-Life Overhaul	13,125,926		
SF-150007	SFMTA	Farebox Replacement	2,228,800		
SF-95037B	SFMTA	Muni Rail Replacement		5,316,972	
SF-030013	SFMTA	Wayside Fare Collection		1,000,000	
SF-970170	SFMTA	Overhead Line Rehabilitation		6,684,663	
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation		5,000,000	
SF-99T002	SFMTA	Cable Car Infrastructure		2,000,000	
SF-970073	SFMTA	Cable Car Renovation Program		988,800	
SF-150004	SFMTA	Station Area and Pedestrian Improvements		500,000	
SF-150015	SFMTA	Replacement of (21) 40' Trolley Coaches		20,000,000	
SOL090034	Soltrans	Bus Purchase (4) 45' CNG Commuter Coaches	2,436,729		360,668
SOL070032	Soltrans	Preventive Maintenance	711,997		
SON030005	Sonoma County	SCT Preventive Maintenance Program	1,221,660		
SON150013	Sonoma County	Replacement of (1) CNG 40-Foot Heavy-Duty Bus in SCT's Fixed-Route Fleet	467,090		176,479
SON050021	Sonoma County	Installation of Passenger Shelters and Other Amenities at Various SCT Bus Stops	0		
ALA150046	Union City	Union City: Midlife Rehab of (2) 35' CNG Vehicles	410,000		
SOL010007	Vacaville	Operating Assistance	985,000		
SCL150019	VTA	Radio System Upgrade	0		
SCL050001	VTA	40' Hybrid Bus Procurement	33,824,944		2,806,890
SCL050049	VTA	Rail Substation Rehab/ Replacement		3,000,000	
SCL050002	VTA	Rail Replacement Program		3,600,000	
SCL110104	VTA	Light Rail Track Crossovers and Switches		777,500	
SCL150008	VTA	Track Intrusion Abatement		1,600,000	
CC-150014	WestCat	Replacement of (1) 40-Foot Revenue Vehicle	434,600		
CC-150015	WestCat	Fast Fare Electronic Farebox (1)	14,249		
REG090055	WETA	Ferry Propulsion System Replacement		2,880,000	
REG090057	WETA	Ferry Major Component Rehab/Replacement		7,912,000	
REG090067	WETA	Ferry Passenger Float/Gangway		74,790	
SF-110053	WETA	Ferry Vessel Replacement		11,449,600	
Total Capital Projects			190,051,587	201,267,298	11,847,770
Total Programmed			210,217,197	221,344,306	11,847,770
Fund Balance			3,723,351	0	579,234

Date: 1/27/2016
W.I.: 1512
Referred by: PAC
Revised: 04/27/16-C
05/25/16-C
06/22/16-C

Attachment A
Resolution No. 4212, Revised
Page 3 of 3

FY2015-16 Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1.	Program is based on final apportionments issued by FTA in February 2016.
2.	AC Transit: \$6.4M of BATA project savings have been programmed to AC Transit's Core Capacity Challenge Grant Program (CCCGP) projects proportionately according to the CCCGP funding plan. An additional \$18.5M is being programmed towards AC Transit's CCCGP projects in order to resolve the shortfall in the San Francisco - Oakland urbanized area. BATA Project Savings are being programmed in lieu of AB664 plus BATA Project Savings (both part of CCCGP funding plan) in order to reduce the number of fund sources. In the next program year, AB664 funds can be programmed in lieu of BATA project savings.
3.	SFMTA: \$8.2M of AB664 funds have been programmed to SFMTA's Core Capacity Challenge Grant Program (CCCGP) projects proportionately according to the CCCGP funding plan. An additional \$13.7 million in AB664 funds have been programmed to SFMTA's CCCGP projects to enable SFMTA to execute a contract option that would result in earlier delivery of buses.
4.	SFMTA: \$15.3M of FY15 FG (Fixed Guideway) Cap deferred by formula based on grant balances to FY18 as SFMTA did not meet their fixed guideway spending target. This deferral is reduced to \$5.3M due to a \$10M voluntary deferral.
5.	SFMTA: \$500k programmed to Station Bike and Pedestrian Improvements project in exchange for \$500k of SFMTA revenue bond funds for FG cap projects.
6.	Caltrain: Caltrain did not meet their FG spending target. However, they were exempted from a deferral of their FG Cap because Caltrain's FG Caps were still committed to the Electrification project at the time the preliminary program was adopted. The preliminary program was revised in June 2016 to program the full \$12.6 million FG cap to rehab projects. Caltrain's FY17 FG cap will be adjusted to reflect missing the FG spending target.
7.	Clipper: \$14.2M of Clipper's request for \$19.2M is being deferred to FY17 in order to reduce shortfall in the San Francisco Oakland Urbanized Area, as this would not from a cash flow standpoint impede Clipper's ability to fund current equipment replacement or contracts.
8.	BART Car Exchange PM: \$26.9M of BART's request for \$74.5M for the BART Car Replacement Project is being deferred to future years in order to reduce shortfall in the San Francisco Oakland Urbanized Area.
9.	Caltrain: The current program reserves \$39.8M in a vehicle procurement reserve for future programming. Depending on the timing of the contract award and contract needs, the reserved funds can be programmed either later in FY16 or in later years. Also, by agreement with VTA, SFMTA, and Caltrain, EMUs are being funded from San Jose in this cycle to help address the shortfall. Future EMU programming will come more from SF-O to maintain a 2/3-1/3 split overall.
10.	GGBHTD: Voluntarily deferred \$23,628,000 of fixed guideway cap funds from FY12 through FY16 to FY19. These funds will have priority for programming in FY19 as a prior-year commitment. GGBHTD voluntarily deferred their 67 40' Diesel Bus procurement to FY17; also exercised the Capital Exchange element of the TCP policy by deferring replacement of these vehicles until FY16-17. Total savings to the region equals \$3,529,895, GGBHTD will utilize the option for using these savings towards their ACIS and Miscellaneous Facilities Rehab projects.
11.	LAVTA exercised the Capital Exchange element of the TCP policy by deferring replacement of seven 2002 40' diesel vehicles for life. Total savings to the region equals \$1,769,700. LAVTA will utilize the option for using these savings towards their Service Vehicle Replacement and Preventive Maintenance projects.
12.	WETA: Voluntarily deferred \$1,517,210 of FG cap to FY17. These funds will have priority for programming in FY17 as a prior-year commitment. WETA also transferred \$5,392,000 from Ferry Vessel Replacement (M/V Vallejo) to two fixed guideway rehab projects, reversing the deferral of \$5,392,000 in FY14 fixed guideway caps. The remaining \$11.5 million programmed for Ferry Vessel Replacement completes the regional share of the M/V Vallejo replacement project.
13.	Union City Transit elected to defer \$130,627 of ADA Set-aside from FY16 to FY17. This amount will be treated as a Prior-Year Commitment in the FY17 program.

APPENDIX A – 30

Regional Policies: Project Funding and Specific Funding Programs

**AB 664 Net Bridge Toll Revenues
Program of Projects for FY 2014-15
MTC Resolution No. 4163**



Date: December 17, 2014
W.I.: 1514
Referred By: PAC
Revised: 01/28/15-C 07/22/15-C
09/23/15-C 10/28/15-C
01/27/16-C

ABSTRACT

Resolution No. 4163, Revised

This resolution establishes the AB 664 Net Bridge Toll Revenues program of projects for FY2014-15. The initial program consists of \$5,219,167 being programmed to AC Transit towards their fleet replacement consistent with the Core Capacity Challenge Grant Program funding plan. The initial program also consists of \$67,304 in savings from the original allocation to the region for the Regional Transit Capital Inventory project in FY2006-07 that has lapsed and is now being re-programmed towards the same project. This resolution will be amended to add the remainder of the FY2014-15 AB 664 program in conjunction with final revisions to the FY2014-15 Transit Capital Priorities program.

The following attachment is provided with this resolution:

Attachment A. Program of AB 664 Net Bridge Toll Revenue Projects FY2014-15

This resolution was revised on January 28, 2015 to program \$44 million towards SFMTA's light rail vehicles (LRV) purchase.

This resolution was revised on July 22, 2015 to re-program \$237,424 in expired funds to SFMTA.

This resolution was revised on September 23, 2015 to reduce the programming of the AB 664 funds previously programmed to SFMTA for their LRV project on January 28, 2015, by \$16,422,657.

This resolution was revised on October 28, 2015, to add the remainder of the FY2014-15 AB 664 program based on the final revisions to the FY2014-15 Transit Capital Priorities program. This resolution was also revised to reprogram approximately \$1.3 million in lapsed funds to BART from the FY11-12 program.

This resolution was revised on January 27, 2016, to reprogram \$601,223 in lapsed funds to SFMTA from the FY11-12 program and \$389,114 in lapsed funds to AC Transit from the FY11-12 program. This resolution was also revised to reduce the programming of the AB 664 funds previously programmed to SFMTA for their LRV project on January 28, 2015, by \$5,500,000.

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheet dated December 10, 2014, January 14, 2015, July 8, 2015, September 9, 2015, October 14, 2015 and January 13, 2015.

Date: December 17, 2014
W.I.: 1514
Referred by: PAC

RE: Programming of AB 664 Net Bridge Toll Revenues in Fiscal Year 2014-15

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4163

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, pursuant to Streets and Highways Code § 30892, after deduction for MTC's administrative costs, MTC shall allocate toll bridge net revenues to public entities operating public transportation systems to achieve MTC's capital planning objectives in the vicinity of toll bridges as set forth in its adopted Regional Transportation Plan (RTP) ("Net Revenues"); and

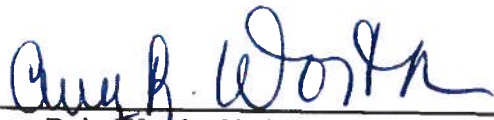
WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015, which sets forth MTC's Bridge Toll Revenue Allocation Policy; and

WHEREAS, MTC has adopted a transit capital priorities program which set forth the priorities for funding transit capital projects in the Transportation Improvement Program (TIP); and

WHEREAS, "claimants" certify that their respective projects programmed in the TIP are in conformance with MTC's Regional Transportation Plan, with the requirements of the California Environmental Quality Act (Public Resources Code § 2100 et seq.) and the State EIR Guidelines (14 Cal. Admin. Code § 15000 et seq.); now therefore, be it

RESOLVED, that MTC approves the FY2014-15 programming of AB 664 Net Bridge Toll Revenues to the claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on December 17, 2014.

