

# THE BAY AREA PARTNERSHIP

## Partnership Technical Advisory Committee

May 18, 2015, **1:30 p.m. – 4:00 p.m.**  
MetroCenter, **1<sup>st</sup> Floor, Auditorium**  
101 - 8<sup>th</sup> Street, Oakland, CA 94607

### AGENDA

Estimated Time  
for Agenda Item

1. Introductions (*Chris Andrichak, 2014 Chair*) **1:30 p.m.**
2. Nominations and Election for 2015 PTAC Vice-Chair (City) and 2<sup>nd</sup> Vice-Chair (County)  
(*PTAC is seeking a "City" representative to be the 2015 Vice Chair and a "County" representative as 2015 2<sup>nd</sup> Vice-Chair.*)
3. Partnership Reports:
  - Partnership Local Streets and Roads/Programming and Delivery Working Group \*  
Chair: Seana Gause, Sonoma County TA  
(*The Partnership Local Streets and Roads/Programming and Delivery Working Group met on May 14, 2015*)
4. Committee Member Reports

### INFORMATION ITEMS / OTHER BUSINESS

**1:40 p.m.**

5. TIP Update\* (*Adam Crenshaw, [acrenshaw@mtc.ca.gov](mailto:acrenshaw@mtc.ca.gov)*)  
(*The current TIP can be viewed at <http://www.mtc.ca.gov/funding/tip/index.htm>.*)

### DISCUSSION ITEMS

**1:45 p.m.**

6. Legislative Report\* (*Rebecca Long, [rlong@mtc.ca.gov](mailto:rlong@mtc.ca.gov)*) 10 min
7. One Bay Area Grant Cycle 2 Update\* (*Craig Goldblatt, [cgoldblatt@mtc.ca.gov](mailto:cgoldblatt@mtc.ca.gov)*) 25 min  
(*Staff will give an update on the development of Cycle 2 of the One Bay Area Grant (OBAG) program.*)
8. Plan Bay Area 2040 Financial Projections Assumptions/Methodology\* (*Bill Bacon; [wbacon@mtc.ca.gov](mailto:wbacon@mtc.ca.gov)*) 25 min  
(*MTC staff will present the assumptions and methodologies that will be used to forecast transportation revenues for Plan Bay Area 2040.*)
9. Recommended Future Agenda Items (All)
10. Public Comment

### WORKSHOP

**2:45 p.m.**

11. Plan Bay Area 2040 Call for Projects and Needs Assessment CMA/Project Sponsor Training (*Adam Noelting, [anoelting@mtc.ca.gov](mailto:anoelting@mtc.ca.gov); Kristen Carnarius, [kcarnarius@mtc.ca.gov](mailto:kcarnarius@mtc.ca.gov); Bill Bacon; [wbacon@mtc.ca.gov](mailto:wbacon@mtc.ca.gov); Melanie Choy; [mchoy@mtc.ca.gov](mailto:mchoy@mtc.ca.gov)*)  
(*MTC staff will offer a detailed user training and overview of the Plan Bay Area 2040 Call for Projects database, the Transit Operating Needs Assessment, and the Transit Capital Needs Assessment. The training will allow staff from congestion management agencies, transit operators, and other project sponsors the opportunity to learn about the information needed for these three Plan Bay Area 2040 efforts, a walkthrough of the submission process, as well as the opportunity to ask technical questions to MTC staff.*)

Partnership TAC and Working Groups					
2015 Tentative Meeting Calendar					
Rev. March 31, 2015					
(Subject to change. See agendas for final meeting date, time and location)					
Month	Transit Finance (TFWG) 3rd Floor, Fishbowl (10:00a - 12:00 Noon)	Local Streets & Roads (LSRWG) 1st Floor, Room 171, (9:30a - 11:30a)	Programming & Delivery (PDWG) 1st Floor, Room 171, (9:30a - 11:30a)	Joint Partnership (LSRPDWG) 1st Floor, Room 171, (9:30a - 12:00p)	Partnership Technical Advisory Committee (PTAC) 1st Floor, Auditorium, (1:30p – 3:30p)
January	Wednesday, Jan 7			Thursday, Jan 8	<del>Monday, Jan 26</del> CANCELED
February	Wednesday, Feb 4	Thursday, Feb 12			
March	Wednesday, Feb 4	Thursday, Mar 12	Monday, Mar 16		<del>Monday, Mar 16</del> CANCELED
April	Wednesday, Apr 1	Thursday, Apr 9	<del>Monday, Apr 20</del> CANCELED		<del>Monday, Apr 20</del> CANCELED
May	Wednesday, May 6			Thursday, May 14	Monday, May 18
June	Wednesday, Jun 3	Thursday, Jun 11	Monday, Jun 15		Monday, Jun 15
July	Wednesday, Jul 1	Thursday, Jul 9	Monday, Jul 20 **		Monday, July 20
August	Wednesday, Aug 5				
September	Wednesday, Sep 2			Thursday, Sep 10	Monday, Sep 21
October	Wednesday, Oct 7	Thursday, Oct 8	Monday, Oct 19		Monday, Oct 19
November	Wednesday, Nov 4	Thursday, Nov 12	Monday, Nov 16		Monday, Nov 16
December	Wednesday, Dec 2			Thursday, Dec 10	Monday, Dec 21
J:\COMMITTEE\Partnership\2015 Meeting Calendar_WG_PTAC.xlsx]2015					
** Monday July 20 PDWG meeting held in Auditorium					
TFWG Meeting Manager: Theresa Hannon, thannon@mtc.ca.gov					
LSRWG/PDWG/PTAC Meeting Manager: Marcella Aranda , marand@mtc.ca.gov					

- \* Agenda Items attached
- \*\* Agenda Items with attachments to be distributed at the meeting.

MTC Staff Liaison: Contact Kenneth Folan at 510.817.5804 or [kfolan@mtc.ca.gov](mailto:kfolan@mtc.ca.gov) regarding this agenda.

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

**Record of Meeting:** MTC meetings are recorded. Copies of recordings are available at nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC’s Web site for public review for at least one year.

**Transit Access to the MetroCenter:** BART to Lake Merritt Station. AC Transit buses: #11 from Piedmont and Montclair; #26 from MacArthur BART; #62 from East or West Oakland; #88 from Berkeley. For transit information from other Bay Area destinations, call 511 or use the 511 Transit Trip Planner at [www.511.org](http://www.511.org) to plan your trip.

**Parking at the MetroCenter:** Metered parking is available on the street. No public parking is provided at the MetroCenter. Spaces reserved for Commissioners are for the use of their stickered vehicles only; all other vehicles will be towed away.

**Accessibility and Title VI:** MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 510.817.5757 or 510.817.5769 for TDD/TTY. We require three working days’ notice to accommodate your request.

**可及性和法令第六章：** MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 510.817.5757 或 510.817.5769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

*Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicacion a las personas discapacitadas y los individuos con conocimiento limitado del ingles quienes quieran dirigirse a la Comision. Para solicitar asistencia, por favor llame al numero 510.817.5757 o al 510.817.5769 para TDD/TTY. Requerimos que solicite asistencia con tres dias habiles de anticipacion para poderle proveer asistencia.*

**Meeting Conduct:** In the event that any public meeting conducted by MTC is willfully interrupted or disrupted by a person or by a group or groups of persons so as to render the orderly conduct of the meeting unfeasible, the Chair may order the removal of those individuals who are willfully disrupting the meeting. Such individuals may be subject to arrest. If order cannot be restored by such removal, the members of the committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue on matters appearing on the agenda.



METROPOLITAN  
TRANSPORTATION  
COMMISSION

JOINT PARTNERSHIP LOCAL STREETS AND ROADS /  
PROGRAMMING AND DELIVERY WORKING GROUP MEETING  
101 - 8<sup>th</sup> St., 1<sup>st</sup> Floor, CR-171  
Thursday, May 14, 2015  
9:30 a.m. – 12:00 p.m.

## AGENDA

<u>Topic</u>	<u>Estimated Time</u>
<b><u>LSRWG Focused Discussion Items</u></b>	<b>9:30 a.m.</b>
<b>1. Discussion Items:</b>	
A. 2015 LSRWG Work Plan Discussion*	30 min
B. Legislative Update: SB 16 (Beall) State Legislation for Roadway Maintenance* ( <i>Rebecca Long; <a href="mailto:rlong@mtc.ca.gov">rlong@mtc.ca.gov</a></i> )	15 min
<hr/>	
<b><u>Joint LSRPDWG</u></b>	<b>10:15 a.m.</b>
<b>2. Introductions</b> ( <i>Seana Gause, PDWG Chair</i> )	5 min
<b>3. Review of Working Group Minutes*</b>	5 min
A. Partnership Local Streets and Roads Working Group – April 9, 2015* ( <i>Nancy Adams, LSRWG Chair</i> )	
B. Partnership Programming and Delivery Working Group – March 16, 2015* ( <i>Seana Gause, PDWG Chair</i> )	
<b>4. Informational Items:</b> ( <i>“Memo Only” unless otherwise noted</i> )	
A. Caltrans Program Announcements:	
• Performance End Date Now Required on All Federally Funded Projects* ( <i>FHWA is now requiring Caltrans to obtain a “Agreement End Date” each time it authorizes local agency funds to a project.</i> )	
• Highway Safety Improvement Program (HSIP) Cycle 7 Call for Projects* ( <i>Caltrans has announced the call for projects for Cycle 7 HSIP funds. Applications are due July 31, 2015</i> )	
B. TIP Update* ( <i>Adam Crenshaw; <a href="mailto:acrenshaw@mtc.ca.gov">acrenshaw@mtc.ca.gov</a></i> )	5 min
( <i>View the Final 2015 TIP at <a href="http://www.mtc.ca.gov/funding/tip/index.htm">http://www.mtc.ca.gov/funding/tip/index.htm</a></i> )	
C. Federal Programs Delivery Update* ( <i>Marcella Aranda; <a href="mailto:marand@mtc.ca.gov">marand@mtc.ca.gov</a></i> )	10 min
D. PMP Certification Status*	
( <i>Current PMP Certification status is available online at: <a href="http://mtc.ca.gov/services/pmp/">http://mtc.ca.gov/services/pmp/</a>.</i> )	
E. MTC Comment Letter re: FHWA Published NPRM on NHS Pavement and Bridge Performance Measures*	
<b>5. Discussion Items:</b>	
A. OBAG Cycle 2 Update* ( <i>Craig Goldblatt; <a href="mailto:cgoldblatt@mtc.ca.gov">cgoldblatt@mtc.ca.gov</a></i> )	30 min
B. Other Discussion Items ( <i>All</i> )	5 min
<hr/>	
<b><u>PDWG Focused Discussion Items</u></b>	<b>11:15 a.m.</b>
<b>6. Discussion Items:</b>	

LSRWG Chair: Nancy Adams, Santa Rosa  
PDWG Chair: Seana Gause, SCTA

MTC Staff Liaison: Theresa Romell; Kenneth Kao  
Meeting Manager: Marcella Aranda

- A. 2016 STIP Preview\* (*Kenneth Kao, [kkao@mtc.ca.gov](mailto:kkao@mtc.ca.gov)*) 15 min
- B. FES Discussion (*Jean Higaki, San Mateo C/CAG*) 30 min