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2014-15 Program			East Bay	West Bay
Revenue Projections			\$6,819,167	\$22,777,343
Previous Year Carry-Over (if any)				
Expirations and Rescissions			\$1,759,419	\$868,647
Total Funds Available			\$8,578,586	\$23,645,990
Sponsor	Eligible Capital Projects	Fund Source		
Current Year Programming				
AC Transit	Replace (25) 40ft Urban Buses - Hybrids	AB664		
Total Amount Programmed to AC Transit			5,219,167	
AC Transit	CAD-AVL Project	AB664		
Total Amount Programmed to AC Transit - Other projects⁷			389,114	
Region	Regional Transit Capital Inventory ¹	AB664		
Total Amount Programmed to the Region			37,304	30,000
SFMTA	Light Rail Vehicle Purchase ^{2,4}	AB664		
Total Amount Programmed to SFMTA's Light Rail Vehicle Purchase project				22,077,343
SFMTA	Cable Car Vehicle Renovation	AB664		
SFMTA	Cable Car System Rehabilitation	AB664		
SFMTA	Central Control & Communication (C3)	AB664		
SFMTA	Escalator Rehabilitation	AB664		
SFMTA	Historic Vehicle Rehabilitation	AB664		
SFMTA	ITS Radio System Replacement	AB664		
SFMTA	Potrero-Presidio Hoists	AB664		
SFMTA	Light Rail Vehicle Safety Modifications	AB664		
SFMTA	Motor Coach Replacement	AB664		
SFMTA	Paratransit Van Replacement	AB664		
SFMTA	Rail Replacement Projects	AB664		
SFMTA	Security Projects	AB664		
SFMTA	Safety Projects	AB664		
SFMTA	Trolley Car Replacement	AB664		
SFMTA	Trolley Overhead Rehabilitation Projects	AB664		
SFMTA	Wayside Train Control Equipment Rehab and Replacement	AB664		
SFMTA	Wayside Fare Collection Equipment Rehab and Replacement	AB664		
Total Amount Programmed to SFMTA - Other projects^{3,6}				838,647
CCCTA	Replace (18) 30' Buses	AB664		
CCCTA	Replace (13) 35' Buses	AB664		
CCCTA	Replace (3) Paratransit Vans	AB664		
Total Amount Programmed to CCCTA			512,363	
ECCTA	Replace (5), 45' diesel, over the road coaches	AB664		
ECCTA	Replace (20) Ford four year gas cutaway/vans	AB664		
ECCTA	Replace (30) MDTs for paratransit fleet	AB664		
Total Amount Programmed to ECCTA			178,139	
LAVTA	Replace (5) 2000 40' Diesel Vehicles with 5 40' Hybrids	AB664		
LAVTA	Replace (4) 2002- Over the Road Diesel vehicles with 4 40' Hybrids	AB664		
LAVTA	Replace (4) 2002- Low Floor Diesel vehicles with 4 40' Hybrids	AB664		
LAVTA	Replace (7) 2003- Diesel vehicles with 7 40' Hybrids	AB664		
Total Amount Programmed to LAVTA			519,943	
Soltrans	Maintenance Facility	AB664		
Total Amount Programmed to Soltrans			16,203	
Union City	Union City: Replacement of Two (2) Transit Buses	AB664		
Total Amount Programmed to Union City			24,624	
WestCat	Replacement of (10) Cut Away Vans	AB664		
WestCat	Replacement of (1) 40 Ft Revenue Vehicle	AB664		
WestCat	Replacement of (1) 40 Ft Revenue Vehicle	AB664		
WestCat	Purchase of (10) Radio systems for (10) Cut Away Van's	AB664		
WestCat	Purchase of (2) Fast Fare Electronic Fareboxes	AB664		
WestCat	Preventive Maintenance	AB664		
Total Amount Programmed to WestCAT			91,082	
WETA	Ferry Major Component Rehab/Replacement - Gemini & Pisces	AB664		
WETA	Ferry Major Component Rehab/Replacement - Scorpio & Taurus	AB664		
WETA	Ferry Propulsion System Replacement	AB664		
WETA	Ferry Major Component Rehab/Replacement - Solano	AB664		
WETA	Fixed Guideway Connectors	AB664		
Total Amount Programmed to WETA			257,646	
SamTrans	Replacement of (60) 2003 Gillig Buses	AB664		
SamTrans	Replacement of (55) NABI articulated buses	AB664		
Total Amount Programmed to SamTrans				700,000
BART	Preventive Maintenance	AB664		
BART	ADA Paratransit Capital Accessibility Improvements	AB664		
BART	Traction Power	AB664		
BART	Track Replacement Rehabilitation	AB664		
BART	Replacement of Fixed Guideway Elements and Fare Collection Equipment	AB664		
Total Amount Programmed to BART⁵			1,333,001	
Fund Balance			\$0	\$0

Notes:

1. Includes reallocation of lapsed savings of \$79,000 from #07-3768-8/5850 and 07-3768-13/5850 07/26/06.
2. This programming action is conditioned on:
 - a. SFMTA is required to provide \$57 million in their local funds, which could include SFMTA Revenue Bonds, development impact fees and other non-federal sources towards, the cost of the LRV purchase.
 - b. The regional programming will serve as a back-stop for Cap and Trade (C&T) funds. SFMTA will make good faith efforts to obtain a Letter of No Prejudice or other commitment from the California State Transportation Agency to maintain eligibility of the LRVs for the C&T Transit and Intercity Rail program, and to pursue C&T funding for the LRVs when C&T funding is made available.
 - c. If C&T funds are secured for the expansion LRVs, the \$22 million of AB 664 and \$84 million of BATA project savings will be restored to SFMTA's LRV replacement project in accordance with the Core Capacity Challenge Grant Program commitment.
 - d. If C&T funds are not secured for the expansion LRVs, SFMTA will replace the \$22 million of AB 664 and \$84 million of BATA project savings for SFMTA's LRV replacement project with local funds.
 - e. If C&T funds are not secured for the expansion LRVs, SFMTA agrees to develop an agreement with MTC on the terms of the replacement funding for the LRV replacement projects.

MTC reserves the right to withhold allocation of the AB 664 and BATA project savings funds if these conditions are not met.

3. Includes reallocation of lapsed savings of \$237,424 from #11-4014-08/5850 06/22/11.
4. SFMTA received \$41.2 million in TIRCP (Cap and Trade) funds in June 2015. The TCP funds and the AB 664 funds programmed to the LRV project on January 28, 2015, were intended as a backstop for the Cap and Trade funds (see note 2 above). After restoring the \$24.7 million of TCP funds to SFMTA's fixed guideway rehabilitation projects, \$16.4 million in AB664 funds were de-programmed for future programming to SFMTA's fleet replacement projects in accordance with the Core Capacity Challenge Grant Program. This \$16.4 million was programmed to SFMTA's fleet replacement project as part of Resolution No. 4213 in January 2016. In January 2016, \$5.5 million of the AB664 funds on the LRV project were de-programmed and replaced with SF Prop B General Fund set-aside funds; this \$5.5 million was programmed to SFMTA's fleet replacement project as part of Resolution No. 4213 in January 2016, conditioned on budgeting of \$5.5 million of Prop B funds by SFMTA to replace AB 664 for the LRVs.
5. Includes reprogramming of lapsed savings of \$1,333,001 from 12-4044-03/5850 06/27/12.
6. Includes reprogramming of lapsed savings of \$101,498 from 12-4044-01/5850 and \$499,725 from 12-4044-09/5850 06/27/12.
7. Includes reprogramming of lapsed savings of \$389,114 from 12-4044-02/5850 06/27/12.

APPENDIX A – 31

Regional Policies: Project Funding and Specific Funding Programs

**AB 664 Net Bridge Toll Revenues
Program of Projects for FY 2015-16
MTC Resolution No. 4213**



Date: January 27, 2016
W.I.: 1514
Referred By: PAC
Revised: 05/25/16-C

ABSTRACT

Resolution No. 4213, Revised

This resolution establishes the AB 664 Net Bridge Toll Revenues program of projects for FY2015-16. The initial program consists of \$21,922,657 being programmed to SFMTA towards their fleet replacement projects consistent with the Core Capacity Challenge Grant Program funding plan. This resolution will be amended to add the remainder of the FY2015-16 AB 664 program in conjunction with final revisions to the FY2015-16 Transit Capital Priorities program.

The following attachment is provided with this resolution:

Attachment A. Program of AB 664 Net Bridge Toll Revenue Projects FY2015-16

This resolution was revised on May 25, 2016, to add the remainder of the FY2015-16 AB 664 program based on the final revisions to the FY2015-16 Transit Capital Priorities program.

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheets dated January 13, 2016 and May 11, 2016.

Date: January 27, 2016
W.I.: 1514
Referred by: PAC

RE: Programming of AB 664 Net Bridge Toll Revenues in Fiscal Year 2015-16

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4213

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, pursuant to Streets and Highways Code § 30892, after deduction for MTC's administrative costs, MTC shall allocate toll bridge net revenues to public entities operating public transportation systems to achieve MTC's capital planning objectives in the vicinity of toll bridges as set forth in its adopted Regional Transportation Plan (RTP) ("Net Revenues"); and

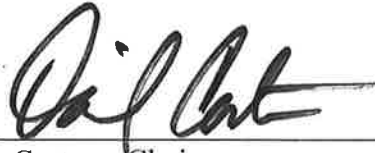
WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015, which sets forth MTC's Bridge Toll Revenue Allocation Policy; and

WHEREAS, MTC has adopted a transit capital priorities program which set forth the priorities for funding transit capital projects in the Transportation Improvement Program (TIP); and

WHEREAS, "claimants" certify that their respective projects programmed in the TIP are in conformance with MTC's Regional Transportation Plan, with the requirements of the California Environmental Quality Act (Public Resources Code § 2100 et seq.) and the State EIR Guidelines (14 Cal. Admin. Code § 15000 et seq.); now therefore, be it

RESOLVED, that MTC approves the FY2015-16 programming of AB 664 Net Bridge Toll Revenues to the claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read "Dave Cortese", written over a horizontal line.

Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on January 27, 2016.

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2015-16 Program			East Bay	West Bay
	Revenue Projections		\$1,600,000	\$22,622,657
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions			
	Total Funds Available		\$1,600,000	\$22,622,657
Sponsor	Eligible Capital Projects	Fund Source		
Current Year Programming				
ECCTA	Replace Eleven, 2001 40' Gilligs	FY14 5307, 5339		
ECCTA	Replace Four, 2010 Dodge Minivans	FY14 5307		
ECCTA	Preventive Maintenance	FY14 5307		
ECCTA	Replace Two, 2007 Cheverolet Minivans	FY14 5307		
ECCTA	Replace Two, 2007 Cheverolet Minivans	FY14 5307		
ECCTA	Replace (5), 45' diesel, over the road coaches	FY15 5307, 5339		
ECCTA	Replace (20) Ford four year gas cutaway/vans	FY15 5307		
ECCTA	Replace (30) MDTs for paratransit fleet	FY15 5307		
ECCTA	Replace (25), Ford Cutaways	FY16 5307, 5339		
ECCTA	Replace (3), Ford Cutaways	FY16 5307		
	Total Amount Programmed to ECCTA Transit Capital Priorities projects		\$74,922	\$0
LAVTA	Preventive Maintenance	FY14 5307		
LAVTA	Replace (5) 2000 40' Diesel Vehicles with 5 40' Hybrids	FY15 5307, 5339		
LAVTA	Replace (4) 2002- Over the Road Diesel vehicles with 4 40' Hybrids	FY15 5307		
LAVTA	Replace (4) 2002- Low Floor Diesel vehicles with 4 40' Hybrids	FY15 5307		
LAVTA	Replace (7) 2003- Diesel vehicles with 7 40' Hybrids	FY15 5307		
LAVTA	Replacement purchase (10) 40' Hybrids	FY16 5307, 5339		
LAVTA	Replacement purchase (10) 30' Hybrids	FY16 5307		
LAVTA	Service vehicles (2) trucks	FY16 5307		
LAVTA	Service vehicles (3) road supervisor vehicles	FY16 5307		
LAVTA	Service vehicles (4) shift trade vehicles	FY16 5307		
LAVTA	Trapeze Upgrade	FY16 5307		
LAVTA	Preventive Maintenance	FY16 5307		
LAVTA	Farebox Replacement	FY16 5307		
	Total Amount Programmed to LAVTA Transit Capital Priorities projects		\$535,578	\$0
SolTrans	Bus Purchase	FY14 5307, 5339		
SolTrans	Preventive Maintenance	FY14 5307		
SolTrans	Maintenance Facility	FY15 5339		
SolTrans	Bus Purchase (4) 45' CNG Commuter Coaches	FY16 5307, 5339		
SolTrans	Preventive Maintenance	FY16 5307		
	Total Amount Programmed to SolTrans Transit Capital Priorities projects		\$130,133	
Union City Transit	Replacement of Two (2) Transit Buses	FY14 5307		
Union City Transit	Union City: Replacement of Two (2) Transit Buses	FY15 5307		
Union City Transit	Union City: Midlife Rehab of (2) 35' CNG Vehicles	FY16 5307		
	Total Amount Programmed to Union City Transit Capital Priorities projects		\$15,203	\$0
WestCAT	Replacement of 2 35' suburban diesel transit buses	FY14 5307		
WestCAT	Replacement of 2 35' suburban diesel transit buses	FY14 5307		
WestCAT	Replacement of (10) Cut Away Vans	FY15 5307		
WestCAT	Replacement of (1) 40 Ft Revenue Vehicle	FY15 5307		
WestCAT	Replacement of (1) 40 Ft Revenue Vehicle	FY15 5307		
WestCAT	Purchase of (10) Radio systems for (10) Cut Away Van's	FY15 5307		
WestCAT	Purchase of (2) Fast Fare Electronic Fareboxes	FY15 5307		
WestCAT	Preventive Maintenance	FY15 5307		
WestCAT	Replacement of (1) 40-Foot Revenue Vehicle	FY16 5307		
WestCAT	Fast Fare Electronic Farebox (1)	FY16 5307		
	Total Amount Programmed to WestCAT Transit Capital Priorities projects		\$16,644	\$0

WETA	Ferry Vessel Replacement	FY14 5307, 5337		
WETA	Ferry Channel Dredging	FY14 5337		
WETA	Ferry Major Component Replacement	FY14 5337		
WETA	Ferry Fixed Guideway Connectors	FY14 5337		
WETA	Ferry Major Component Rehab/Replacement - Gemini & Pisces	FY15 5337		
WETA	Ferry Major Component Rehab/Replacement - Scorpio & Taurus	FY15 5337		
WETA	Ferry Major Component Rehab/Replacement - Solano	FY15 5337		
WETA	Ferry Propulsion System Replacement	FY15 5337		
WETA	Fixed Guideway Connectors	FY15 5337		
WETA	Ferry Major Component Rehab/Replacement - Taurus	FY16 5337		
WETA	Ferry Major Component Rehab/Replacement - Pisces	FY16 5337		
WETA	Ferry Engine Overhaul	FY16 5337		
WETA	Ferry Engine Overhaul	FY16 5337		
WETA	Ferry Passenger Float/Gangway	FY16 5337		
WETA	Ferry Vessel Replacement	FY16 5337		
	Total Amount Programmed to WETA Transit Capital Priorities projects		\$827,520	\$0
SamTrans	Advanced Communication System Upgrades	FY14 5307		
SamTrans	Replacement of 19 2007 Cutaway Buses	FY14 5307		
SamTrans	Replacement of (60) 2003 Gillig Buses	FY15 5307		
SamTrans	Replacement of (55) NABI articulated buses	FY15 5307		
SamTrans	Replacement of (60) 2003 Gillig Buses	FY16 5307		
SamTrans	Replacement of (55) NABI Articulated Buses	FY16 5307		
SamTrans	Replacement of (9) Cutaway Buses	FY16 5307		
SamTrans	Replacement of (10) Minivans	FY16 5307		
	Total Amount Programmed to SamTrans Transit Capital Priorities projects		\$0	\$700,000
SFMTA	Replacement of 40' Motor Coaches	AB664		
	Total Amount Programmed to SFMTA's Core Capacity projects¹		\$0	\$21,922,657
		Fund Balance	\$0	\$0

Notes:

- The allocation of the \$21.9 million in AB664 funds programmed above are conditioned on:
 - budgeting of \$5.5 M of Prop B funds by SFMTA to replace AB 664 for the LRVs, and;
 - commitment to allocate \$48 M of Prop K funds by SFCTA to complete the bus procurement project funding plan.

APPENDIX A – 32

Regional Policies: Project Funding and Specific Funding Programs

**BATA Project Savings Program of Projects
and Allocation of Funds
MTC Resolution No. 4169**



Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C
01/27/16-C

ABSTRACT

Resolution No. 4169, Revised

This resolution establishes the program of projects for BATA Project Savings and allocates these funds to eligible projects.

The following attachment is provided with this resolution:

Attachment A. Program of Projects

Attachment B. Allocations of BATA Project Savings will be added to this resolution when the resolution is amended to allocate the programmed funds.

This resolution was revised on September 23, 2015 to update the conditions associated with the programming of \$84 million of BATA project savings to SFMTA's Light Rail Vehicle purchase (LRV) project, in order to reflect the updated amount of AB 664 funds programmed to the project.

This resolution was revised on January 27, 2016 to program and allocate \$24,922,916 in BATA Project Savings towards AC Transit's Fleet Replacement consistent with the Core Capacity Challenge Grant Program funding plan.

Further discussion of this action is contained in the MTC Programming and Allocations Committee summary sheet dated January 14, 2015, September 9, 2015 and January 13, 2016.

Date: January 28, 2015
W.I.: 1511
Referred by: PAC

RE: Programming and allocation of BATA Project Savings

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4169

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, 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, pursuant to Streets and Highways Code (SHC) Section 31010(b), funds generated in excess of those needed to meet the toll commitments as specified by paragraph (4) of subdivision (b) of Section 188.5 of the SHC shall be available to BATA for funding projects consistent with SHC Sections 30913 and 30914; and

WHEREAS, the BATA Project Savings are bridge toll funds made available from project and financing savings on BATA’s Regional Measure 1 and Toll Bridge Seismic Retrofit programs; and

WHEREAS, MTC adopted Resolution No. 4123, Revised, which established an investment plan for MTC’s Transit Core Capacity Challenge Grant Program that targets federal, state, and regional funds to high-priority transit capital projects between FY2014-15 and FY2029-30, and as part of this investment plan, BATA Project Savings were assigned to certain projects; and

WHEREAS, BATA staff has determined that the Transit Core Capacity Challenge Grant Program is a bridge improvement project that improves the operations of the state-owned toll bridges; and

WHEREAS, BATA has adopted BATA Resolution No. 111, Revised, to amend the BATA budget to include the Transit Core Capacity Challenge Grant Program; and

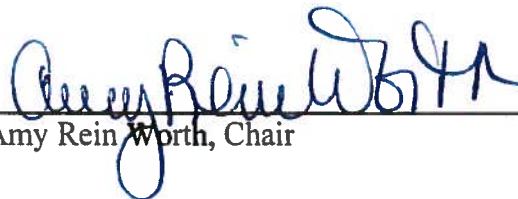
WHEREAS, BATA has adopted BATA Resolution No. 72, Revised, to amend the BATA Long Range Plan to include the Transit Core Capacity Challenge Grant Program; now, therefore, be it

RESOLVED, that MTC approves the program of projects for BATA Project Savings, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of BATA Project Savings in accordance with the amount, conditions and reimbursement schedule for the phase, and activities as set forth in Attachment B; and, be it further

RESOLVED, that should the allocation of BATA Project Savings be conditioned on the execution of a funding agreement, that the Executive Director or his designee is authorized to negotiate and enter into a funding agreement with claimant that includes the provisions contained in Attachment A and B.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on January 28, 2015.

Date: January 28, 2015
 W.I.: 1511
 Referred by: PAC
 Revised: 09/23/15-C
 01/27/16-C

Attachment A
 Resolution No. 4169
 Page 1 of 2

PROGRAM OF PROJECTS

BATA Project Savings
 Project Commitments

Project	Date	Total	Conditions
SFMTA Fleet Expansion (Light Rail Vehicle purchase)	January 28, 2015	\$84,000,000	<p>a. SFMTA is required to provide \$57 million in their local funds, which could include SFMTA Revenue Bonds, development impact fees and other non-federal sources towards, the cost of the LRV purchase.</p> <p>b. The regional programming will serve as a back-stop for Cap and Trade (C&T) funds. SFMTA will make good faith efforts to obtain a Letter of No Prejudice or other commitment from the California State Transportation Agency to maintain eligibility of the LRVs for the C&T Transit and Intercity Rail program, and to pursue C&T funding for the LRVs when C&T funding is made available.</p> <p>c. If C&T funds are secured for the expansion LRVs, the \$27.6 million of AB 664 and \$84 million of BATA project savings will be restored to SFMTA's LRV replacement project in accordance with the Core Capacity Challenge Grant Program commitment.</p> <p>d. If C&T funds are not secured for the expansion LRVs, SFMTA will replace the \$27.6 million of AB 664 and \$84 million of BATA project savings for SFMTA's LRV replacement project with local funds.</p> <p>e. If C&T funds are not secured for the expansion LRVs, SFMTA agrees to develop an agreement with MTC on the terms of the replacement funding for the LRV replacement projects.</p> <p>MTC reserves the right to withhold allocation of the AB 664 and BATA project savings funds if these conditions are not met.</p>

Project	Date	Total	Conditions
AC Transit (Purchase 10 Double-Deck Diesel Buses)	January 27, 2016	\$1,493,237	Programming & Allocation Action. Allocation No: 16-4169-01. AC Transit agrees to comply with the provisions of the AB 664 Net Bridge Toll Revenues section of MTC Resolution No. 4015 and that any BATA Project Savings funds received shall be subject to MTC Resolution No. 4015, unless otherwise agreed herein.
AC Transit (Purchase (10) 40ft Urban Buses - Zero-emission Fuel Cell)	January 27, 2016	\$4,957,547	Programming & Allocation Action. Allocation No: 16-4169-01. AC Transit agrees to comply with the provisions of the AB 664 Net Bridge Toll Revenues section of MTC Resolution No. 4015 and that any BATA Project Savings funds received shall be subject to MTC Resolution No. 4015, unless otherwise agreed herein.
AC Transit (Replace (29) 60ft Artic Urban Buses - Diesels)	January 27, 2016	\$18,472,132	Programming & Allocation Action. Allocation No: 16-4169-01. AC Transit agrees to comply with the provisions of the AB 664 Net Bridge Toll Revenues section of MTC Resolution No. 4015 and that any BATA Project Savings funds received shall be subject to MTC Resolution No. 4015, unless otherwise agreed herein.
Total		\$108,922,916	

APPENDIX A – 33

Regional Policies: Project Funding and Specific Funding Programs

**FTA Enhanced Mobility for Seniors and Individuals with
Disabilities Program Guidelines (Section 5310)
for FY 2012-13 and FY 2013-14**

MTC Resolution No. 4156



Date: September 24, 2014
W.I.: 1512
Referred by: PAC

ABSTRACT
Resolution No. 4156

This resolution adopts the program guidelines for the FY2012-13 and FY2013-14 Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 U.S.C. Section 5310), and directs that the program of projects be submitted to Caltrans with the request that the projects be funded by the Federal Transit Administration in the large urbanized areas of the San Francisco Bay Area.

The following attachment is provided with the resolution:

Attachment A – FY2012-13 and FY2013-14 Federal Transit Administration (FTA)
Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program
Guidelines for Large Urbanized Areas of the San Francisco Bay Area

Further discussion of this action is contained in the Programming and Allocations Committee Summary sheet dated September 10, 2014.