**7. Recommended Agenda Items for Next Meeting: (All)** 5 min

Partnership TAC and Working Groups					
2015 Tentative Meeting Calendar					
Rev. March 31, 2015					
(Subject to change. See agendas for final meeting date, time and location)					
Month	Transit Finance (TFWG) 3rd Floor, Fishbowl (10:00a - 12:00 Noon)	Local Streets & Roads (LSRWG) 1st Floor, Room 171, (9:30a - 11:30a)	Programming & Delivery (PDWG) 1st Floor, Room 171, (9:30a - 11:30a)	Joint Partnership (LSRPDWG) 1st Floor, Room 171, (9:30a - 12:00p)	Partnership Technical Advisory Committee (PTAC) 1st Floor, Auditorium, (1:30p – 3:30p)
January	Wednesday, Jan 7			Thursday, Jan 8	<del>Monday, Jan 26</del> <b>CANCELED</b>
February	Wednesday, Feb 4	Thursday, Feb 12			
March	Wednesday, Feb 4	Thursday, Mar 12	Monday, Mar 16		<del>Monday, Mar 16</del> <b>CANCELED</b>
April	Wednesday, Apr 1	Thursday, Apr 9	<del>Monday, Apr 20</del> <b>CANCELED</b>		<del>Monday, Apr 20</del> <b>CANCELED</b>
May	Wednesday, May 6			Thursday, May 14	Monday, May 18
June	Wednesday, Jun 3	Thursday, Jun 11	Monday, Jun 15		Monday, Jun 15
July	Wednesday, Jul 1	Thursday, Jul 9	Monday, Jul 20 **		Monday, July 20
August	Wednesday, Aug 5				
September	Wednesday, Sep 2			Thursday, Sep 10	Monday, Sep 21
October	Wednesday, Oct 7	Thursday, Oct 8	Monday, Oct 19		Monday, Oct 19
November	Wednesday, Nov 4	Thursday, Nov 12	Monday, Nov 16		Monday, Nov 16
December	Wednesday, Dec 2			Thursday, Dec 10	Monday, Dec 21

J:\COMMITTEE\Partnership\2015 Meeting Calendar\_WG\_PTAC.xlsx\2015

\*\* Monday July 20 PDWG meeting held in Auditorium

TFWG Meeting Manager: Theresa Hannon, [thannon@mtc.ca.gov](mailto:thannon@mtc.ca.gov)  
 LSRWG/PDWG/PTAC Meeting Manager: Marcella Aranda, [maranda@mtc.ca.gov](mailto:maranda@mtc.ca.gov)

\* = Attachment in Packet      \*\* = Handouts Available at Meeting

Contact Marcella Aranda at [maranda@mtc.ca.gov](mailto:maranda@mtc.ca.gov) if you have questions regarding this agenda.

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

**Record of Meeting:** MTC meetings are recorded. Copies of recordings are available at nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC’s Web site for public review for at least one year.

**Transit Access to the MetroCenter:** BART to Lake Merritt Station. AC Transit buses: #11 from Piedmont and Montclair; #26 from MacArthur BART; #62 from East or West Oakland; #88 from Berkeley. For transit information from other Bay Area destinations, call 511 or use the 511 Transit Trip Planner at [www.511.org](http://www.511.org) to plan your trip.

**Parking at the MetroCenter:** Metered parking is available on the street. No public parking is provided at the MetroCenter. Spaces reserved for Commissioners are for the use of their stickered vehicles only; all other vehicles will be towed away.

---

**Accessibility and Title VI:** MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 510.817.5757 or 510.817.5769 for TDD/TTY. We require three working days' notice to accommodate your request.

**可及性和法令第六章:** MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 510.817.5757 或 510.817.5769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

**Acceso y el Titulo VI:** La MTC puede proveer asistencia/facilitar la comunicacion a las personas discapacitadas y los individuos con conocimiento limitado del ingles quienes quieran dirigirse a la Comision. Para solicitar asistencia, por favor llame al numero 510.817.5757 o al 510.817.5769 para TDD/TTY. Requerimos que solicite asistencia con tres dias habiles de anticipacion para poderle proveer asistencia.

**Meeting Conduct:** In the event that any public meeting conducted by MTC is willfully interrupted or disrupted by a person or by a group or groups of persons so as to render the orderly conduct of the meeting unfeasible, the Chair may order the removal of those individuals who are willfully disrupting the meeting. Such individuals may be subject to arrest. If order cannot be restored by such removal, the members of the committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue on matters appearing on the agenda.



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
TEL 510.817.5700  
TDD/TTY 510.817.5769  
FAX 510.817.5848  
E-MAIL info@mtc.ca.gov  
WEB www.mtc.ca.gov

## *Memorandum*

TO: Partnership Technical Advisory Committee

DATE: May 18, 2015

FR: Adam Crenshaw

RE: 2015 Transportation Improvement Program (TIP) Update

### **TIP Revision 15-11 – Amendment (Proposed)**

Amendment 15-11 makes revisions to 34 projects with a net increase in funding of approximately \$112 million. Among other changes, the revision:

- Updates the funding plans of five Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and adds five new exempt and one new non-exempt, not regionally significant STP/CMAQ funded projects to the TIP to reflect new programming through the Transit Performance Initiative – Incentive Program and the Safe Routes to School Program;
- Updates the funding plans of seven projects and adds one exempt project to the TIP to reflect changes in the Transit Capital Priorities Program;
- Adds one new exempt project funded through the Federal Highway Administration’s Integrated Corridor Management Deployment Planning Grant Program;
- Updates the funding plans and back-up listings of two State Highway Operations and Preservation Program funded grouped listings to reflect the latest programming information from Caltrans;
- Update the funding plans of three individually listed projects and the funding plan and back-up listing of one grouped listing to reflect changes in the Highway Bridge Program;
- Deletes one project from the TIP as it will not be implemented; and
- Archives three projects from the TIP as they have been completed.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements. Commission approval is expected on May 27, 2015, Caltrans approval is expected mid-June, 2015, and federal approval is expected in mid-July, 2015.

### **TIP Revisions 15-10 – Administrative Modification (Pending)**

Administrative Modification 15-10 is under development.

### **TIP Revision 15-09 – Amendment (Proposed)**

Amendment 15-09 makes revisions to 20 projects with a net increase in funding of approximately \$107 million. Among other changes, the revision:

- Updates the funding plans of seven projects funded through the Transit Capital Priorities program, including the addition of \$6.6 million in Federal Transit Administration Section 5307 funding;
- Updates the scope of SFMTA’s Additional Light Rail Vehicles to Expand Muni Rail project to include 10 additional vehicles and increase the cost of the project by \$92 million to reflect the updated cost of the project;

- Updates the funding plans of two Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and update the scopes of two other STP/CMAQ funded projects to reflect the latest project changes;
- Adds one new grouped listing (GL: Lifeline Cycle 4 5307 JARC) and three new exempt projects to the TIP; and
- Deletes the non-exempt, not regionally significant, Masonic Avenue Complete Streets project from the TIP as it is not a federal project.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements. Commission approval is expected on April 22, 2015, Caltrans approval is expected mid-May, 2015, and federal approval is expected in mid-June, 2015.

#### **TIP Revisions 15-08 – Administrative Modification (Pending)**

Administrative Modification 15-08 is under development.

#### **TIP Revision 15-07 – Administrative Modification (Approved)**

Administrative Modification 15-07 revises 19 projects with a net increase in funding of approximately \$3 million. Among other changes, this revision:

- Updates the funding plans of three Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, including changing the fund source of \$10,623,591 in local funds to CMAQ funds;
- Updates the funding plan of the San Francisco Ferry Terminal/Berthing Facilities project, including changing the fund source of \$27,367,854 in RTP-LRP funds and \$200,000 in Sales Tax funds to \$24,000,000 in Proposition 1B funds, \$2,660,200 in Regional Measure 2 funds, and \$907,654 in FHWA Ferry Boat Formula funds;
- Updates the funding plan of the I-80/San Pablo Dam Rd Interchange Reconstruction project to change the fund source of \$1,318,000 in Sales Tax funds to Alternative Transportation Program (ATP) funds;
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) grouped listing to reflect the latest information from Caltrans, including the addition of \$1.7 million in HSIP funds and the splitting out of the scope and funding for one individually listed Contra Costa Boulevard Improvement (Beth to Harriet) project;
- Updates the funding plan and back-up listing of the Bridge Rehabilitation and Reconstruction State Highway Operations and Protection Program (SHOPP) funded grouped listing to reflect the latest information from Caltrans, including the addition of \$311,000 in SHOPP funds;
- Updates the funding plan and back-up listing of the Railroad/Highway Crossings grouped listing to reflect the latest information from Caltrans, including the addition of \$1,465,200 in State STP funds; and
- Updates the funding plans of five Highway Bridge Program (HBP) funded projects with no net change in program amounts.

This revision was approved into the FSTIP by the deputy executive director on May 5, 2015.

#### **TIP Revision 15-06 – Amendment (Approved)**

Amendment 15-06 revises 23 projects with a net increase in funding of approximately \$64 million. Among other changes this revision:

- Updates the funding plans of three projects funded through the Non-Motorized Transportation Pilot Program (NMTTP) and amends one previously archived, exempt, NMTTP funded project back into the TIP to reflect the latest programming decisions;

- Amends five new exempt projects and one new non-exempt project into TIP with funding available through the Federal Transit Administration's (FTA) Passenger Ferry Grant Program, the Federal Highway Administration's (FHWA) Ferry Boat Program, the Surface Transportation Program (STP), the Transit Capital Priorities (TCP) Program and local programs;
- Amends two new grouped listings into the TIP and updates the funding plan and back-up listing of one existing grouped listing to reflect the latest information from Caltrans; and
- Deletes one locally funded project from the TIP as the funding has been redirected.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements. Commission approval was received on February 25, 2015, Caltrans approval was received on February 27, 2015, and federal approval was received on April, 7, 2015.

#### **TIP Revision 15-05 – Administrative Modification (Approved)**

Administrative Modification 15-05 revises 23 projects with a net increase in funding of approximately \$6.2 million. Among other changes, this revision:

- Updates the funding plans of 10 Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, including the addition of \$320,526 in CMAQ funds;
- Updates the funding plans of four Non-Motorized Transportation Pilot Program (NMTTP) funded projects, including the addition of \$189,682 in NMTTP funds;
- Updates the implementing agency of the US 101 Doyle Drive Replacement project from San Francisco County Transportation Authority to Caltrans, and updates the funding plan of the project with no net change in programmed amounts;
- Updates the funding plans of four Transit Capital Priority (TCP) funded projects, with the addition of \$2.8 million in 5307 funds and \$387,398 in 5339 funds; and
- Updates the funding plan of AC Transit's East Bay Bus Rapid Transit project to change the fund source of \$25.6 million in RTP-LRP funds to FTA Small Starts funds and for \$925,000 from Bridge Toll to Transportation Fund for Clean Air (TFCA) funds.

This revision was approved into the FSTIP by the deputy executive director on April 2, 2015.

#### **TIP Revision 15-04 Administrative Modification (Approved)**

Administrative modification 2015-04 revises 21 projects with a net increase in funding of approximately \$7.4 million. Among other changes, this revision:

- Updates the funding plans of 10 Transit Capital Priority (TCP) funded projects, with no net increase in programmed amounts;
- Updates the funding plans of four Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, with no net increase in programmed amounts;
- Updates the funding plan and back-up listing of the Railway/Highway Crossing grouped listing to reflect the latest information from Caltrans, including the addition of \$825,000 in State STP funds;
- Updates the funding plan and back-up listing of the Local Highway Bridge Program (HBP) grouped listing to reflect the latest information from Caltrans, including the addition of \$3.3 million in HBP funds and \$424,000 in local funds; and
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) grouped listing to reflect the latest information from Caltrans, including the addition of \$851,000 in HSIP funds and \$1.7 million in local funds.

This revision was approved into the FSTIP by the deputy executive director on February 25, 2015.

#### **TIP Revision 15-03 – Administrative Modification (Approved)**

Administrative modification 2015-03 revises 23 projects with a net increase in funding of approximately \$13.3 million. Among other changes this revision:

- Updates the funding plans of nine Regional Planning Activities and PPM listings to reflect the programming of \$7.35 million in Surface Transportation Program (STP) funds;
- Updates the Regional Car Sharing project to add \$220,000 in Strategic Growth Council Sustainable Communities funds for the Santa Rosa Car Share portion of the project and split out the project's scope and funding to six individual projects listings for Hayward, Oakland, Santa Rosa, San Mateo, Contra Costa County, and Marin County based on a recent programming action;
- Updates the funding plan of the Adobe Creek/Highway 101 Bicycle Pedestrian Bridge project to change the fund source of \$1.35 million from local funds to Regional Improvement Program (RIP) funds;
- Updates the funding plans of three STP/Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects, with no net increase in programmed amounts; and
- Updates the funding plan of the Non-Motorized Transportation Pilot Program – Marin County project to add \$529,000 in Earmark-NMTPP funds to prior years and reprogram prior year funds to reconcile programming with obligation.

This revision was approved into the FSTIP by the deputy executive director on February 9, 2015.

The 2015 TIP revision schedule (Attachment B) has been posted at the following link: [http://www.mtc.ca.gov/funding/tip/2015/2015\\_TIP\\_Revision\\_Schedule.pdf](http://www.mtc.ca.gov/funding/tip/2015/2015_TIP_Revision_Schedule.pdf) and project sponsors are requested to submit revision requests before 5:00 PM on the stated deadlines.

Information on TIP revisions is also available through the TIPINFO notification system (electronic mails). Anyone may sign up for this service by sending an email address and affiliation to: [tipinfo@mtc.ca.gov](mailto:tipinfo@mtc.ca.gov). FMS is available at the following link: <http://fms.mtc.ca.gov/fms/>. Projects in all the revisions can be viewed at: <http://www.mtc.ca.gov/funding/tip/2015/revisions.htm>.

If you have any questions regarding any TIP project, please contact Adam Crenshaw at (510) 817-5794 or [acrenshaw@mtc.ca.gov](mailto:acrenshaw@mtc.ca.gov) or Mallory Atkinson at (510) 817-5793 or [matkinson@mtc.ca.gov](mailto:matkinson@mtc.ca.gov). The Fund Management System (FMS) system has also been updated to reflect the approvals received.

Attachments:

A - 2015 TIP Revision Schedule as of May 5, 2015

**METROPOLITAN TRANSPORTATION COMMISSION  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**Tentative 2015 TIP REVISION SCHEDULE - Sorted by Revision Request Submission Deadline  
as of May 5, 2015**

REVISION TYPE	REVISION NUMBER	REVISION REQUEST SUBMISSION DEADLINE	MTC APPROVAL*	STATE APPROVAL*	FEDERAL APPROVAL*	APPROVAL STATUS	TIP REVISION FINAL APPROVAL DATE
2015 TIP Update	15-00	Mon, Apr 28, 2014	Wed, Sep 24, 2014	Fri, Nov 14, 2014	Mon, Dec 15, 2014	Approved	Mon, Dec 15, 2014
Amendment	15-02	Sat, Nov 1, 2014	Wed, Dec 17, 2014	Fri, Jan 9, 2015	Mon, Feb 2, 2015	Approved	Mon, Feb 2, 2015
Admin Mod	15-01	Fri, Nov 14, 2014	Mon, Dec 22, 2014	N/A	N/A	Approved	Mon, Dec 22, 2014
Admin Mod	15-03	Thu, Jan 1, 2015	Mon, Feb 9, 2015	N/A	N/A	Approved	Mon, Feb 9, 2015
Amendment	15-06	Thu, Jan 1, 2015	Wed, Feb 25, 2015	Fri, Feb 27, 2015	Tue, Apr 7, 2015	Approved	Tue, Apr 7, 2015
Admin Mod	15-04	Sun, Feb 1, 2015	Wed, Feb 25, 2015	N/A	N/A	Approved	Wed, Feb 25, 2015
Admin Mod	15-05	Sun, Mar 1, 2015	Thu, April 2, 2015	N/A	N/A	Approved	Thu, April 2, 2015
Amendment	15-09	Sun, Mar 1, 2015	Wed, Apr 22, 2015	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin Mod	15-07	Wed, Apr 1, 2015	Thu, Apr 30, 2015	N/A	N/A	Approved	Tue, May 5, 2015
Amendment	15-11	Wed, Apr 1, 2015	Wed, May 27, 2015	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin Mod	15-08	Fri, May 1, 2015	Fri, May 29, 2015	N/A	N/A	Pending	TBD
Admin Mod	15-10	Mon, Jun 1, 2015	Tue, Jun 30, 2015	N/A	N/A	Pending	TBD
Amendment	15-14	Mon, Jun 1, 2015	Wed, Jul 22, 2015	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin Mod	15-12	Wed, Jul 1, 2015	Fri, Jul 31, 2015	N/A	N/A	Pending	TBD
Admin Mod	15-13	Sat, Aug 1, 2015	Mon, Aug 31, 2015	N/A	N/A	Pending	TBD
Amendment	15-17	Sat, Aug 1, 2015	Wed, Sep 23, 2015	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin Mod	15-15	Tue, Sep 1, 2015	Wed, Sep 30, 2015	N/A	N/A	Pending	TBD
Admin Mod	15-16	Thu, Oct 1, 2015	Fri, Oct 30, 2015	N/A	N/A	Pending	TBD
Amendment	15-20	Thu, Oct 1, 2015	Wed, Nov 18, 2015	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin Mod	15-18	Sun, Nov 1, 2015	Mon, Nov 30, 2015	N/A	N/A	Pending	TBD
Admin Mod	15-19	Tue, Dec 1, 2015	Wed, Dec 30, 2015	N/A	N/A	Pending	TBD
Amendment	15-23	Tue, Dec 1, 2015	Wed, Jan 27, 2016	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD

TBD - To Be Determined

N/A - Not Applicable / Not Required

The schedule is also available on the MTC's website at: <http://www.mtc.ca.gov/funding/tip/2015>

Note: \* MTC has delegated authority to approve TIP administrative modifications, and may approve administrative modifications on, prior to, or after the tentative date listed



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

**Agenda Item 3a**

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
TEL 510.817.5700  
TDD/TTY 510.817.5769  
FAX 510.817.5848  
E-MAIL [info@mtc.ca.gov](mailto:info@mtc.ca.gov)  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

***Memorandum***

TO: Legislation Committee

DATE: May 1, 2015

FR: Executive Director

W. I. 1131

RE: SB 16 (Beall): Transportation Funding

**Background**

Senate Bill 16, proposed by Senator Jim Beall, Chair of the Senate Transportation & Housing Committee, is the most ambitious transportation funding package to be proposed in Sacramento since 2006 when the Legislature placed a \$20 billion transportation bond (Proposition 1B) on the ballot. The bill establishes a new Road Maintenance and Rehabilitation Program focused on restoring the condition of our local and state-owned roads.

SB 16 includes approximately \$2.8 billion in FY 2015-16, growing to \$3.6 billion in FY 2019-20 from several vehicle-related sources. The bill also requires Caltrans to submit a plan to the California Transportation Commission by April 1, 2016 and every three years thereafter for how to improve the department's efficiency by up to 30 percent, with savings to be spent on increased maintenance or capital projects in the State Highway Operation and Protection Program (SHOPP).

The bill requires the new funding to be deposited in a new Road Maintenance and Rehabilitation Program, with 5 percent reserved for a State-Local Partnership Program to incentivize *new* self-help counties and the remainder split 50/50 between the state and cities and counties for roadway maintenance, rehabilitation and safety projects. Bay Area local jurisdictions would receive approximately \$250 million in Year 1 of the legislation, growing to \$322 million by Year 5 based on estimates provided by the League of California Cities and the California State Association of Counties. Specific funding estimates by city and county are attached.

Specific funding increases included in the bill are as follows:

- Restores truck weight fees to the State Highway Account over a five year-period;
- Increases the state gasoline tax by 10 cents per gallon;
- Increases the diesel tax by 12 cents per gallon, with 2 cents dedicated to the Trade Corridor Investment Fund;
- Increases the vehicle registration fee by \$35 for gasoline vehicles and by \$100 for zero emission vehicles;
- Backfills the loss of truck weight fees to the General Fund with a 0.07 percent annual increase in the vehicle license fee over five years for a total increase of 0.35 percent; and
- Requires all outstanding transportation fund loans made to the General Fund to be fully repaid over three years.

The Road Maintenance and Rehabilitation Program — and the new taxes that would support it — would expire in five years unless reauthorized by the Legislature.

## **Recommendation: Support and Seek Amendments**

### **Discussion**

Consistent with our 2015 Advocacy Program to support statewide transportation revenue increases, staff recommends that MTC support this bold proposal by a former Commission Chairman. Governor Brown’s State of the State speech in January focused solely on the need to address the \$59 billion maintenance backlog facing state highway system. SB 16 wisely ensures that new funds are equally invested in addressing cities and counties’ \$78 billion local street and road funding backlog, \$ 20 billion of which is located in the Bay Area.

That said, the omission of public transit, particularly given the significant transit capital shortfalls across the Bay Area at agencies including BART, MUNI, Caltrain, AC Transit, VTA and most other major transit operators, is problematic. While the legislature directed 15 percent of the state’s annual Cap and Trade funds towards public transit, those funds are focused on climate change related projects (primarily expanded service) and are woefully insufficient given the billions of dollars needed to rebuild and modernize Bay Area public transit.

We seek your approval to pursue the following amendments in addition to seeking the inclusion of a funding element to repair our public transit infrastructure as discussed above:

- Broaden the five percent incentive program to reward all regional and local jurisdictions for new funding measures regardless of the kind of revenue.
- Clarify that funds may be used for any eligible State Highway Operation and Protection Program category, especially in the area of system operation and management.
- Add a “complete streets” requirement as a condition of cities and counties gaining access to the local street and road funding.
- Update certain technical provisions that are currently in state law that relate to the federal fuel tax. Specifically, the reference to the federal fuel tax amount needs to be increased from 9 cents to 18.4 cents.
- Make the funding increases permanent. Street and road repair needs are ongoing and creating uncertainty every five years on road maintenance funding levels is unnecessarily disruptive.