Date: September 24, 2014
W.I.: 1512
Referred by: PAC

Re: Guidelines for FY2012-13 and FY2013-14 Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program for Large Urbanized Areas of the San Francisco Bay Area

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4156

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

WHEREAS, 49 U.S.C. §5310 apportions funds by formula to large urbanized areas, small urbanized areas, and non-urbanized areas; and

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

WHEREAS, Caltrans is the designated recipient of the FY2012-13 and FY2013-14 Section 5310 funds for the San Francisco Bay Area region; and

WHEREAS, MTC has entered into a Memorandum of Understanding with Caltrans to jointly administer the FY2012-13 and FY2013-14 Section 5310 program; and

WHEREAS, MTC is responsible for conducting a competitive selection process; certifying a fair and equitable distribution of funds resulting from the competitive selection process; certifying that each project was included in a locally developed, coordinated public transit—human services transportation plan, and certifying that the plan was developed through a

process that included representatives of public, private, and non-profit transportation and human services providers and participation by the public; and

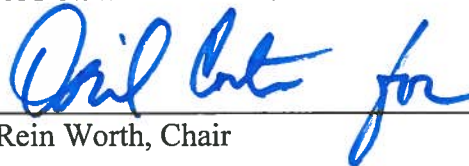
WHEREAS, MTC Resolution No. 468 states that “MTC shall not endorse a federal or state transportation grant request by private non-profit, or paratransit operators, including claimants under the FTA Elderly and Persons with Disabilities Program, unless the claimant shows to the satisfaction of the MTC evidence of willingness to participate in a countywide Paratransit Coordinating Council (PCC)”; and

WHEREAS, MTC has developed program guidelines for the FY2012-13 and FY2013-14 Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, attached hereto as Attachment A, and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY2012-13 and FY2013-14 Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidelines as provided in Attachment A; and be it further

RESOLVED, that MTC will use these guidelines to conduct the competitive selection process for the FY2012-13 and FY2013-14 Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.

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.



METROPOLITAN
TRANSPORTATION
COMMISSION

**FY2012-13 and FY2013-14 Federal Transit
Administration (FTA) Section 5310
Enhanced Mobility of Seniors and Individuals
with Disabilities Program Guidelines
for Large Urbanized Areas of the San
Francisco Bay Area**

September 2014

METROPOLITAN TRANSPORTATION COMMISSION
FY2012-13 and FY2013-14 FEDERAL TRANSIT ADMINISTRATION (FTA)
SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS
WITH DISABILITIES PROGRAM GUIDELINES FOR LARGE URBANIZED AREAS
September 2014

The following guidelines reflect guidance included in the Federal Transit Administration (FTA) Circular C 9070.1G, the *Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions*. The FTA Circular is available at http://www.fta.dot.gov/documents/C9070_1G_FINAL_circular_-3.pdf.

1. **INTRODUCTION.** In March 2013, MTC adopted an updated Coordinated Public Transit–Human Services Transportation Plan (Coordinated Plan). Pursuant to federal requirements, projects funded through the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities must be included in a Coordinated Plan. FTA describes the Coordinated Plan as a “unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited income, laying out strategies for meeting these needs, and prioritizing services.”

The Coordinated Plan update considers projects or solutions to directly address transportation gaps for seniors, low-income persons and persons with disabilities, as well as strategies to deliver services more efficiently. One of the key coordination strategies was to strengthen “mobility management” throughout the Bay Area. Mobility Management is a strategic, cost-effective approach to encourage the development of services and best practices in the coordination of transportation services connecting people needing transportation to available transportation resources within a community. Through partnerships with many transportation service providers, mobility management enables individuals to use a travel method that meets their specific needs, is appropriate for their situation and trip, and is cost-efficient. Strategies that can strengthen mobility management in the Bay Area include:

- Identifying and designating Consolidated Transportation Service Agencies (CTSAs) to facilitate subregional mobility management and transportation coordination efforts
- Providing information and managing demand across a family of transportation services
- Coordinating advocacy with human service agencies to identify resources to sustain coordinated transportation service delivery

All activities that meet federal eligibility requirements, as described in section 6 below, are eligible to receive funding in this call for projects, including mobility management, operations and capital projects; however, in the FY13 & FY14 Section 5310 application form and scoring criteria, there is increased emphasis on mobility management and coordination. Refer to Chapters 7 & 8, and Appendix C of the Coordinated Plan, available at www.mtc.ca.gov/planning/pths/ for several examples of mobility management projects.

A variety of mobility management activities are currently taking place throughout the Bay Area. Some efforts are well-developed, while others are in their infancy. In areas where mobility

management activities are well-developed, applicants are encouraged to consider how their project can be coordinated with existing efforts, and/or how existing efforts can be maintained or expanded. In areas where mobility management activities are just beginning and/or are taking place in a fragmented manner, applicants are encouraged to consider how existing activities can be better coordinated or enhanced.

Even those applicants who are not proposing a mobility management project per se should consider how their project might be better coordinated with local mobility management efforts and/or other transportation services in the area. For example, an applicant proposing an operations project should aim to integrate that service with a coordinated “family of transportation services,” by participating in available and related local coordination activities (e.g., information and referrals, shared driver training).

2. STATUTORY AUTHORITY. The Section 5310 Program is authorized under the Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted on July 6, 2012, authorizing funding for federal surface transportation programs for fiscal years (FY) 2013 and 2014. As codified under 49 U.S.C. 5310, this program authorizes the formula assistance program for the Enhanced Mobility of Seniors and Individuals with Disabilities Program and provides formula funding to states and designated recipients (recipients) to improve mobility for seniors and individuals with disabilities.
3. PROGRAM GOAL. The goal of the Section 5310 program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available. FTA provides financial assistance for such services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in large urbanized, small urbanized, and rural areas. The program requires coordination with other federally assisted programs and services to make the most efficient use of federal resources.
4. FUNDING APPORTIONMENT AND AVAILABILITY. Of the total Section 5310 funds available, FTA apportions 60 percent to large urbanized areas¹ (UZAs), 20 percent to the states for small UZAs, and 20 percent to the states for rural areas with less than 50,000 in population. Section 5310 funds are apportioned among the recipients by formula. The formula is based on the number of seniors and individuals with disabilities in each such area as a percentage of the number of seniors and individuals with disabilities in all such areas. **Figure 1** shows the Bay Area’s five large UZAs. (Note that the names given to the urbanized areas correspond to the most populated city/cities within the area, and that the urbanized areas themselves are larger than the cities for which they are named.) **Table 1** shows actual large UZA apportionments for FY 2013 and FY 2014. Funds are available for obligation during the fiscal year of apportionment plus two additional years. See Section 7 and Table 2 for amounts available for programming, which differ slightly from the apportionments due to administrative reductions.

¹ An urbanized area is an area encompassing a population of not less than 50,000 people that has been defined and designated in the most recent decennial census as an “urbanized area” by the Secretary of Commerce. Large urbanized areas as used in the context of FTA formula grant programs are urbanized areas with a population of greater than 200,000, and small urbanized areas are those with a population of at least 50,000 but less than 200,000.

Table 1. Section 5310 Apportionments

Area	Actual FY13	Actual FY14	2-Year Total
Bay Area Large UZAs	\$4,664,054	\$4,544,537	\$9,208,591
Antioch	\$188,392	\$202,016	\$390,408
Concord	\$457,727	\$467,290	\$925,017
San Francisco-Oakland	\$2,674,483	\$2,537,064	\$5,211,547
San Jose	\$1,089,650	\$1,089,774	\$2,179,424
Santa Rosa	\$253,802	\$248,393	\$502,195

Notes:

UZA = Urbanized Area

- 5. ROLE OF THE DESIGNATED RECIPIENTS.** For the Bay Area’s large UZA funding apportionment, Caltrans is the designated recipient, but MTC is responsible for conducting the competitive project selection process. For the small and non-UZA apportionment, the competitive selection is conducted by Caltrans on a statewide basis. More information on the small and non-UZA call for projects is available at <http://www.dot.ca.gov/hq/MassTrans/5310.html>.

Once projects in the large UZA are selected, MTC will submit a program of projects consistent with the FTA Circular C 9070.1G, and Caltrans will submit the grant application directly to FTA as the direct recipient of the funds. Caltrans will execute Standard Agreements with the region’s successful applicants, and oversee all aspects of program and grant management, including monitoring subrecipient compliance with federal requirements, procurement oversight, FTA compliance and reporting, and invoicing and reimbursements.

- 6. ELIGIBLE ACTIVITIES.** Section 5310 funds are available for capital and operating expenses to support the provision of transportation services to meet the specific needs of seniors and individuals with disabilities. See Appendix 1 for a detailed list of these activities.

Traditional Section 5310 Projects: Section 5310 provides that of an area’s apportionment, not less than 55 percent shall be available for traditional Section 5310 projects—those public transportation capital projects planned, designed, and carried out to meet the specific needs of seniors and individuals with disabilities when public transportation is insufficient, unavailable, or inappropriate. Support for mobility management activities is eligible as a traditional Section 5310 capital project.

Expanded Section 5310 Projects: In addition to the above required capital projects, up to 45 percent of an area’s apportionment may be utilized for additional public transportation projects that exceed the ADA minimum requirements, improve access to fixed-route service and decrease reliance by individuals with disabilities on ADA-complementary paratransit service, or provide alternatives to public transportation that assist seniors and individuals with disabilities with transportation. Such projects must be targeted toward meeting the

transportation needs of seniors and individuals with disabilities, although they may be used by the general public. It is not sufficient that seniors and individuals with disabilities are included (or assumed to be included) among the people who will benefit from the project. FTA encourages projects that are open to the public as a means of avoiding unnecessary segregation of services.

MTC must clearly identify the projects that are part of the required 55 percent capital projects as part of the program of projects submitted to Caltrans. Many projects may be eligible under both the required and optional criteria, but a discrete set of projects that meet the required criteria constituting at least 55 percent of the grant amount in each urbanized area, exclusive of administrative expenses, must be identified.

Mobility Management Emphasis. Consistent with the Bay Area's Coordinated Plan, the FY13 and FY14 Section 5310 Program will prioritize projects and activities consistent with the mobility management strategies detailed in Chapter 8 of the plan, available at www.mtc.ca.gov/planning/pths/. Mobility management is a strategic, cost-effective approach to connect people to transportation resources within a community including services provided by human services agencies and other community sponsors. The strategy is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service. Through partnerships with many transportation service providers, mobility management enables individuals to use a travel method that meets their specific needs, is appropriate for their situation and trip, and is cost-effective.

All activities that meet federal eligibility requirements are eligible to receive funding in this call for projects, including mobility management, operations and capital projects; however, in the application form and scoring criteria, there is increased emphasis on mobility management and coordination.

Illustrative List of Eligible Activities. Following is an illustrative list of activities that are eligible for funding under the FY13 and FY14 Section 5310 Program:

Traditional Section 5310 Capital Projects

- (1) Acquisition of expansion or replacement buses or vans,
- (2) Radios and communication equipment; and
- (3) Computer hardware and software;
- (4) Transit-related intelligent transportation systems (ITS);
- (5) Wheelchair restraints;
- (6) Dispatch systems; and
- (7) Support for mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.

Expanded Section 5310 Projects

- (1) Public transportation projects that exceed the requirements of ADA;
 - (2) Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on ADA-complementary paratransit service;
or
 - (3) Alternatives to public transportation that assist seniors and individuals with disabilities with transportation.
 - (4) Support for mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.
7. FUNDING DISTRIBUTION. Projects may compete for funding that is apportioned to the UZA in which the project will provide services. Projects that will provide services in multiple UZAs may compete for funding from all of the affected UZAs. This call for projects is for large UZAs only.