### **Known Positions**

#### **Support**

Associated General Contractors  
 California Alliance for Jobs  
 California Infill Builders Federation  
 California State Association of Counties  
 California State Council of Laborers  
 Cities of:  
 Brisbane  
 Cathedral City  
 Danville

#### **Oppose**

None on file

Legislation Committee  
Memo - SB 16 (Beall): Transportation Funding  
Page 3

Gilroy  
Hercules  
Hughson  
Lafayette  
Lakewood  
Montclair  
Napa  
Santa Maria  
Thousand Oaks  
DeSilva Gates Construction  
Granite Construction Company  
League of California Cities  
Northern California Carpenters Regional Council  
Transportation California  
United Contractors



---

Steve Heminger

SH: RL

J:\COMMITTEE\Legislation\Meeting Packets\Legis2015\05\_Legis\_May2015\3a\_SB 16\_Support&SeekAmend.docx

	FY 2015-16	FY 2019-20
<b>STATEWIDE STREETS &amp; ROADS FUNDING</b>	<b>\$1,330,000,000</b>	<b>\$1,710,000,000</b>
<b>BAY AREA</b>		
<b>DISTRIBUTIONS TO COUNTIES</b>	\$ 112,346,317	\$ 144,445,265
<b>DISTRIBUTIONS TO CITIES</b>	\$ 138,147,215	\$ 177,617,850
<b>Total</b>	<b>\$ 250,493,532</b>	<b>\$ 322,063,115</b>
<b>DIRECT DISTRIBUTIONS TO COUNTIES</b>		
Alameda	\$ 21,273,366	\$ 27,351,470
Contra Costa	\$ 16,469,013	\$ 21,174,445
Marin	\$ 4,789,199	\$ 6,157,542
Napa	\$ 3,326,958	\$ 4,277,517
San Francisco	\$ 9,955,824	\$ 12,800,345
San Mateo	\$ 11,717,938	\$ 15,065,921
Santa Clara	\$ 26,054,618	\$ 33,498,795
Solano	\$ 7,445,403	\$ 9,572,661
Sonoma	\$ 11,313,998	\$ 14,546,568
<b>Region</b>	<b>\$ 112,346,317</b>	<b>\$ 144,445,265</b>
<b>DISTRIBUTIONS TO CITIES</b>		
<b>ALAMEDA</b>		
ALAMEDA	\$ 1,541,285	\$ 1,981,652
ALBANY	\$ 377,715	\$ 485,634
BERKELEY	\$ 2,380,688	\$ 3,060,884
DUBLIN	\$ 1,084,384	\$ 1,394,208
EMERYVILLE	\$ 212,792	\$ 273,589
FREMONT	\$ 4,542,884	\$ 5,840,851
HAYWARD	\$ 3,105,449	\$ 3,992,720
LIVERMORE	\$ 1,730,406	\$ 2,224,808
NEWARK	\$ 900,171	\$ 1,157,363
OAKLAND	\$ 8,735,313	\$ 11,231,117
PIEDMONT	\$ 228,430	\$ 293,696
PLEASANTON	\$ 1,482,037	\$ 1,905,477
SAN LEANDRO	\$ 1,778,660	\$ 2,286,848
UNION CITY	\$ 1,522,340	\$ 1,957,295
<b>ALAMEDA COUNTY TOTAL</b>	<b>\$ 29,622,554</b>	<b>\$ 38,086,142</b>

<b>CONTRA COSTA</b>			
ANTIOCH	\$	2,159,255	\$ 2,776,185
BRENTWOOD	\$	1,110,326	\$ 1,427,562
CLAYTON	\$	227,173	\$ 292,079
CONCORD	\$	2,552,933	\$ 3,282,343
DANVILLE	\$	883,823	\$ 1,136,344
EL CERRITO	\$	488,563	\$ 628,152
HERCULES	\$	500,855	\$ 643,956
LAFAYETTE	\$	500,165	\$ 643,069
MARTINEZ	\$	748,290	\$ 962,087
MORAGA	\$	335,181	\$ 430,947
OAKLEY	\$	772,285	\$ 992,938
ORINDA	\$	366,904	\$ 471,734
PINOLE	\$	397,633	\$ 511,243
PITTSBURG	\$	1,346,160	\$ 1,730,777
PLEASANT HILL	\$	687,035	\$ 883,330
RICHMOND	\$	2,152,825	\$ 2,767,918
SAN PABLO	\$	651,722	\$ 837,928
SAN RAMON	\$	1,567,288	\$ 2,015,085
WALNUT CREEK	\$	1,350,541	\$ 1,736,410
<b>CONTRA COSTA COUNTY TOTAL</b>	<b>\$</b>	<b>18,798,957</b>	<b>\$ 24,170,087</b>
<b>MARIN</b>			
BELVEDERE	\$	44,116	\$ 56,721
CORTE MADERA	\$	199,101	\$ 255,986
FAIRFAX	\$	152,956	\$ 196,658
LARKSPUR	\$	251,472	\$ 323,321
MILL VALLEY	\$	289,179	\$ 371,801
NOVATO	\$	1,082,254	\$ 1,391,470
ROSS	\$	49,917	\$ 64,179
SAN ANSELMO	\$	258,490	\$ 332,344
SAN RAFAEL	\$	1,193,102	\$ 1,533,989
SAUSALITO	\$	154,072	\$ 198,092
TIBURON	\$	184,375	\$ 237,053
<b>MARIN COUNTY TOTAL</b>	<b>\$</b>	<b>3,859,034</b>	<b>\$ 4,961,614</b>
<b>NAPA</b>			
AMERICAN CANYON	\$	405,686	\$ 521,596
CALISTOGA	\$	108,921	\$ 140,041
NAPA	\$	1,598,139	\$ 2,054,750
ST HELENA	\$	122,531	\$ 157,540
YOUNTVILLE	\$	82,593	\$ 106,192
<b>NAPA COUNTY TOTAL</b>	<b>\$</b>	<b>2,317,870</b>	<b>\$ 2,980,119</b>
<b>SAN FRANCISCO</b>			
SAN FRANCISCO	\$	17,364,403	\$ 22,325,661
<b>SAN FRANCISCO COUNTY TOTAL</b>	<b>\$</b>	<b>17,364,403</b>	<b>\$ 22,325,661</b>

<b>SAN MATEO</b>		
ATHERTON	\$ 153,220	\$ 196,997
BELMONT	\$ 538,703	\$ 692,618
BRISBANE	\$ 89,875	\$ 115,554
BURLINGAME	\$ 602,109	\$ 774,140
COLMA	\$ 36,611	\$ 47,072
DALY CITY	\$ 2,198,361	\$ 2,826,464
EAST PALO ALTO	\$ 679,976	\$ 874,255
FOSTER CITY	\$ 652,472	\$ 838,893
HALF MOON BAY	\$ 271,208	\$ 348,695
HILLSBOROUGH	\$ 234,008	\$ 300,867
MENLO PARK	\$ 667,238	\$ 857,878
MILLBRAE	\$ 458,503	\$ 589,504
PACIFICA	\$ 820,073	\$ 1,054,379
PORTOLA VALLEY	\$ 95,838	\$ 123,221
REDWOOD CITY	\$ 1,638,239	\$ 2,106,307
SAN BRUNO	\$ 898,427	\$ 1,155,120
SAN CARLOS	\$ 592,657	\$ 761,987
SAN MATEO	\$ 2,030,477	\$ 2,610,613
SOUTH SAN FRANCISCO	\$ 1,336,099	\$ 1,717,842
WOODSIDE	\$ 116,385	\$ 149,638
<b>SAN MATEO COUNTY TOTAL</b>	<b>\$ 14,110,479</b>	<b>\$ 18,142,044</b>
<b>SANTA CLARA</b>		
CAMPBELL	\$ 851,755	\$ 1,095,114
CUPERTINO	\$ 1,215,901	\$ 1,563,301
GILROY	\$ 1,063,107	\$ 1,366,852
LOS ALTOS	\$ 607,869	\$ 781,546
LOS ALTOS HILLS	\$ 183,401	\$ 235,802
LOS GATOS	\$ 624,765	\$ 803,270
MILPITAS	\$ 1,451,308	\$ 1,865,968
MONTE SERENO	\$ 74,358	\$ 95,604
MORGAN HILL	\$ 835,610	\$ 1,074,355
MOUNTAIN VIEW	\$ 1,557,369	\$ 2,002,332
PALO ALTO	\$ 1,356,159	\$ 1,743,634
SAN JOSE	\$ 20,751,465	\$ 26,680,455
SANTA CLARA	\$ 2,458,920	\$ 3,161,469
SARATOGA	\$ 649,004	\$ 834,433
SUNNYVALE	\$ 2,982,756	\$ 3,834,972
<b>SANTA CLARA COUNTY TOTAL</b>	<b>\$ 36,663,747</b>	<b>\$ 47,139,107</b>
<b>SOLANO</b>		
BENICIA	\$ 569,676	\$ 732,440
DIXON	\$ 385,483	\$ 495,622
FAIRFIELD	\$ 2,231,524	\$ 2,869,103
RIO VISTA	\$ 168,838	\$ 217,077
SUISUN CITY	\$ 587,444	\$ 755,285
VACAVILLE	\$ 1,973,663	\$ 2,537,567
VALLEJO	\$ 2,463,098	\$ 3,166,841
<b>SOLANO COUNTY TOTAL</b>	<b>\$ 8,379,726</b>	<b>\$ 10,773,935</b>

<b>SONOMA</b>		
CLOVERDALE	\$ 175,755	\$ 225,970
COTATI	\$ 152,834	\$ 196,501
HEALDSBURG	\$ 242,000	\$ 311,142
PETALUMA	\$ 1,196,713	\$ 1,538,631
ROHNERT PARK	\$ 880,253	\$ 1,131,754
SANTA ROSA	\$ 3,452,942	\$ 4,439,497
SEBASTOPOL	\$ 161,110	\$ 207,141
SONOMA	\$ 219,080	\$ 281,674
WINDSOR	\$ 549,758	\$ 706,831
<b>SONOMA COUNTY TOTAL</b>	<b>\$ 7,030,445</b>	<b>\$ 9,039,141</b>
<b>BAY AREA CITIES, GRAND TOTAL</b>	<b>\$ 138,147,215</b>	<b>\$ 177,617,850</b>
<b>CITY DISTRIBUTION, BY COUNTY</b>		
Alameda	\$ 29,622,554	\$ 38,086,142
Contra Costa	\$ 18,798,957	\$ 24,170,087
Marin	\$ 3,859,034	\$ 4,961,614
Napa	\$ 2,317,870	\$ 2,980,119
San Francisco	\$ 17,364,403	\$ 22,325,661
San Mateo	\$ 14,110,479	\$ 18,142,044
Santa Clara	\$ 36,663,747	\$ 47,139,107
Solano	\$ 8,379,726	\$ 10,773,935
Sonoma	\$ 7,030,445	\$ 9,039,141
<b>Region</b>	<b>\$ 138,147,215</b>	<b>\$ 177,617,850</b>

Source: California State Association of Counties, League of California Cities  
 April 29, 2015



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 5**

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
TEL 510.817.5700  
TDD/TTY 510.817.5769  
FAX 510.817.5848  
E-MAIL [info@mtc.ca.gov](mailto:info@mtc.ca.gov)  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

*Memorandum*

TO: Policy Advisory Council

DATE: May 6, 2015

FR: Craig Goldblatt

RE: One Bay Area Grant Program Cycle 2 Proposal

Background

The inaugural One Bay Area Grant Program (OBAG 1) was approved by the Commission in May 2012 (MTC Resolution No, 4035) to better integrate the region's federal highway funding program with California's climate statutes and the Sustainable Communities Strategy (SCS). OBAG supports Plan Bay Area, the region's SCS, by directing investments into the region's priority development areas, rewarding housing production, and providing a larger and more flexible funding program to deliver transportation projects. The successful outcomes of this program are outlined in the "One Bay Area Grant Report Card" which was presented to the MTC Planning Committee in February 2014. ([http://files.mtc.ca.gov/pdf/OBAG\\_Report\\_Card.pdf](http://files.mtc.ca.gov/pdf/OBAG_Report_Card.pdf))

OBAG 1 projects are nearing completion and there are now two years remaining of the OBAG 1 cycle (FY 2012-13 through FY 2016-17); therefore, it is time to begin discussing the upcoming funding cycle (OBAG 2) with stakeholders and the MTC Commission. This will provide sufficient lead time for regional program managers and county Congestion Management Agencies (CMAs) to design programs and select projects to use funds in a timely manner within the five-year period of OBAG 2 (FY 2017-18 through FY 2021-22).

Recommendations

Considering the positive results achieved to date in OBAG 1 and to extend the time frame to implement and track the effectiveness of OBAG towards meeting its policy goals, staff is recommending only minor revisions for OBAG 2. Listed below are principles that are guiding the proposed program revisions:

**1. Maintain Realistic Revenue Assumptions:**

OBAG 2 funding is based on anticipated future federal transportation program apportionments. To avoid a shortfall, a conservative flat-line revenue projection sets the size of the program with a total of five years to get closer to maintaining near OBAG 1 funding levels.

**2. Support Existing Programs and maintain Regional Commitments as First Priority Recognizing Revenue Constraints:**

The OBAG Program as a whole is expected to face declining revenues from \$825 million in OBAG 1 to \$750 million in OBAG 2. Therefore, staff is recommending no new

programs and to strike a balance among the various transportation needs that were supported in OBAG 1. Generally, funding levels remain at status-quo.

- The regional pot of funding decreases by 9%. With the exception of planning activities and escalation, programs are either maintained or decreased from their OBAG 1 funding levels.
- While the OBAG 2 county program decreases by 8%, this is somewhat offset by the addition of Federal-Aid Secondary Program (FAS), where appropriate / applicable, to the CMA local decision-making process, which was not part of OBAG 1.

Additionally, Transportations Enhancements (TE) revenues included in the OBAG 1 revenues are no longer available to the CMAs for programming since this fund source was eliminated under MAP 21 and folded into the new State Active Transportation Program.

The proposed OBAG 2 funding levels for the regional and county programs are presented below. See Attachment 1 for more details on these programs and a comparison with the OBAG 1 fund cycle.

#### **Proposed OBAG 2 Funding**

<b>Programs</b>	<b>OBAG 2 Proposed Funding (million \$, rounded)</b>
<b>Regional Planning Activities</b>	\$10
<b>Regional PDA Planning and Implementation</b>	\$20
<b>Pavement Management Program</b>	\$9
<b>Priority Conservation Area Program</b>	\$10
<b>Climate Initiatives</b>	\$22
<b>Regional Operations Programs</b>	\$160
<b>Transit Priorities Program</b>	\$182
<b>County CMA Program</b>	\$338
<b>OBAG 2 Total</b>	<b>\$750</b>

### **3. Support the Plan Bay Area’s Sustainable Communities Strategy by Linking OBAG Funding to Regional Needs Housing Allocation (RHNA), Housing Production, Affordable Housing, and Smart Growth Goals:**

There are proposed to be few changes to policies in OBAG 2, which have worked well in OBAG 1. (See Attachment 2.)

- PDA Investment targets stay constant: 50% for the four North Bay counties and 70% for the remaining counties.
- PDA Investment Growth Strategies, now fully completed, should play a stronger role in guiding the County CMA project selection and be aligned with the countywide plan update cycle.

- The county OBAG 2 distribution formula is revised slightly to further weight past housing production against future RHNA housing commitments; and affordable housing shares within each of these categories will be increased by 10%. (Population 50%; Housing Production 30%; and Housing RHNA 20%, with housing affordability at 60%). Also the OBAG 2 county fund distribution formula now uses ABAG's most recently updated RHNA and housing production data. The resulting county shares are summarized in the table below.

County	OBAG 1 Actual Distribution	OBAG 2 Proposed Formula
<b>Alameda</b>	19.6%	20.8%
<b>Contra Costa</b>	14.1%	13.1%
<b>Marin</b>	3.3%	2.5%
<b>Napa</b>	2.3%	1.4%
<b>San Francisco</b>	12.0%	14.4%
<b>San Mateo</b>	8.3%	8.6%
<b>Santa Clara</b>	27.3%	28.7%
<b>Solano</b>	6.0%	4.6%
<b>Sonoma</b>	7.3%	5.9%

4. **Continue Flexibility and Local Transportation Investment Decision Making:** OBAG 2 continues to provide the discretion and the same share of the funding pot (40%) to the CMAs for local decision-making. Also, two regional programs, Safe Routes to Schools and the Federal-Aid Secondary programs, have been consolidated into the OBAG county program with funding targets to ensure that these programs continue to be funded at specified funding 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 part of OBAG 2 as required by SB 375 and other state laws. Those jurisdictions that have not updated their circulation element after 2010 to meet the State's Complete Streets Act requirements will need to adopt a complete streets resolution per the MTC model used for OBAG 1, if they have already not done so. (See Attachment 2.)
6. **Continue Transparency and Outreach to the Public Throughout the Project Selection Process:** CMAs 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, coordination and Title VI.

More specific details of recommended revisions and funding levels in OBAG 2 can be found in the attachments.

Policy Advisory Council  
Memo - One Bay Area Grant Program Cycle 2 Proposal  
Page 4

### **Next Steps**

MTC Staff will present the OBAG 2 framework along with recommended revisions to various MTC advisory and working group meetings in May and June. The OBAG 2 proposal will then be presented to the Programming and Allocations Committee in June for their information and comment. This will be followed by additional outreach over the summer and fall. The final proposal is anticipated to be presented to the Commission in November for adoption, which will subsequently kick off the CMAs' project solicitation. (See Attachment 3 for full schedule.)

MTC staff is looking forward to discussing the next cycle of OBAG with you and to consider your suggestions for improvements to this program.

### **Attachments**

CG: CG

J:\COMMITTEE\Policy Advisory Council\Meeting Packets\2015\05\_May\_2015\05a\_OBAG2 Initial Proposal Adv Council Memo May.doc

May 13, 2015

Attachment 1

OBAG 2 Program Considerations		OBAG 1	OBAG 2
Regional Programs – REDUCE by 9%		(millions)	
<b>1. Regional Planning Activities – MAINTAIN funding with 2% escalation</b>			
<ul style="list-style-type: none"> <li>Continue regional planning activities for ABAG, BCDC and MTC at current levels, with 2% escalation from final year of OBAG 1</li> </ul>		\$8	\$10
<b>2. PDA Planning and Implementation - MAINTAIN at OBAG 1 funding level</b>			
<ul style="list-style-type: none"> <li>Maintain Regional PDA Planning and Implementation at OBAG 1 levels</li> <li>Possibly rebrand to TOD Planning</li> </ul>		\$20	\$20
<b>3. Pavement Management Program - MAINTAIN at OBAG 1 funding Level</b>			
Administered by MTC		\$9	\$9
<ul style="list-style-type: none"> <li>Maintain PMP implementation and PTAP at OBAG 1 funding level</li> </ul>			
<b>4. Priority Conservation Area (PCA) - MAINTAIN at OBAG 1 funding Level</b>			
<ul style="list-style-type: none"> <li>Maintain OBAG 1 Programs: \$5M North Bay &amp; \$5M Regional Program</li> <li>Reduce match requirement from 3:1 to 2:1.</li> <li>MTC funding to be federal funds. Support State Coastal Conservancy to use Cap and Trade and other funds as potential fund source for federally ineligible projects.</li> </ul>		\$10	\$10
<b>5. Climate Initiatives Program - MAINTAIN at OBAG 1 funding level</b>			
<ul style="list-style-type: none"> <li>Maintain climate initiatives program to implement the SCS</li> </ul>		\$22	\$22
<b>6. Regional Operations – REDUCE by 13%</b>			
<ul style="list-style-type: none"> <li>Freeway Performance Initiatives, Incident Management, Transportation Management System, 511, Rideshare</li> <li>Focus on partnerships for implementation, key corridor investments, and challenge grant to leverage funding</li> </ul>		\$184	\$160
<b>7. Transit Priorities Program – REDUCE by 10%</b>			
<ul style="list-style-type: none"> <li>BART Car Phase 1</li> <li>Clipper Next Generation System</li> <li>Transit Capital Priorities (TCP), Transit Performance Initiatives (TPI)</li> </ul>		\$201	\$182
		<b>\$455</b>	<b>\$413</b>
<b>Local Programs</b>			
<b>❖ Local PDA Planning – CMAs to fund at their discretion</b>			
Eliminate Local PDA Planning as a separate program.			
<ul style="list-style-type: none"> <li>PDA planning eligible under County program.</li> </ul>		\$20	-
<b>❖ Safe Routes to School (SRTS) - MAINTAIN SRTS Program. Redirect to CMAs</b>			
Managed by CMAs. Provide Safe Routes To School grants to local jurisdictions.			
<ul style="list-style-type: none"> <li>Maintain Safe Routes to School – Add to county shares.</li> <li>Use OBAG formula rather than school formula</li> <li>\$25M minimum not subject to PDA investment requirements.</li> <li>Counties may opt out if they have their own county SRTS program</li> </ul>		\$23	-
<b>❖ County Federal-Aid Secondary (FAS) – REDIRECT program to CMAs</b>			
Managed by CMAs. Provide FAS funding to Counties.			
<ul style="list-style-type: none"> <li>Fully fund county FAS requirement (\$2.5 M per year). Funding not included in OBAG 1 because FAS requirement had been previously satisfied.</li> <li>Farm to market projects eligible.</li> <li>\$13M guaranteed minimum not subject to PDA investment requirements</li> </ul>		-	-
		<b>\$43</b>	<b>-</b>
<b>County CMA Programs – REDUCE by 8%</b>			
<b>❖ County CMA Program</b>			
<ul style="list-style-type: none"> <li>Local PDA Planning optional through CMA County OBAG Program</li> <li>SRTS included in County OBAG program (use OBAG formula)</li> <li>FAS included in County OBAG program (use FAS formula)</li> <li>County CMA 40% base OBAG program</li> </ul>		-	-
		-	\$23
		-	\$13
		\$327	\$300
		<b>\$327</b>	<b>\$338</b>
<b>Program Total</b>		<b>\$825</b>	<b>\$750</b>

J:\COMMITTEE\Policy Advisory Council\Meeting Packets\2015\05\_May\_2015\05a\_OBAG2 - Attachment 1.doc

May 13, 2015

## Attachment 2

### OBAG 2 County Program Considerations

#### ❖ County Generation Formula

- Continue existing PDA investment targets of 50% for North Bay counties and 70% for all others.
- Adjust county generation formula. Maintain population weighting factor while increasing housing production weighting factor, with housing affordability (very low and low) increased in weighting within both the Housing Production and RHNA.

#### OBAG Distribution Factors

	Population	Housing Production	Housing RHNA	Housing Affordability
OBAG 1 (Current)	50%	25%	25%	50%
OBAG 2 (Proposed)	50%	30%	20%	60%

#### ❖ Housing Element

- HCD Certified Housing element by May 31, 3015

#### ❖ General Plan Complete Streets Act Update Requirements

- For OBAG 1, jurisdictions required to have either a complete streets policy resolution **or** a general plan that complied with the complete streets act of 2008 as January 31, 2013.
- For OBAG 2 jurisdictions are currently required to have the general plan circulation element comply with the Complete Streets Act of 2008 prior to January 31, 2016.

For OBAG 2, modify the requirement for funding:

- **Resolution or Plan (somewhat similar to OBAG 1):** Jurisdictions must have either a complete street policy resolution **or** a circulation element of the general plan updated after 2010 that complies with the Complete Streets Act. This modified approach focuses on the local complete streets resolution while acknowledging the jurisdictions that have moved forward with an updated circulation element in good faith of OBAG 2 requirements.

#### ❖ PDA Investment and Growth Strategy

- Currently OBAG requires an annual update of the PDA investment and growth strategy. For OBAG 2, require an update every four years with an interim status report after two years. The update would be coordinated with the countywide plan updates to inform RTP development decisions. The interim report addresses needed revisions and provides an activity and progress status.

#### ❖ Public Participation

- Continue using the CMA self-certification approach and alter documentation submittal requirements to require CMA memorandum encompassing three areas: outreach, coordination and Title VI.