Large UZA Programming Targets. The total funding available for the Bay Area’s large UZAs in the FY13 and FY14 Cycle is approximately \$8.3 million. This consists of the FY 2013 and FY 2014 apportionments, less a five percent set-aside for Caltrans program administration and an additional set-aside of up to five percent set-aside for regional mobility management and Coordinated Plan implementation activities.² The state and regional administrative set-aside amounts are shown in **Table 2.**

Table 2. Two-Year Programming Target and Administrative Set-Asides

Programming Target	\$8,287,732
Caltrans Administrative Set-Aside	\$460,430
Regional Mobility Management and Coordinated Plan Implementation Set-Aside	\$460,429
Total	\$9,208,591

The target programming amount for each large UZA is shown in **Table 3.** There is no minimum or maximum grant request, except that applicants should not request more than the target amount for the large UZAs in which their projects will provide services.

² MTC will submit a project to use 5 percent of the eligible operating apportionment to fund planning and technical assistance.

Table 3. Programming Targets

Bay Area Large UZAs	Traditional Capital Programming Targets	Expanded Operations Programming Targets
Antioch UZA	\$214,724	\$136,643
Concord UZA	\$508,759	\$323,756
San Francisco--Oakland UZA	\$2,866,351	\$1,824,041
San Jose UZA	\$1,198,683	\$762,798
Santa Rosa UZA	\$276,207	\$175,768
Subtotals	\$5,064,725	\$3,223,007
Total Two Year Programming Target		\$8,287,732

Notes:

UZA = Urbanized Area

8. **ELIGIBLE SUBRECIPIENTS.** There are three categories of eligible subrecipients of Section 5310 funds: a) private non-profit organizations; b) state or local governmental authorities; and c) operators of public transportation services.

Section 5310 provides that of the amounts apportioned to states and designated recipients, not less than 55 percent shall be available for traditional Section 5310 projects—those public transportation capital projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, unavailable, or inappropriate. Further, the law provides that, for these projects, a recipient may allocate the funds apportioned to it to:

- a. A private nonprofit organization; or
- b. A state or local governmental authority that:
 - (1) is approved by a state to coordinate services for seniors and individuals with disabilities; or
 - (2) certifies that there are no nonprofit organizations readily available in the area to provide the service.

These provisions, found at 49 U.S.C. 5310(b)(1) and (b)(2), essentially maintain the status quo for traditional Section 5310 projects as defined in Federal law.

Governmental authorities eligible to apply for Section 5310 funds as “coordinators of services for seniors and individuals with disabilities” are those designated by the state to coordinate human service activities in a particular area. Examples of such eligible governmental authorities include a county agency on aging or a public transit provider which the state has identified as the lead agency to coordinate transportation services funded by multiple federal or state human service programs.

In addition to the above required capital projects, up to 45 percent of an area’s apportionment may be utilized for Expanded Section 5310 projects—additional public transportation projects that exceed the ADA minimum requirements, improve access to fixed-route service

and decrease reliance by individuals with disabilities on ADA-complementary paratransit service, or provide alternatives to public transportation that assist seniors and individuals with disabilities with transportation. Eligible subrecipients for Expanded Section 5310 activities include a state or local governmental authority, a private nonprofit organization, or an operator of public transportation that receives a Section 5310 grant indirectly through a recipient.

All recipients/subrecipients will be required to have a Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number and provide it during the application process.³ A DUNS number may be obtained from D&B by telephone (866-705-5711) or the Internet (<http://fedgov.dnb.com/webform>).

9. ROLE OF SUBRECIPIENTS. Section 5310 subrecipients' responsibilities include:
- Making best efforts to execute selected projects;
 - Meeting program requirements and grant/funding agreement requirements including, but not limited to, Title VI reporting requirements; and
 - Complying with other applicable local, state, and federal requirements.

10. FEDERAL/LOCAL MATCHING REQUIREMENTS.

- a. General. Section 5310 funds may be used to finance capital and operating expenses. The federal share of eligible capital costs shall be in an amount not to exceed 80 percent of the net cost of the activity. The federal share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity.

The local share of eligible capital costs shall be not less than 20 percent of the net cost of the activity, and the local share for eligible operating costs shall be not less than 50 percent of the net operating costs. The local share may be provided from an undistributed cash surplus, a replacement or depreciation cash fund or reserve, a service agreement with a state or local service agency or private social service organization, or new capital. Some examples of these sources of local match include: state or local appropriations; dedicated tax revenues; private donations; revenue from service contracts; transportation development credits; and net income generated from advertising and concessions. Non-cash share such as donations, volunteered services, or in-kind contributions is eligible to be counted toward the local match as long as the value of each is documented and supported, represents a cost which would otherwise be eligible under the program, and is included in the net project costs in the project budget.

Income from contracts to provide human service transportation may be used either to reduce the net project cost (treated as revenue) or to provide local match for Section 5310 operating assistance. In either case, the cost of providing the contract service is included in the total project cost. No FTA program funds can be used as a source of local match for other FTA programs, even when used to contract for service. All sources of local match must be identified and described in the grant application at the time of grant award.

³ A Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number is a unique, non-indicative 9-digit identifier issued and maintained by D&B that verifies the existence of a business entity. The DUNS number is a universal identifier required for Federal financial assistance applicants, as well as recipients and their direct subrecipients.

In addition, the local share may be derived from federal programs that are eligible to be expended for transportation, other than DOT programs, or from DOT's Federal Lands Highway program. Examples of types of programs that are potential sources of local match include: employment, training, aging, medical, community services, and rehabilitation services.

- b. Exceptions. The federal share is 85 percent for the acquisition of vehicles for purposes of complying with or maintaining compliance with the Americans with Disabilities Act (ADA) or the Clean Air Act. *Applicants wishing to apply for assistance at the higher match ratio should inform MTC before submitting an application, as MTC would need to consult the FTA regional office for further guidance regarding methods of computing the incremental cost.*

11. COORDINATED PLANNING. Title 49 U.S.C. 5310, as amended by MAP-21, requires a recipient of Section 5310 funds to certify that projects selected for funding under this program are included in a locally developed, coordinated public transit-human service transportation plan and that the plan was developed and approved through a process that included participation by seniors; individuals with disabilities; representatives of public, private, nonprofit transportation and human service providers; and other members of the public. A locally developed, coordinated, public transit-human services transportation plan ("coordinated plan") identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, and provides strategies for meeting those local needs. The Bay Area's Coordinated Plan was updated in March 2013 and is available at <http://www.mtc.ca.gov/planning/pths/>.

Agencies and organizations interested in applying for Section 5310 funds must consider the transportation needs, proposed solutions, and enhanced coordination strategies presented in the Coordinated Plan in developing their project proposals. Applicants will be asked to demonstrate their proposed project's consistency with the Coordinated Plan. Following is a list of the solutions and strategies that are identified in Chapters 7 and 8, respectively, of the plan.

Solutions to Gaps

1. Mobility management, travel training, and transportation coordination activities
2. Additions or improvements to paratransit that exceed ADA requirements, and demand-responsive services other than ADA paratransit
3. Additions or improvements to public transit services and transit access
4. Solutions to address affordability barriers

Strategies to Enhance Coordination of Service Delivery

1. Strengthen mobility management in the Bay Area, by:
 - a. Identifying and designating Consolidated Transportation Service Agencies (CTSAs) to facilitate subregional mobility management and transportation coordination efforts

- b. Providing information and managing demand across a family of transportation services
 - c. Promoting coordinated advocacy with human service agencies to identify resources to sustain ongoing coordination activities
2. Promote walkable communities, complete streets, and integration of transportation and land use decisions

12. APPLICATION FORMS AND TECHNICAL ASSISTANCE. The application form will be available at <http://www.mtc.ca.gov/funding/FTA/5310.htm>. MTC and County Paratransit Coordinating Councils (PCCs) will host one applicant workshop following the release of the Call for Projects and provide technical assistance to applicants during the call for projects.

13. APPLICATION EVALUATION. Following an initial eligibility screening by MTC and PCC staff, eligible projects will be evaluated by a panel consisting of Bay Area representatives of paratransit coordinating councils, transit accessibility staff, disabled population interests, MTC Policy Advisory Council Equity and Access Subcommittee member, and MTC staff. Applications will be evaluated on a range of qualitative and quantitative criteria, including project readiness, extent of coordination and outreach, useful life of existing vehicles, utilization information for service expansion or other equipment, and other needs and benefits including the extent to which the project eliminates barriers and improves access for seniors and individuals with disabilities.

14. COMPLIANCE WITH FEDERAL REQUIREMENTS. Applicants should be prepared to abide by all applicable federal requirements as specified in 49 U.S.C. Section 5310, FTA Circulars C 9070.1G (http://www.fta.dot.gov/documents/C9070_1G_FINAL_circular_-3.pdf) and 4702.1B (http://www.fta.dot.gov/documents/FTA_Title_VI_FINAL.pdf), the most current FTA Master Agreement (<http://www.fta.dot.gov/documents/20-Master.pdf>), and the most current Certifications and Assurances for FTA Assistance Programs (http://www.fta.dot.gov/documents/2014_Certs_and_Assurances.pdf).

Caltrans includes language regarding these federal requirements in its standard agreements with subrecipients and requires each subrecipient to execute a certification of compliance with the relevant federal requirements. Subrecipient certifications are required of the subrecipient prior to the execution of a standard agreement by Caltrans and annually thereafter when FTA publishes the annual list of certifications and assurances.

15. REPORTING REQUIREMENTS. Subrecipients to Caltrans will be required to submit regular reports to Caltrans on the following, but not limited to:

- a. Budget or schedule changes, if any
- b. Progress toward meeting milestones
- c. Quantitative or qualitative information, as available
- d. Financial status report
- e. Disadvantaged Business Enterprise (DBE) participation as applicable

In addition, MTC may hold an initial meeting, with follow-ups as needed, regarding successful applicant implementation (related to Title VI, project scope, annual reporting).

16. TITLE VI.

As a condition of receiving Federal Transit Administration Section 5310 Program funds, subrecipients must comply with the requirements of the US Department of Transportation's Title VI regulations. The purpose of Title VI is to ensure that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. Subrecipients are also responsible for ensuring compliance of each of their subrecipients (if any), including collecting Title VI Programs, and for ensuring that their third-party contractors are complying with Title VI and the subrecipient's Title VI Program. (See FTA C 4702.1B Chapter II (6) and Appendix L, Scenario Three.)

As outlined in FTA Circular 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients, ("Title VI Circular"), issued on October 1, 2012, applicants will be required to ensure Title VI Plans are complete and have been implemented.

In order to document that Section 5310 funds are passed through without regard to race, color or national origin, and to document that minority populations are not being denied the benefits of or excluded from participation in the Section 5310 Program, MTC will prepare and maintain the following information, as required by the Title VI Circular, Chapter VI(6):

- a. A record of funding requests received from private non-profit organizations, State or local governmental authorities, and Indian tribes. MTC's records will identify those applicants that would use grant program funds to provide assistance to predominantly minority populations and indicate whether those applicants were accepted or rejected for funding.
- b. A description of how MTC develops its competitive selection process or annual program of projects submitted to Caltrans as part of its grant applications. The description will emphasize the method used to ensure the equitable distribution of funds to subrecipients that serve predominantly minority populations, including Native American tribes, where present.
- c. A description of MTC's criteria for selecting entities to participate in an FTA grant program.

MTC requires that all Section 5310 Program subrecipients submit all appropriate FTA certifications and assurances to Caltrans prior to standard agreement execution and annually thereafter, as requested by Caltrans. MTC, within its administration, planning, and technical assistance capacity, also will comply with all appropriate certifications and assurances for FTA assistance programs and will submit this information to the FTA as required.