May 13, 2015

Attachment 3

<b>OBAG 2 Tentative Development Schedule</b>	
<b>May 2015</b>	
<ul style="list-style-type: none"> <li>• <b>Outreach</b> <ul style="list-style-type: none"> <li>• Refine proposal with Bay Area Partnership and interested stakeholders</li> <li>• Policy Advisory Council / ABAG</li> </ul> </li> </ul>	
<b>June 2015</b>	
<ul style="list-style-type: none"> <li>• <b>Present Approach to Programming and Allocation Committee (PAC)</b> <ul style="list-style-type: none"> <li>• Outline principles and programs for OBAG 2</li> <li>• Approve complete streets requirement</li> </ul> </li> </ul>	
<b>July-October 2015</b>	
<ul style="list-style-type: none"> <li>• <b>Outreach</b> <ul style="list-style-type: none"> <li>• Finalize guidance with Bay Area Partnership and interested stakeholders</li> <li>• Policy Advisory Council</li> </ul> </li> </ul>	
<b>November 2015</b>	
<ul style="list-style-type: none"> <li>• <b>Commission Approval of OBAG 2 Procedures</b> <ul style="list-style-type: none"> <li>• November Programming &amp; Allocations Committee (PAC)</li> <li>• Commission approval of OBAG 2 procedures &amp; guidance</li> </ul> </li> </ul>	
<b>December 2015 - September 2016</b>	
<ul style="list-style-type: none"> <li>• <b>CMA Call for Projects</b> <ul style="list-style-type: none"> <li>• CMAs develop county programs and issue call for projects</li> <li>• CMA project selection process</li> <li>• County OBAG 2 projects due to MTC (September 2016)</li> </ul> </li> </ul>	
<b>December 2016</b>	
<ul style="list-style-type: none"> <li>• <b>Commission Approval of OBAG 2 Projects</b> <ul style="list-style-type: none"> <li>• Staff review of CMA project submittals</li> <li>• Commission approves regional programs &amp; county projects</li> </ul> </li> </ul>	<p><b>NOTE:</b> 2017 TIP Update: December 2016</p>
<b>February 2017</b>	
<ul style="list-style-type: none"> <li>• <b>Federal TIP</b> <ul style="list-style-type: none"> <li>• TIP amendment approval</li> </ul> </li> </ul>	
<b>October 2017</b>	
<ul style="list-style-type: none"> <li>• <b>First year of OBAG 2 (FY 2017-18)</b> <ul style="list-style-type: none"> <li>• On-going planning and non-infrastructure projects have access to funding</li> </ul> </li> </ul>	<p><b>NOTE:</b> Plan Bay Area Update: Summer 2017</p>
<b>October 2018</b>	
<ul style="list-style-type: none"> <li>• <b>Second year of OBAG 2 (FY 2018-19)</b> <ul style="list-style-type: none"> <li>• Capital projects have access to funding</li> </ul> </li> </ul>	
<b>END</b>	

J:\COMMITTEE\Policy Advisory Council\Meeting Packets\2015\05\_May\_2015\05a\_OBAG2 - Attachment 3.doc



TO: Partnership Technical Advisory Committee

DATE: May 18, 2015

FR: Theresa Romell and William Bacon, MTC

RE: Plan Bay Area 2040 Financial Assumptions

This memo sets forth the proposed financial assumptions for the revenue projections element of Plan Bay Area 2040 (Plan), the update to the Bay Area's Regional Transportation Plan/Sustainable Communities Strategy. As the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) begin the development of the Plan, these financial assumptions will guide the Plan's forecast of transportation revenues and costs.

### **Schedule**

Once the guiding financial assumptions are finalized, MTC staff will complete draft long-range revenue projections by September 2015. These draft projections will be brought to the Partnership Technical Advisory Committee (PTAC), the Regional Advisory Working Group (RAWG), and the Policy Advisory Council in September for review. The draft projections will also be presented to a joint meeting of the MTC Planning Committee and ABAG Administrative Committee in September 2015. The draft projections will be used to guide further development of the Plan; however, financial projections will not be finalized until shortly before the adoption of the Plan in FY 2016/17, in order to allow for updates to revenue estimates based on new local revenue measures as well as legislative or economic changes.

### **General Assumptions**

1. Time Frame – The Plan will cover a time period from FY 2016/17 through FY 2039/40 (24 years). All revenue projections will be prepared in escalated year-of-expenditure (YOES) dollars.
2. Inflation Rate – The Plan will assume a 2.2% inflation rate, the same inflation rate as the 2013 Plan. This rate is consistent with ten year inflation forecasts for the Bay Area from the California Department of Finance, the U.S. Federal Reserve, and the federal Office of Management and Budget (OMB).
3. Federal Funds Growth Rate – For the three year period of FY 2016/17 to FY 2018/19 the Plan will assume a 0% annual growth rate for formula funding programs, and for discretionary programs where the Bay Area typically receives a steady share. For the period FY 2019/20 onwards the Plan will assume a 3% annual growth rate for these same federal fund sources.
4. Motor Vehicle Fuel Prices and Consumption – Assumptions underlying the prices and level of consumption for motor vehicle fuel used in the financial projections strive to be consistent with those assumptions used by MTC's travel model as well as by ABAG staff.

For fuel price and consumption assumptions, staff recommends utilizing base figures and growth rates developed jointly by MTC, the Southern California Association of Governments (SCAG), the San Diego Association of Governments (SANDAG), and the Sacramento Area Council of Governments (SACOG), California’s four largest metropolitan planning organizations (MPOs). These joint assumptions will be used by each of the four MPOs in the development of their updated regional plans.

*Table 1. MPO Agreement Fuel Assumptions*

Year	Price Assumptions (2015\$)	Bay Area Consumption Assumptions (1,000 gallons)	Change in Consumption
2015	\$3.83	7,054	N/A
2035	\$5.29	4,079	-42%

Table 1 shows the fuel assumptions from the MPO agreement for 2015 and 2035 (the final year of the MPO agreement). Staff will use all assumptions contained in the MPO agreement to produce year by year forecasts for the Plan revenue forecast. For the period from 2035 to 2040 staff will use a linear growth rate for the remaining years of the Plan period. It is important to note that consumption forecasts for diesel fuel are expected to increase slightly over the course of the Plan, not decrease, therefore revenues generated from diesel fuel taxes (e.g., STA) are not expected to be significantly impacted.

5. Population and Employment – Population and employment projections are key to the development of sales tax revenue forecasts for the Plan given the impacts of these measures on taxable sales growth rates by county. The Plan will use population and employment projections developed by ABAG staff. ABAG will prepare a long-range forecast for taxable sales that can be used as the basis for the sales tax based revenue sources in the Plan.

Revenue forecasts for individual county transportation sales tax measures will be provided by county sales tax authorities, consistent with the policy from the 2013 Plan. This is done to maintain consistency with projections released by the county authorities and to acknowledge that many of the counties issue debt against their sales tax revenue and their projections may influence financing arrangements.

### Revenue Source Assumptions

The below sections provide details on specific assumptions and/or sources to be used in the development of financial projections for key revenue sources from the five main categories of funding in the Plan: local, regional, state, federal, and anticipated/unspecified funds.

1. Local Funds – Transportation Development Act (TDA), AB 1107, County Sales Tax Measures  
Sales tax based revenue sources form a critical and growing portion of the anticipated Plan revenues. While revenues tied to fuel consumption or federal funds are expected to diminish over the Plan period, sales tax revenues form an ever increasing share of the regional transportation revenue pie. As more counties augment their existing sales taxes (such as Alameda County) or consider an augmentation, sales taxes are expected to

become even more important to transportation projects, which at the same time shifts an increasing amount of discretionary funding to the local level.

Recommendation: Use ABAG's forecast models to project TDA and AB 1107 sales tax revenues. Use county sales tax authority revenue projections, in line with expenditure plans, for county sales tax measures. Revenue for county sales tax reauthorizations (e.g. the period beyond the expiration of existing adopted expenditure plans through FY 2039/40) will be assumed for each applicable county by using the same county sales tax authority revenue projections carried forward to FY 2039/40 unless directed otherwise by a county sales tax authority.

2. Local Funds – County Vehicle Registration Fees

2010's SB 83 allowed counties to seek voter approval for a \$10 vehicle registration fee (VRF). In the Bay Area five counties (Alameda, Marin, San Francisco, San Mateo, and Santa Clara) have local registration fees. Each fee is permanent except for San Mateo County's fee which expires in FY 2035-36.

Recommendation: Base projections on VRF expenditure plans and projections from each county VRF administrating authority.

3. Regional Funds – Bridge Tolls and Bay Area Express Lanes

Revenues from the various different bridge tolls collected by BATA and the anticipated revenues from the express lanes network in development form a key portion of MTC's regional discretionary funds.

Recommendation: Use projections from BATA for all bridge toll forecasts. Use projections from MTC's travel model for anticipated revenues for the Bay Area Express Lanes network. Each of these assumptions is consistent with what was used in the 2013 Plan.

4. State Funds – Gas Tax Subvention

Gas tax subvention funds form the basis of local streets and roads maintenance funding for most jurisdictions in the region. Given the significant decrease in gas tax revenue that is expected over the Plan period due to reduced consumption, it is likely that alternative funding sources will need to be developed to maintain the current levels of funding for local streets and road maintenance. The forecasting of gas tax revenues is further complicated by the 2010 Gas Tax Swap which requires the Board of Equalization to adjust the gas tax each year based on changes in fuel prices.

Recommendation: Project revenues consistent with the MPO agreement on fuel prices and consumption between MTC and the other three large California MPOs.

5. State Funds – State Transportation Improvement Program (STIP)

The STIP provides funding for a broad range of transportation projects across the region and is approved by the California Transportation Commission. The STIP and its corresponding Regional Transportation Improvement Program (RTIP) county shares form a significant source of discretionary funds for the Plan. However due to the expected

decreases in state gas tax revenues over the Plan period it is likely that STIP revenues will fail to grow in line with regional needs.

Recommendation: Assume the same funding levels as are contained in the 2014 STIP Fund Estimate. For the period beyond the STIP Fund Estimate assume that new revenues will come from the share of the state gas tax dedicated to funding the STIP. The gas tax revenues will be based upon the price and consumption forecasts from the MPO agreement.

6. State Funds – State Transit Assistance (STA)

The STA program is funded by the statewide sales tax on diesel fuel. The STA program in turn funds both transit operations around the region as well as key regional programs, including MTC’s Regional Coordination Program which principally supports 511 and Clipper® operations.

Recommendation: As the MPO agreement on fuel prices and consumption does not contain projections for diesel fuel, staff propose to use consumption estimates from the California Air Resources Board’s Emission Factor Model. For diesel price assumptions staff propose to calculate diesel prices by year based on the price of gasoline in the MPO agreement and adjusted based on the 2015 core price (e.g. excluding taxes) differential between gasoline and diesel in California.

7. State Funds – Cap and Trade Programs

California’s recently established Cap and Trade programs are expected to provide significant funding support for transportation projects in the Plan period. For the purposes of the financial projections staff propose to incorporate funding from four main Cap and Trade programs:

- Low Carbon Transit Operations Program
- Transit and Intercity Rail Capital Program
- Affordable Housing and Sustainable Communities Program
- High Speed Rail Program

Recommendation: For overall Cap and Trade statewide revenues staff propose to use an estimate of \$2.5 billion (nominal \$) in annual revenues through the Plan period. This estimate is consistent with the amount of proceeds generated by the first round of Cap and Trade auctions to include transportation fuels which were conducted in February 2015. The second round of auctions will occur in May 2015 and should help provide a clearer picture on expected revenues in the longer term. Staff propose to calculate the region’s Low Carbon Transit Operations Program revenue based on the same assumptions as the STA program. For the other Cap and Trade programs staff propose to base the region’s revenues on the Bay Area’s current population share of the state, 19%.