The certifications and assurances pertaining to civil rights include:

1. Nondiscrimination Assurances in Accordance with the Civil Rights Act
2. Documentation Pertaining to Civil Rights Lawsuits and Complaints

Nondiscrimination assurances included above involve the prohibition of discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibit discrimination in employment or business opportunity, as specified by 49 U.S.C. 5332 (otherwise known as Title VI of the Civil Rights Act of 1964), as amended (42 U.S.C. 2000d et seq.) and U.S. DOT regulations, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act, 49 C.F.R. Part 21. By complying with the Civil Rights Act, no person, on the basis of race, color, national origin, creed, sex, or age, will be excluded from participation in, be denied the benefits of any program for which the subrecipient receives federal funding via MTC.

Title VI Programs

All Section 5310 Program subrecipients must submit Title VI Programs to Caltrans. Title VI Programs will be required with the submission of the standard agreement and annually thereafter, as requested by Caltrans, with the submission of the annual FTA certifications and assurances.

Every Title VI Program shall include the following information (Note: detailed instructions on the following Title VI requirements are available in FTA C 4702.1B, Chapter III-2 through III-12):

- (1) A copy of the subrecipient's Title VI notice to the public that indicates the subrecipient complies with Title VI, and informs members of the public of the protections against discrimination afforded to them by Title VI. Include a list of locations where the notice is posted. A sample Title VI notice is in FTA C 4702.1B, Appendix B.
- (2) A copy of the subrecipient's instructions to the public regarding how to file a Title VI discrimination complaint, including a copy of the complaint form. Sample complaint procedures are in FTA C 4702.1B, Appendix C, and a sample Title VI complaint form is in FTA C 4702.1B, Appendix D.
- (3) A list of any public transportation-related Title VI investigations, complaints, or lawsuits filed with the subrecipient since the time of the last submission. See FTA C 4702.1B, Appendix E for an example of how to report this information. This list should include only those investigations, complaints, or lawsuits that pertain to allegations of discrimination on the basis of race, color, and/or national origin in transit-related activities and programs and that pertain to the subrecipient submitting the report, not necessarily the larger agency or department of which the subrecipient is a part.
- (4) A public participation plan that includes an outreach plan to engage minority and limited English proficient populations, as well as a summary of outreach efforts made since the last Title VI Program submission. A subrecipient's targeted public participation plan for minority populations may be part of efforts that extend more broadly to include other constituencies that are traditionally underserved, such as people with disabilities, low-income populations, and others.
- (5) A copy of the subrecipient plan for providing language assistance to persons with limited English proficiency (LEP), based on the DOT LEP Guidance. Subrecipients may choose to adopt MTC's language assistance plan where appropriate. Operational differences between MTC and the subrecipient may require, in some instances, that the subrecipient tailor its language assistance plan.

- (6) Subrecipients that have transit-related, non-elected planning boards, advisory councils or committees, or similar bodies, the membership of which is selected by the subrecipient, must provide a table depicting the racial breakdown of the membership of those committees, and a description of efforts made to encourage the participation of minorities on such committees or councils.
- (7) Those subrecipients who are also primary recipients (i.e., those who have their own subrecipients) shall include a narrative or description of efforts the primary recipient uses to ensure subrecipients are complying with Title VI, as well as a schedule of subrecipient Title VI program submissions.
- (8) If the subrecipient has constructed a facility, such as a vehicle storage facility, maintenance facility, operation center, etc., the subrecipient shall include a copy of the Title VI equity analysis conducted during the planning stage with regard to the location of the facility.
- (9) Additional information as specified in FTA C 4702.1B chapters IV, V, and VI, depending on whether the subrecipient is a fixed route transit provider, a State, or an MPO.

The Title VI Program must be approved by the subrecipient's board of directors or appropriate governing entity or official(s) responsible for policy decisions prior to submission to Caltrans. Subrecipients shall submit a copy of the board resolution, meeting minutes, or similar documentation with the Title VI Program as evidence that the board of directors or appropriate governing entity or official(s) has approved the Title VI Program.

Appendix 1
Section 5310 Program – Eligible Activities

The following list of eligible activities is excerpted from Federal Transit Administration (FTA) Circular C 9070.1G, the *Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions*. Applicants are encouraged to develop innovative solutions to meet the needs of individuals with disabilities in their communities, considering the transportation needs, solutions, and strategies for enhanced coordination in the Bay Area’s Coordinated Public Transit—Human Services Transportation Plan.

Traditional Section 5310 Capital Projects	
Vehicles	Acquisition of expansion or replacement buses and/or vans
Equipment	<ul style="list-style-type: none"> (1) Radios and communication equipment; (2) computer hardware and software; (3) wheelchair restraints (4) transit-related intelligent transportation systems (ITS) <i>[must be included in the Bay Area Intelligent Transportation Systems (ITS) Architecture (http://www.mtc.ca.gov/planning/ITS/)];</i> (5) Dispatch systems.
Support for Mobility Management and Coordination	<ul style="list-style-type: none"> (1) The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals; (2) Support for short-term management activities to plan and implement coordinated services; (3) The support of state and local coordination policy bodies and councils; (4) The operation of transportation brokerages to coordinate providers, funding agencies, and passengers; (5) The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; (6) Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of geographic information systems (GIS) mapping, global positioning system technology, coordinated vehicle scheduling, dispatching and monitoring technologies, as well as technologies to track costs and billing in a coordinated system, and single smart customer payment systems; and (7) Funding to support the administrative costs of sharing services provided to clients along with other seniors and/or individuals with disabilities and the coordinated usage of vehicles with other nonprofits.

Expanded Section 5310 Projects	
<p>Public Transportation Projects that Exceed the Requirements of the ADA</p>	<p>(1) Expansion of paratransit service parameters beyond the three-fourths mile required by the ADA;</p> <p>(2) Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route services;</p> <p>(3) The incremental cost of providing same day service;</p> <p>(4) The incremental cost of making door-to-door service available to all eligible ADA paratransit riders, but not on a case-by-case basis for individual riders in an otherwise curb-to-curb system;</p> <p>(5) Enhancement of the level of service by providing escorts or assisting riders through the door of their destination;</p> <p>(6) Feeder services. Accessible “feeder” service (transit service that provides access) to commuter rail, commuter bus, intercity rail, and intercity bus stations, for which complementary paratransit service is not required under the ADA.</p>
<p>Public Transportation Projects that Improve Accessibility.</p>	<p>Training programs for individual users on awareness, knowledge, and skills of public and alternative transportation options available in their communities. This includes travel instruction and travel training services.</p>
<p>Public Transportation Alternatives that Assist Seniors and Individuals with Disabilities with Transportation.</p>	<p>(1) Supporting the administration and expenses related to voucher programs for transportation services offered by human service providers. This activity is intended to support and supplement existing transportation services by expanding the number of providers available or the number of passengers receiving transportation services. Vouchers can be used as an administrative mechanism for payment of alternative transportation services to supplement available public transportation. The Section 5310 program can provide vouchers to seniors and individuals with disabilities to purchase rides, including: (a) mileage reimbursement as part of a volunteer driver program; (b) a taxi trip; or (c) trips provided by a human service agency. Providers of transportation can then submit the voucher for reimbursement to the recipient for payment based on predetermined rates or contractual arrangements. Transit passes or vouchers for use on existing fixed-route or ADA complementary paratransit service are not eligible.</p> <p>(2) Supporting volunteer driver and aide programs. Volunteer driver programs are eligible and include support for costs associated with the administration, management of driver recruitment, safety, background checks, scheduling, coordination with passengers, other related support functions, mileage reimbursement, and insurance associated with volunteer driver programs. The costs of enhancements to increase capacity of volunteer driver programs are also eligible.</p>

Expanded Section 5310 Projects (Continued)

Support for Mobility Management and Coordination

- (1) The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals;
- (2) Support for short-term management activities to plan and implement coordinated services;
- (3) The support of state and local coordination policy bodies and councils;
- (4) The operation of transportation brokerages to coordinate providers, funding agencies, and passengers;
- (5) The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs;
- (6) Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of geographic information systems (GIS) mapping, global positioning system technology, coordinated vehicle scheduling, dispatching and monitoring technologies, as well as technologies to track costs and billing in a coordinated system, and single smart customer payment systems; and
- (7) Funding to support the administrative costs of sharing services provided to clients along with other seniors and/or individuals with disabilities and the coordinated usage of vehicles with other nonprofits.

APPENDIX A – 34

Regional Policies: Project Funding and Specific Funding Programs

**FTA Enhanced Mobility for Seniors and Individuals with
Disabilities Program of Projects (Section 5310)
for FY 2012-13 and FY 2013-14
MTC Resolution No. 4168**



Date: January 28, 2015
W.I.: 1512
Referred by: PAC

ABSTRACT
Resolution No. 4168

This resolution adopts the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities FY2012-13 and FY2013-14 Program of Projects for the Large Urbanized Areas and the Regional Priorities for the Small Urbanized Areas of the San Francisco Bay Area.

The following attachments are provided with this resolution:

Attachment A FY2012-13 and FY2013-14 Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program Projects for the Large Urbanized Areas; and

Attachment B Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program MTC's FY2012-13 and FY2013-14 Application Evaluation Process for the Small Urbanized Areas; and

Attachment C Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program FY2012-13 and FY2013-14 Program Priorities for the Small Urbanized Areas.

Further discussion of this action is contained in the Programming and Allocations Committee Summary sheet dated January 14, 2015.

Date: January 28, 2015
W.I.: 1512
Referred by: PAC

Re: Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) FY2012-13 and FY2013-14 Program of Projects for the Large Urbanized Areas and the Regional Priorities for the Small Urbanized Areas of the San Francisco Bay Area

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4168

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

WHEREAS, 49 U.S.C. §5310 apportions funds by formula to large urbanized areas, small urbanized areas, and non-urbanized areas; and

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

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

WHEREAS, Caltrans is the designated recipient of the FY2012-13 and FY2013-14 Section 5310 funds for the Large Urbanized Areas and Small Urbanized Areas of the San Francisco Bay Area region; and

WHEREAS, MTC has entered into a Memorandum of Understanding with Caltrans to jointly administer the FY2012-13 and FY2013-14 Section 5310 program for the Large Urbanized Areas; and

WHEREAS, MTC, as the Regional Transportation Planning Agency, is responsible for objectively reviewing and/or scoring projects submitted by applicants in the MTC region for the Small Urbanized Areas, and for making recommendations concerning their suitability for funding; these recommendations are to be considered by the CTC in its preparation of the statewide Small Urbanized Areas Program of Projects; and

WHEREAS, MTC is responsible for conducting a competitive selection process; certifying a fair and equitable distribution of funds resulting from the competitive selection process; certifying that each project was included in a locally developed, coordinated public transit—human services transportation plan; and certifying that the plan was developed through a process that included representatives of public, private, and non-profit transportation and human services providers and participation by the public; and

WHEREAS, MTC, as the Regional Transportation Planning Agency, is responsible for establishing a public participation plan and a Local Level Appeals Process for the applicants in the Small Urbanized Areas; and

WHEREAS, MTC Resolution No. 468 states that “MTC shall not endorse a federal or state transportation grant request by private non-profit, or paratransit operators, including claimants under the FTA Elderly and Persons with Disabilities Program, unless the claimant shows to the satisfaction of the MTC evidence of willingness to participate in a countywide Paratransit Coordinating Council (PCC)”; and

WHEREAS, MTC has adopted Resolution No. 4156, which sets forth MTC’s Program Guidelines for the FY2012-13 and FY2013-14 Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities Program; now, therefore, be it

RESOLVED, that MTC has notified and involved interested members of the public in the selection and ranking of Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program projects; and, be it further

RESOLVED, that MTC adopts the FY2012-13 and FY2013-14 Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program of Projects for the Large Urbanized Areas as provided in Attachment A; and be it further

RESOLVED, that the Executive Director of MTC or his designee shall transmit the adopted FY2012-13 and FY2013-14 Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program of Projects for the Large Urbanized Areas to Caltrans to be submitted to FTA for funding under the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program; and, be it further

RESOLVED, that MTC has followed the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program Application Evaluation Process for the Small Urbanized Areas set forth in Attachment B, attached hereto and incorporated herein as though set forth in full; and, be it further


RESOLVED, that, based on the outcome of such process, MTC endorses the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program regional project priorities for the Small Urbanized Areas and conditions as listed on Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that the Executive Director of MTC or his designee shall transmit these regional project priority recommendations to Caltrans and to the CTC, with the request that they be fully considered and incorporated by the CTC in its preparation of the statewide program of projects for Small Urbanized Areas to be submitted to FTA for funding under the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program; and, be it further

RESOLVED, that a copy of this resolution shall also be transmitted to each county PCC which has participated in the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program Project Review Process, and to other organizations as shall be appropriate; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



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 January 28, 2015.