8. Federal Funds – Surface Transportation Program/Congestion Mitigation and Air Quality (STP/CMAQ) and Federal Transit Administration (FTA) Funds

Given the lack of a long term federal transportation funding authorization and the impending expiration of the current MAP-21 extension, it is difficult to project with much certainty the level of federal support for transportation over the Plan period. As noted in

greater detail above staff are proposing to use a federal funds growth rate of 0% through FY 2018/19 and then a 3% growth rate through FY 2039/40.

Recommendation: For most programs, assume the region receives a similar share of federal funds as we currently receive under MAP-21 and that funds are distributed through the same program structure. Assume a 0% growth rate through FY 2018/19 and then a 3% growth rate through FY 2039/40.

#### 9. Anticipated/Unspecified Funds

In the 2013 Plan \$14 billion was added to the financial projections to incorporate “anticipated” revenues based upon an analysis of unexpected revenues that materialized for the region through legislation in the 15 year period from 2002 to 2016, such as Proposition 1B and the American Recovery and Reinvestment Act (ARRA)

Recommendation: Staff recommend continuing to use a 15 year “look back” analysis to develop the projection for anticipated funds. For the Plan this will involve analyzing the period from 2006 to 2020.

### Local Ballot Measures

The outlook for the November 2016 election indicates that there could be up to five significant transportation revenue measures on the ballot: a county sales tax extension and/or augmentation in Contra Costa County, a vehicle license fee increase in San Francisco, a new county sales tax in Santa Clara County, a new county sales tax in Solano County, and a general obligation bond in the three counties of the BART district. It is not clear at this time exactly which measures will make the ballot, and if measures are placed on the ballot, whether voters would approve them. However, collectively these measures could produce up to \$15 billion in additional revenue over the Plan period depending on the specific design of each measure. In addition, Sonoma County voters will consider a local sales tax measure on the June 2015 ballot related to local streets and roads maintenance.

Revenue from these new measures will not be included in the Plan until the measures are approved by voters in the respective jurisdiction. Should voters approve a measure, MTC will amend the revenue forecast for the Plan to include the approved new funding sources. However, CMAs and regional transit operators are asked to submit projects during the Call for Projects process consistent with these new local measures being approved. This will allow MTC the opportunity to conduct analysis and performance evaluations on the proposed projects. Should a measure not be placed before voters or fail to secure voter approval, CMAs and regional transit operators will be given the opportunity to work with MTC to adjust the assignment of discretionary funding for their projects in the Plan.

## New Revenue Sources

As with the 2013 Plan MTC will include several new, not yet approved revenue sources within the financially constrained revenue forecast.

- a. One \$1 Bridge Toll Increases – The 2013 Plan included a \$1 increase in bridge tolls starting in 2018. For the Plan staff will assume a \$1 increase in 2022.
- b. 10¢ Regional Gas Tax – As with the 2013 Plan, the Plan will include a 10¢ regional gas tax, but will assume that funding begins in FY 2018 rather than FY 2022.
- c. Cap-and-Trade Goods Movement Funds – The Plan will assume a limited amount of revenues dedicated to goods movement from the 40% of overall Cap and Trade revenues which have not been allocated by the Legislature. This projection will be based upon an assumption of 5% of annual Cap and Trade revenues dedicated to goods movement with the region receiving a 10% share based on past trends for state goods movement funding distributions.
- d. SB 16 (Beall) Revenues – Staff propose to include a State revenue source based on the anticipated revenue that would flow to the Bay Area under the currently proposed SB 16 (Beall). Revenue forecast for SB16 would be considered committed for Local Street and Road maintenance and the SHOPP. Should SB 16 or a similar measure fail to be enacted by the Legislature, the projected amount for this stop-gap revenue source would be removed from the revenue forecast.
- e. Value Capture – Staff propose to include project-specific revenues derived from value capture strategies such as enhanced infrastructure finance districts (EIFD), community facilities districts (Mello-Roos), assessment districts, public-private partnerships, and other applicable revenue sources.

## Preliminary Plan Bay Area 2040 Revenue Estimate

Below is a high level estimate that provides a preliminary look at the level of revenue expected for the Plan. This estimate yields about \$7 billion less than was forecast for Plan Bay Area, about a 2.4% decrease overall. Discretionary revenues in the Plan are projected to be almost equal to those for Plan Bay Area, with only a .01% decrease. However, the significant increase in the State Funds total is primarily due to the inclusion of funding from SB16, which adds about \$15 billion in funding over the Plan period. Please note that these rough, preliminary estimates will change based on final information collected by MTC before the release of draft projections in September 2015.

Table 2. Preliminary Plan Bay Area 2040 Revenue Estimate (in Billions \$)

Revenue Category	Plan Bay Area Revenue (FY2012-13 to FY2039-40)	Plan Bay Area 2040 Revenue (FY2016-17 to FY2039-40)	Difference (%)
Federal Funds Total	\$33.50	\$25.51	-24%
State Funds Total	\$48.57	\$53.80	11%
Regional Funds Total	\$36.90	\$34.98	-5%
Local Funds Total	\$148.25	\$151.34	3%
Anticipated/Unspecified Total	\$14.00	\$14.00	0%
Other*	\$10.59	\$9.47	-11%
<b>TOTAL</b>	<b>\$292</b>	<b>\$289</b>	<b>-0.01%</b>

\*Regional gas tax, S.F. cordon pricing, and VTA express lanes.



TO: Partnership Technical Advisory Committee

DATE: May 18, 2015

FR: MTC Planning Director

RE: **Project Update, Call for Projects and Needs Assessments Process – Plan Bay Area 2040**

On Wednesday, April 29, 2015, MTC released its Project Update, Call for Projects and Needs Assessment Guidance for Plan Bay Area 2040. The release notice requests the assistance of each of the nine Bay Area Congestion Management Agencies (CMAs) to coordinate project submittals for their county, and requests that multi-county project sponsors (e.g. Caltrans, BART, Caltrain, WETA, etc.) submit projects directly to MTC after coordination with CMAs.

#### **Web-Based Application**

MTC is developing a web-based application form for sponsors to submit their projects as a part of the Plan Bay Area 2040 Call for Projects process. Sponsors will be able to (a) remove projects in the current plan (Plan Bay Area) that are either now complete and open for service or no longer being pursued, (b) update projects in the current plan that should be carried forward in the Plan, and (c) add new projects. The web-based project application will be available May 18, 2015, following the training session. At that time, MTC will provide instructions to CMAs and multi-county sponsors on how to access and use the web-based form. Upon request, MTC staff can also provide a brief tutorial to CMA technical advisory committees.

Questions about Project Update and Call for Projects for Plan Bay Area 2040 should be directed to Adam Noelting ([anoelting@mtc.ca.gov](mailto:anoelting@mtc.ca.gov), 510.817.5966).

#### **Attachments:**

A – Project Update, Call for Projects and Needs Assessments Guidance



April 29, 2015

*Dave Cortese, Chair*  
Santa Clara County

*Jake Mackenzie, Vice Chair*  
Sonoma County and Cities

*Alicia C. Aguirre*  
Cities of San Mateo County

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

*Jason Baker*  
Cities of Santa Clara County

*Tom Bates*  
Cities of Alameda County

*David Campos*  
City and County of San Francisco

*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*  
Napa County and Cities

*Julie Pierce*  
Association of Bay Area Governments

*Bijan Sartipi*  
California State  
Transportation Agency

*Libby Schaaf*  
Oakland Mayor's Appointee

*James P. Spering*  
Solano County and Cities

*Adrienne J. Tissier*  
San Mateo County

*Scott Wiener*  
San Francisco Mayor's Appointee

*Amy Rein Worth*  
Cities of Contra Costa County

*Steve Heminger*  
Executive Director

*Alix Bockelman*  
Deputy Executive Director, Policy

*Andrew B. Fremier*  
Deputy Executive Director, Operations

RE: Plan Bay Area 2040 – Project Update, Call for Projects and Needs Assessments Guidance

**To: Caltrans, Congestion Management Agencies, and Transit Operators**

As the Bay Area begins to develop Plan Bay Area 2040 (Plan), an update to the nine-county Regional Transportation Plan/Sustainable Communities Strategy, the Metropolitan Transportation Commission (MTC) requests the assistance of each of the nine Bay Area Congestion Management Agencies (CMAs) to coordinate project submittals for their county. Multi-county project sponsors (e.g. Caltrans, BART, Caltrain, WETA, etc.) may submit directly to MTC, but coordination with the appropriate CMA is encouraged. MTC is also seeking assistance of all of the region's transit operators in the development of the Transit Operating and Capital Needs Assessments for the Plan. Attached is the Project Update, Call for Projects and Needs Assessments Guidance that lays out the requirements for the county level calls for projects as well as the process for the needs assessments.

MTC requests all partner agencies to adhere to the following deadlines for the three processes:

- Project Update and Call for Projects: September 30, 2015 (agencies may submit evidence of governing board endorsement up to October 31, 2015)
- Transit Operating Needs Assessment: July 1, 2015
- Transit Capital Needs Assessment: July 1, 2015

MTC is developing a web-based application form for sponsors to submit their projects as a part of the Call for Projects process. Sponsors will be able to (a) remove projects in the current plan (Plan Bay Area) that are either now complete and open for service or no longer being pursued, (b) update projects in the current plan that should be carried forward in the Plan, and (c) add new projects. The web-based project application will be available in early May 2015. At that time, MTC will provide instructions to CMAs and multi-county sponsors on how to access and use the web-based form. MTC will also host a training session for local agency staff on the call for projects process on May 18, 2015, at 2:30 p.m. in the Auditorium of the Joseph P. Bort MetroCenter at MTC's offices in Oakland. Upon request, MTC staff can also provide a brief tutorial to CMA technical advisory committees.

Detailed information and guidance on the Transit Operating and Capital Needs Assessments will be released directly to transit operators on May 1, 2015.

MTC looks forward to receiving your project submittals and information on your operating and capital needs. If you have any questions about the Call for Projects or Needs Assessments processes, please contact the members of my staff listed in Attachment A for each of the three concurrent efforts. Thank you for your participation.

Sincerely,

A handwritten signature in blue ink that reads "Alix A. Bockelman". The signature is fluid and cursive, with a long horizontal line extending to the right.

Alix A. Bockelman  
Deputy Executive Director, Policy

AB:AN:WB

[https://metrotrans.sharepoint.com/teams/RTP/InternalDocuments/Call for Projects and Need Assessments Letter.docx](https://metrotrans.sharepoint.com/teams/RTP/InternalDocuments/Call%20for%20Projects%20and%20Need%20Assessments%20Letter.docx)

#### Attachments

- Attachment A: Project Update, Call for Projects and Needs Assessments Guidance
- Attachment B: Plan Bay Area Performance Targets
- Attachment C: Project Types and Programmatic Categories
- Attachment D: Web-Based Project Application Form Requirements

## Project Update, Call for Projects and Needs Assessments Guidance

The Metropolitan Transportation Commission (MTC) requests the assistance of the nine Bay Area Congestion Management Agencies (CMAs) and multi-county project sponsors (e.g., Caltrans, BART and Caltrain) to assist with the Project Update and Call for Projects for Plan Bay Area 2040. MTC is also seeking the assistance of the region's transit operators in the development of the Transit Operating and Capital Asset Needs Assessment for Plan Bay Area 2040.