Date: January 28, 2015
W.I.: 1512
Referred by: PAC

Attachment A
MTC Resolution No. 4168
Page 1 of 4

**FY2012-13 and FY2013-14 Federal Transit Administration (FTA) Section 5310
Enhanced Mobility of Seniors and Individuals with Disabilities Program
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS**

App No.	Project Sponsor	Project Name	Project Description	Section 5310 Recommended Amount
1	Sonoma County Human Services Department, Area Agency on Aging	Sonoma Access Coordinated Transportation services (SACTS) Expansion	Expand existing mobility management efforts and program operations throughout the county by expanding volunteer driver programs, creating a transportation voucher program, creating travel training programs, and expanding the Sonoma Access One-Stop countywide transportation information center to provide options, information and trip planning to seniors and individuals with disabilities	\$391,975
1	Sebastopol Area Senior Center	Sonoma Access Coordinated Transportation services (SACTS) -- vehicle	Purchase of one small bus	\$60,000
3	City of Lafayette	Way to Go...Contra Costa! - Spirit Van Program	(1) Continue providing van service with trained drivers to assist the specialized needs of fragile elderly passengers who age in place (2) Purchase of one minivan	\$169,039
3	Contra Costa ARC	Way to Go...Contra Costa! - Vehicles	Purchase of two minivans and one small bus	\$152,000
3	Futures Explored	Way to Go...Contra Costa! - Travel Training Program and Vehicle Purchase	(1) Create travel training curriculum and implement a travel training program to meet the specialized needs of seniors and individuals with physical and cognitive disabilities (2) Purchase of one small bus	\$96,250
3	Golden Rain	Way to Go...Contra Costa! - Vehicles	Purchase of two medium buses	\$134,000
3	Rehabilitation Services of Northern California (RSNC)	Way to Go...Contra Costa! - Mt. Diablo Mobilizer Operations	Continue providing door-through-door transportation to health and social services for frail low-income seniors and others with disabilities, as well as trips to grocery shopping and other basic needs	\$94,340
3	Senior Helpline Services (SHS)	Way to Go...Contra Costa! - Rides for Seniors	Continue providing free, one-on-one escorted door-through-door rides to homebound seniors for medical appointments and other basic necessities to otherwise homebound seniors in Contra Costa County	\$206,770

App No.	Project Sponsor	Project Name	Project Description	Section 5310 Recommended Amount
3	Senior Helpline Services (SHS)	Way to Go... Contra Costa! - Mobility Management Center	Support to implement strategies from the countywide Mobility Management Plan: information and referral services; creation and implementation of a travel training program; development of countywide best practices for volunteer driver and travel training; and development of cost share agreements on vehicle maintenance	\$331,483
4	Outreach & Escort, Inc.	Mobility Management Center of Santa Clara County	(1) Promote and enhance access to Outreach's Mobility Management and One-Call & One-Click Center to provide coordinated information on transportation services including eligibility and enrollment, service area, and mobility options for seniors and individuals with disabilities (2) Purchase of ten minivans, ten radios, and one base station	\$1,961,481
5	Marin Transit	Premium Paratransit and Travel Navigator	(1) Support and expand existing premium paratransit service providing discounted taxi program vouchers (2) Support for Travel Navigator program to provides individualized information and referral services to seniors and individuals with disabilities	\$184,400
7	Casa Allegra Community Services (CACS)	Replacement vehicles	Purchase of one minivan	\$46,000
8	Marin Senior Coordinating Council Inc., (Whistlestop)	Replacement and expansion vehicles	Purchase of two small buses and one medium bus	\$187,000
9	LIFE ElderCare	Expanding Door Through Door Volunteer Driver Transportation in Alameda County	Support and expand existing volunteer driver program to medical appointments and other basic necessities in Alameda County for seniors and individuals with disabilities	\$187,154
9	Drivers for Survivors (DFS)	Expanding Door Through Door Volunteer Driver Transportation in Alameda County	Support and expand existing volunteer driver program to medical appointments for individuals with disabilities in Southern Alameda County	\$91,336
10	Friends of Children with Special Needs	Expansion vehicles	Purchase of two minivans	\$92,000
11	Center for Elders' Independence (CEI)	North-South Expansion Vehicles	Purchase of three medium buses, three radios and one base station	\$206,500
12	Contra Costa ARC	Service Expansion vehicle	Purchase of one minivan	\$46,000

App No.	Project Sponsor	Project Name	Project Description	Section 5310 Recommended Amount
13	Center for Independent Living (CIL)	Mobility Matters	Continue coordination of travel training, mobility device training, outreach and education, information and referral; individualized trip planning support and education; transportation options workshops; support and education on the one call/one click information system; and the establishment of a travel ambassador program	\$499,662
14	Center for Independent Living	West County Travel Training	Develop and implement a West County travel training program for seniors and individuals with disabilities on behalf of the cities of El Cerrito, Richmond, and San Pablo	\$105,000
15	On Lok Senior Health Services	Replacement vehicles	Purchase of four small buses	\$240,000
16	Jewish Family and Children's Services	Replacement vehicles	Purchase of eight medium buses and three large buses	\$755,000
17	SFMTA	SFMTA Mobility Management Project	Establish a transportation information and referral center to provide centralized transportation options and information to seniors and individuals with disabilities; create a comprehensive travel training program; expand Paratransit Plus services; support a paratransit peer escort program for frail riders and those with cognitive disabilities; and expand sharing and coordination efforts by identifying human service agency resources and coordinating vehicle sharing and ITS upgrades	\$782,340
18	Peninsula Jewish Community Center	Mobility Management Partnership for San Mateo County	(1) Support and expand existing volunteer driver program by recruiting, and training volunteer drivers and escorts for seniors and individuals with disabilities (2) Purchase of one small bus	\$280,000
18	SamTrans	Mobility Management Partnership for San Mateo County	(1) Develop a mobility management plan to examine recent data, engage stakeholders, and identify resources for funding plans to implement innovative transportation services for seniors and individuals with disabilities	\$250,000
18	Outreach & Escort, Inc.	Mobility Management Partnership for San Mateo County - Mobility Management Center / One Call & One Click Center	Support for the enhancement of a San Mateo County Mobility Management and One-Call & One-Click center to coordinate transportation services and provide information and referral services across all transportation modes, manage eligibility requirements, and provide individualized trip planning for seniors and individuals with disabilities	\$480,000

App No.	Project Sponsor	Project Name	Project Description	Section 5310 Recommended Amount
19	Life Steps Foundation, Inc.	Replacement vehicles	Purchase of three minivans and one small bus	\$198,000
20	City of Pacifica	Service Expansion vehicle	Purchase of one small bus	\$60,000
0	MTC	Coordinated Plan & Mobility Management Implementation	Support for Coordinated Plan and mobility management implementation in the nine counties of the San Francisco Bay Area	\$460,429
			Total	\$8,748,159

**Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program
MTC's FY2012-13 and FY2013-14 Application Evaluation Process
for the Small Urbanized Areas**

1. MTC notified prospective applicants of the statewide Call for Projects. Outreach activities included: 1) an email to prospective applicants, 2) a postcard to prospective applicants, 3) an announcement on the MTC website, 4) presentations to the Partnership Accessibility Committee, the Transit Finance Working Group, and the Regional Mobility Management Group and 5) local outreach conducted by the nine county Paratransit Coordinating Councils (PCCs).
2. Each eligible Traditional 5310 project request received was evaluated using the statewide criteria, which were developed by the California Transportation Commission (CTC). The evaluation criteria are divided into the following categories: 1) ability of applicant, 2) coordination planning, 3) utilization of existing or proposed equipment, and 4) service effectiveness.
3. MTC, as the Regional Transportation Planning Agency, convened the nine county Paratransit Coordinating Councils (PCCs) to lead each county-wide evaluation process. Each county PCC assembled a Local Review Committee (LRC) to evaluate and score the applications submitted for funding under the FTA Section 5310 program. The composition of the county teams was determined entirely by each PCC. Applicants for projects that were deemed ineligible by the LRC were notified by the county PCC.
4. MTC staff reviewed each application to determine that the proposed project was included in MTC's Coordinated Public Transit—Human Services Transportation Plan: Elderly and Disabled Component, and also independently evaluated the applications to make sure that the same standards were applied throughout the region in areas where some discretion was allowed.
5. The LRC's scores were transmitted to MTC staff. Discrepancies between the LRC's and MTC staff's scores were discussed and resolved. MTC staff notified each applicant and the PCCs of the scores and the local appeal process.
6. MTC staff held an open forum format to hear and resolve applicant appeals. [No appeals were received.]
7. MTC staff compiled all scores for the region and developed a regional priority listing. MTC staff will present the final recommendations to the Commission for adoption. Once adopted, the final list will be transmitted to Caltrans and CTC for funding consideration.

**Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program
FY2012-13 and FY2013-14 Program Priorities for the Small Urbanized Areas**

Applicant	County	Project	Type of Project	VIN	Project Score ¹	Federal Portion ²	Total Cost
Outreach & Escort, Inc.	Santa Clara	Minivan	Replacement Vehicle	63823	99	\$36,800	\$46,000
Outreach & Escort, Inc.	Santa Clara	Minivan	Replacement Vehicle	63821	99	\$36,800	\$46,000
Outreach & Escort, Inc.	Santa Clara	Minivan	Replacement Vehicle	63826	99	\$36,800	\$46,000
Outreach & Escort, Inc.	Santa Clara	Base Station	Other Equipment	-	99	\$2,000	\$2,500
Outreach & Escort, Inc.	Santa Clara	Mobile Radio	Other Equipment	-	99	\$800	\$1,000
Outreach & Escort, Inc.	Santa Clara	Mobile Radio	Other Equipment	-	99	\$800	\$1,000
Outreach & Escort, Inc.	Santa Clara	Mobile Radio	Other Equipment	-	99	\$800	\$1,000
City of Rio Vista	Solano	Larger Bus	Replacement Vehicle	46323	81	\$84,000	\$105,000
City of Petaluma	Sonoma	Travel Training Program	Mobility Management	-	-	\$36,871	\$46,089
City of Rio Vista	Solano	Rio Vista Delta Breeze Dial-A-Ride	Operating Assistance	-	-	\$97,500	\$195,000
Faith in Action Interfaith Volunteer Caregivers of Solano County	Solano	Volunteer Driver Program	Operating Assistance	-	-	\$124,000	\$248,000
Livermore Amador Valley Transit Authority	Alameda	Parataxi Program	Operating Assistance	-	-	\$40,000	\$80,000
Napa County Transportation and Planning Agency	Napa	Volunteer Driver Program	Operating Assistance	-	-	\$70,000	\$140,000
Outreach & Escort, Inc.	Santa Clara	Mobility Management Center	Mobility Management	-	-	\$92,000	\$115,000
Solano County Transit	Solano	Countywide Travel Training Program	Mobility Management	-	-	\$240,000	\$300,000
Solano Transportation Authority	Solano	One-Stop Transportation Call Center	Mobility Management	-	-	\$240,000	\$300,000

¹ Only vehicle and other equipment projects are scored locally

² Federal Portion for capital projects is 80%, remaining 20% is local match in the form of Toll Credits; Federal Portion for operating projects is 50%, remaining 50% is local match in the form of Toll Credits

APPENDIX A – 35

Regional Policies: Project Funding and Specific Funding Programs

**FTA Nonurbanized Area Formula (Section 5311)
Program Funding Objectives and Criteria
for the San Francisco Bay Area
MTC Resolution No. 4036**



Date: November 16, 2011
W.I.: 1512
Referred By: PAC
Revised: 10/23/13-C

ABSTRACT

Resolution No. 4036, Revised

This resolution adopts the Federal Transit Administration (FTA) Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area.

The resolution includes the following attachment:

Attachment A - FTA Section 5311 Nonurbanized Area Formula Program Funding
Objectives and Criteria for the San Francisco Bay Area

This resolution was revised on October 23, 2013 to update the Section 5311 formula with new population data from the 2010 Census and new transit route data from the 2012 Regional Transit Database (RTD), and to remove provisions related to the two-year transition period policy, which is no longer applicable now that the first two years of the formula-based policy are complete.

Further discussion of this action is contained in the MTC Programming and Allocations Committee Summary sheets dated November 9, 2011 and October 9, 2013.

Date: November 16, 2011
W.I.: 1512
Referred By: PAC

Re: Federal Transit Administration (FTA) Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4036

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

WHEREAS, MTC is the designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, the U.S. Department of Transportation (DOT) has adopted rules and regulations (23 CFR 450 and CFR 613) which require that the MPO, in cooperation with the state and publicly-owned operators of mass transportation services, carry on a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area, as a condition to the receipt of federal capital or operating assistance; and

WHEREAS, Section 5311 Title 49 of the United States Code (formerly Section 18 of the Federal Transit Act (FTA) provides a formula grant program for public transportation projects in areas other than urbanized areas (49 U.S.C. Section 5311); and

WHEREAS, MTC has developed, in consultation with interested transportation providers, the FTA Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area, attached hereto as Attachment A, and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FTA Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area as provided in Attachment A; and be it further

RESOLVED, that MTC will use these funding objectives and criteria to program MTC's regional apportionment of FTA Section 5311 Nonurbanized Area Formula Program funds; and be it further

RESOLVED, that the Executive Director of MTC shall forward 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 16, 2011.

Date: November 16, 2011
W.I.: 1512
Referred By: PAC
Revised: 10/23/13-C

Attachment A
Resolution No. 4036
Page 1 of 5

**FTA Section 5311 Nonurbanized Area Formula Program
Funding Objectives and Criteria
for the San Francisco Bay Area
Metropolitan Transportation Commission**

I. Funding Principles for the Section 5311 Program

The funding principles are intended to guide our funding decisions and establish the basis for developing the programming process. The funding principles for the Section 5311 program are as follows:

1. *Maintain existing needed transit services:* MTC dedicates capital and operating funds for essential projects and programs in an effort to maintain needed existing transit services.
2. *Provide a reliable, equitable and flexible program:* MTC will use a formula distribution system in an effort to provide a reliable and equitable level of funding to transit operators each year. Policy guidelines will accompany the formula in order to give operators flexibility in selecting projects that are consistent with regional priorities.
3. *Fund basic capital requirements:* MTC will require recipients to prioritize the replacement of capital equipment. If recipients request funds for operations, they will be required to submit documentation explaining why the funds are not needed for basic capital.
4. *Maintain a multi-year program of projects:* In order to foster planning it is important that MTC continue to program projects on a multi-year basis, within the constraints of available federal funding programs and subject to changes within those programs. Whenever possible, MTC will adopt a two-year program, with annual adjustments to constrain the program to the available revenues. Each year's program will only be added to the TIP when actual revenues are apportioned by Caltrans.
5. *Maintain Timely Use of Funds Policy:* The Caltrans policy requires that all FTA Section 5311 funds be obligated within two years of programming or the funds will be lost to the region. In order to avoid lost funds to the region, MTC reserves the right to only program funds to those agencies that have submitted their prior year's 5311 application and quarterly reports to Caltrans satisfactorily and in a timely manner.

II. Funding Formula, Policy Guidelines and Screening Criteria

A. Funding Formula

Funds will be distributed to transit operators according to each operator's nonurbanized area population and nonurbanized area route miles. The formula will distribute half of the funds according to the nonurbanized area population served (i.e., according to the number of nonurbanized area residents that live within three-quarters of a mile of the operators' transit stops) and the other half of the funds according to the number of route miles provided in the nonurbanized area. The table below shows the formula distribution. Population data for the proposed formula is based on the 2010 Census, and transit route data is taken from the 2012 Regional Transit Database (RTD).

Transit Operator	Non UA Population (2010) within 3/4-mile of transit stops		Non UA Route Miles ²		Combined Population and Route Miles Percentage
	Population	Percentage	Miles	Percentage	
AC Transit	8,272	4%	33	2%	3%
CCCTA	11,311	5%	8	0%	3%
LAVTA	6,845	3%	29	2%	2%
Marin Transit ¹	16,993	8%	283	17%	12%
NCTPA	26,713	12%	199	12%	12%
SamTrans	21,741	10%	130	8%	9%
Santa Clara VTA	8,061	4%	94	6%	5%
Solano Transportation Authority ²	41,935	19%	437	26%	23%
Sonoma County Transit	63,645	29%	435	26%	28%
TriDelta Transit	13,298	6%	29	2%	4%
Total	218,814	100%	1,678	100%	100%

¹ The Marin Transit amount is the sum of the Marin Transit (Local Service) and West Marin Stagecoach amounts. Marin Transit will determine which service will use the 5311 funds.

² The Solano Transportation Authority (STA) amount is the sum of the Dixon, Fairfield and Suisun Transit, Rio Vista Delta Breeze, SolTrans, and Vacaville amounts. STA will work with these operators to determine individual shares.

B. Policy Guidelines

The following policies will accompany the formula system:

1. *Capital Priority.* Recipients will be required to prioritize the replacement of capital equipment, with top priority for capital assets needed to maintain needed existing transit services. If recipients request funds for operations, they will be required to submit documentation explaining why the funds are not needed to maintain or replace capital equipment. Furthermore, if recipients request funds for operations expansions, they will be required to submit documentation explaining why the funds are not needed to maintain existing transit operations.

2. *Project Justification Sheets.* MTC will program funds only to those operators who submit Section 5311 project justification sheets during the Call for Projects. The Section 5311 project justification sheets will contain basic project information, including project title, brief project description, project type, contact information, total project cost, local match amount and funding source, prior programming information (if the project is already included in the TIP), screening criteria, and, for operations requests, an explanation of why the funds are not needed for basic capital. If an operator does not want to participate in the 5311 program (e.g., if the operator's 5311 share is so small that the administrative effort required to apply for and report on the funds outweighs the benefits to the operator), then they will not submit Section 5311 project justification sheets, and MTC will not program any funds to that operator.

C. Project Screening Criteria

The project screening criteria are intended to eliminate projects that do not meet minimum program standards. MTC will review each applicant's Project Justification Sheets to ensure that each project proposed for the Section 5311 program of projects meets the following criteria:

1. *Availability to the general public.* Section 5311- funded services may be designed to maximize use by members of the general public who are transportation disadvantaged persons, including elderly and disabled persons, however such services should be open to the general public, or part of an array of public transit services, such as ADA complementary services.
2. *Identified local match.* The applicant must identify a funding source for the minimum required local match. The minimum local match is 44.67% for operations projects, and 11.47% for capital projects.
3. *Identified and documented need for a project.* The need for a particular project must be adequately documented and justified on the Section 5311 project justification sheets (e.g., if an operator is requesting funds to replace a vehicle, the existing vehicle to be replaced must meet the asset replacement age). If the applicant prepares a Short Range Transit Plan (SRTP), the project should be identified and justified in the plan.
4. *Project readiness.* The applicant must be prepared to submit an application for the project and be ready to implement/construct the project in the year indicated in the program of projects. If funds for a project are not applied for in the year they are programmed, future programming of federal funds for that project and applicant could be jeopardized.

5. *Consistency with Regional Transportation Plan (RTP)*. The applicant must confirm that the project is consistent with the region's Long Range Plan in effect at the time of the application.

III. Fund Programming and Project Review Process

The steps in developing the region's Section 5311 program of projects are outlined as follows.

MTC will issue a Call for Projects every two years, and will adopt a two-year program. MTC will make annual adjustments to constrain the program to the available revenues. Each year's program will only be added to the TIP when actual revenues are apportioned by Caltrans.

A. Call for Projects Year (first year of two-year program)

- MTC receives estimate of available Section 5311 funding for the first program year from Caltrans. MTC will estimate the amount of Section 5311 funding available for the second program year.
- MTC uses the funding formula to estimate the amount of Section 5311 funds available to each transit operator, based on the assumption that all eligible operators will submit proposed projects.
- MTC notifies all potential Section 5311 applicants of the amount of Section 5311 funds available, including fund estimates by transit operator, and requests that projects be proposed (in project justification sheets) for the program of projects.
- For each proposed project, applicants complete and submit Section 5311 Project Justification Sheets to MTC.
- MTC staff reviews proposed projects and develops a preliminary program of projects. If there are remaining Section 5311 funds (i.e., if some eligible operators did not submit Project Justification Sheets), MTC will use the funding formula to distribute the remaining balance to the operators that proposed projects. MTC will confer with applicants to finalize the program of projects.
- The program of projects is presented to and considered by MTC's Programming and Allocations Committee.
- If approved by the Committee, the program of projects is presented to and considered by MTC's full Commission and upon approval is forwarded to Caltrans.
- When actual revenues are apportioned by Caltrans, MTC will make adjustments (if needed) to constrain the program to the available revenues and add the first year projects to the Transportation Improvement Program (TIP)

B. Adjustment year (second year of two-year program)

- MTC receives estimate of available Section 5311 funding for the second program year from Caltrans.
- MTC will make adjustments (if needed) to constrain the program to the available revenues. Staff will confer with operators if adjustments are needed.
- If there are changes to a project in the current program (e.g., scope of project, costs, etc.), a revised project justification sheet should be completed and sent to MTC.
- The revised program of projects is presented to and considered by MTC's Programming and Allocations Committee.
- The revised program of projects is presented to and considered by MTC's full Commission and upon approval is forwarded to Caltrans.
- MTC will add the second year projects to the Transportation Improvement Program (TIP).

In any year, operators are responsible for submitting their own applications to Caltrans. MTC will assist with the Regional Agency/Transportation Planning Agency (TPA) Certifications and Assurances as needed.