### A. PROJECT UPDATE AND CALL FOR PROJECTS

CMAs played a key role in developing Plan Bay Area, and will in this subsequent update. MTC expects the CMAs and multi-county project sponsors to plan and execute an effective public outreach and local engagement process to update Plan Bay Area project information and identify new projects for consideration in Plan Bay Area 2040. Detailed schedule information is available in section C of this document.

Projects/programs seeking future regional, state or federal funding through the planning horizon for Plan Bay Area 2040 must be submitted for consideration in the adopted Plan. CMAs are asked to coordinate and lead the Project Update and Call for Projects with local project sponsors in their respective counties. Sponsors of multi-county projects are asked to submit projects directly to MTC, but communication and coordination with CMAs is encouraged.

CMAs and multi-county project sponsors are encouraged to submit projects/programs that meet one or more of the general criterion listed below:

- Supports Plan Bay Area's performance targets (see Attachment B).
- Supports Plan Bay Area's adopted forecasted land use, including Priority Development Areas (PDA) and Priority Conservation Areas (PCA).
- Derives from an adopted plan, corridor study, or project study report (e.g., community-based transportation plans, countywide transportation plan, regional bicycle plan and climate action plans).

CMAs will assist MTC with the Project Update and Call for Projects by carrying out the following activities:

#### 1. Public Involvement and Outreach

- ***Conduct countywide outreach to stakeholders and the public.*** CMAs, as well as multi-county transit operators and Caltrans, will be 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://files.mtc.ca.gov/pdf/ppp/Final\\_Draft\\_PPP\\_and\\_PBA\\_Apendix\\_A\\_1-30-15.pdf](http://files.mtc.ca.gov/pdf/ppp/Final_Draft_PPP_and_PBA_Apendix_A_1-30-15.pdf). CMAs are expected, at a minimum, to:
  - Execute effective and meaningful local engagement efforts during the Project Update and Call for Projects process by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations and the public through the process.
  - Hold at least one public meeting providing opportunity for public comment on the candidate projects/programs for Plan Bay Area 2040 prior to submittal to MTC.

- Explain the local Project Update and Call for Projects process, informing stakeholders and the public about the opportunities for public comments on projects and when decisions will be made on the list of candidate projects/programs.
  - Post notices of public meetings 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.
  - CMA staff are encouraged to provide MTC with a link so the information can also be viewed on the website PlanBayArea.org.
  - To the extent possible, 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 Project Update and Call for Projects process by including a list of all public meetings and comment opportunities, and information on how the process meets the requirements of MTC's Public Participation Plan.

## 2. Agency Coordination

- Work closely with local jurisdictions, transit agencies, MTC, Caltrans and stakeholders to update Plan Bay Area project information and identify new candidate projects for consideration in Plan Bay Area 2040. CMAs will assist with agency coordination by:
  - Communicating this Project Update and Call for Projects guidance to local jurisdictions, transit agencies, Caltrans and stakeholders and coordinate with them on completing the project application form, reviewing and verifying project information and submitting projects for review by MTC.
  - Developing freeway operations and capacity enhancement projects in coordination with MTC and Caltrans staff.
  - Developing transit improvement projects in coordination with MTC and transit agency staff.

## 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 submitting projects.
  - Remove barriers for persons with limited English proficiency to have access to the project submittal process.
  - For additional Title VI outreach strategies, please refer to MTC's Public Participation Plan found at: [http://files.mtc.ca.gov/pdf/ppp/Final\\_Draft\\_PPP\\_and\\_PBA\\_Apendix\\_A\\_1-30-15.pdf](http://files.mtc.ca.gov/pdf/ppp/Final_Draft_PPP_and_PBA_Apendix_A_1-30-15.pdf).

## 4. Project Funding Plans

Project/programs must have a full funding plan for inclusion into Plan Bay Area 2040. These full funding plans may consist of both Committed and Discretionary funding sources. MTC Resolution No. 4182 establishes the Committed Projects and Funds Policy for Plan Bay Area 2040 by defining criteria to determine committed transportation projects and funding sources. The the Committed Projects and Funds Policy defines:

- **Committed** funding sources as funds directed to a specific entity or for a specific purpose as mandated by statute or by the administering agency.
- **Discretionary** funding sources as:
  - Subject to MTC programming decisions.
  - Subject to compliance with Commission allocation conditions.
  - Subject to competitive state and federal funding programs often involving MTC advocacy.
- For additional information, please refer to the Committed Projects and Funds Policy at: [http://apps.mtc.ca.gov/meeting\\_packet\\_documents/agenda\\_2401/9a\\_Resolution\\_NO\\_4182.pdf](http://apps.mtc.ca.gov/meeting_packet_documents/agenda_2401/9a_Resolution_NO_4182.pdf)
- For the Call for Projects, CMAs and multi-county project sponsors must identify and confirm committed funds and make requests for consideration of discretionary funds, either as part of the County Target Budgets or as a direct request to MTC.

### A. County Target Budgets

- Ensure that the list of candidate project/programs fits within the county target budget identified by MTC.
  - County target budgets are intended to place a cap on project/program submittals by CMAs.
  - County target budgets are not to be construed as the financially constrained budget used for assigning funds to projects/programs in the preferred investment strategy for Plan Bay Area 2040.
  - County target budget revenue sources include Regional Transportation Improvement Program (RTIP) and OneBayArea Grant (OBAG) funds, which consists of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Program (CMAQ) revenues. OBAG funds include STP and CMAQ funding for the period of FY 2017-18 to FY 2039-40 (23 years). All projects identified for the OBAG funding target in the Call for Projects must be eligible to receive OBAG funding; therefore, generally not road or transit expansion projects.
  - All committed funds sources (including existing county sales tax measures) are excluded from the county target budgets.
  - Anticipated local revenue refers to sales tax reauthorizations and new county revenue measures that are being considered for an election ballot prior to Plan Bay Area 2040 adoption (June 2017). Revenue from reauthorizations and new measures is included in the below table in column E.
    - Revenue from sales tax reauthorizations are included for the period from the expiration of existing committed and adopted county tax measures to FY

2039-40. Estimates are based on Plan Bay Area projections from county sales tax authorities. New county revenues are estimated for the period from FY 2017-18 to FY 2039-40, except for Sonoma County where revenues are forecasted only through FY 2018-19. These augmentation revenues are included to allow CMAs to submit candidate projects/programs that would be funded through a revenue augmentation in the Project Update and Call for Projects process. The inclusion of candidate augmentation projects/programs is necessary to allow for projects/programs that may be funded by local revenues secured over the course of the Plan development to be included in MTC's project-level performance assessments and air quality conformity analysis.

**County Target Budgets (in billions of Year-of-Expenditure \$)**

A	B	C	B + C = D	E
County	RTIP	OneBayArea Grant	Total Funds	Anticipated Local Revenue**
Alameda	\$2.03	\$0.62	\$2.65	n/a
Contra Costa	\$1.39	\$0.45	\$1.84	\$5.40
Marin	\$0.38	\$0.10	\$0.48	n/a
Napa	\$0.25	\$0.09	\$0.34	n/a
San Francisco	\$1.03	\$0.38	\$1.41	\$7.00
San Mateo	\$1.05	\$0.27	\$1.32	\$1.02
Santa Clara	\$2.41	\$0.87	\$3.28	\$5.80
Solano	\$0.63	\$0.19	\$0.82	\$1.60
Sonoma	\$0.77	\$0.24	\$1.01	\$1.60
<b>Total</b>	<b>\$9.92</b>	<b>\$3.21</b>	<b>\$13.13</b>	<b>\$22.42</b>

\*\*Numbers are based on most recent publicly available data, CMAs are requested to update as necessary.

**B. Regional Discretionary Requests**

- Some projects, particularly regional capital intensive projects will not fit within the constraints of the County Target Budgets, and should make discretionary funding requests directly to MTC.
- Similarly, multi-county transit operators, Caltrans and other regional agencies should coordinate discretionary funding requests within the project/program's respective county, but may make discretionary funding requests directly to MTC.

**5. Cost Estimation Review**

- Project/program cost estimates should be developed using a reasonable basis, including guidelines produced by local, state or federal agencies. MTC has identified the following cost estimation guidelines available for use:
  - Federal: National Cooperative Highway Research Program's Guidance for Cost Estimation and Management for Highway Projects During Planning, Programming and Preconstruction, [http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_w98.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w98.pdf).

- State: Caltrans' Project Development Procedures Manual Chapter 20, Project Development Cost Estimates, [http://www.dot.ca.gov/hq/oppd/pdpm/chap\\_pdf/chapt20.pdf](http://www.dot.ca.gov/hq/oppd/pdpm/chap_pdf/chapt20.pdf).

## 6. Programmatic Categories

- Bundle projects into programmatic categories, where possible. Programmatic categories are groups of similar projects/programs and strategies that are included under a single listing for simplicity in Plan Bay Area 2040. Rules for establishing programmatic categories are as follows:
  - Programmatic categories consist of projects/programs that are exempt from air quality conformity requirements (CFR 40 §93.126-128) and/or projects with categorical exclusions (CE) or documented categorical exclusions (DCE) from NEPA approvals by the FHWA or FTA (CFR 23 §771.117-8).
  - Regionally significant projects/programs are not included in programmatic categories; projects/programs that add or remove vehicular or fixed-guideway transit capacity are listed separately.
  - Programmatic categories are established around a set of similar project types, not necessarily funding types.
- Projects/programs that do not fit within programmatic categories are listed individually. See Attachment C for guidance on the programmatic categories.

## 7. Project Application

- Submit candidate projects/programs for Plan Bay Area 2040 via MTC's web-based application. Sponsors will be able to:
  - Update/modify Plan Bay Area project/program information.
  - Remove Plan Bay Area project/programs that are either complete or are no longer being pursued.
  - Add new projects/programs.
- Training for the web-based application form will be available during MTC's May Partnership Technical Advisory Committee (PTAC) meeting, 1:30 p.m., Monday, May 18, 2015, MetroCenter Auditorium.

## 8. Submittal Process

- Submit to MTC as part of the official project/program submittal:
  - Board resolution authorizing the submittal of the candidate projects/programs for Plan Bay Area 2040 prior to MTC's September 30, 2015, deadline.
  - Documentation that a public meeting was held allowing the public to comment on the candidate projects/programs for Plan Bay Area 2040.
  - Documentation of how the Project Update and Call for Projects process was conducted in compliance with Title VI of the Civil Rights Act of 1964.

Questions about Project Update and Call for Projects for Plan Bay Area 2040 should be directed to Adam Noelting ([anoelting@mtc.ca.gov](mailto:anoelting@mtc.ca.gov), 510.817.5966).

## **B. TRANSIT OPERATING, TRANSIT CAPITAL ASSET, AND LOCAL STREETS/ ROADS ASSET NEEDS ASSESSMENTS**

MTC will work directly with transit operators to update information on transit operators' operating needs and revenues, as well as transit operators' capital asset needs through the FY 2039-40 planning horizon. CMAs should expect to play a supporting role should transit operators serving their county call on the CMA for assistance. The Local Streets and Roads Needs Assessment will be completed using data from the 2014 California Statewide Local Streets and Roads Needs Assessment. Detailed schedule information is available in section C of this document.

MTC is conducting the Call for Projects and Needs Assessments data collection efforts simultaneously to create efficiencies for CMA, local agencies and transit operators. Data from the Needs Assessments will inform the investment strategy for Plan Bay Area 2040.

### **9. Transit Operating Needs Assessment**

- In order to accurately reflect the transit operating and maintenance levels, costs and revenues in Plan Bay Area 2040, MTC staff will be collecting information from transit operators for the period from Fiscal Year (FY) 2014-15 to FY 2039-40. In May, transit operators will receive an Excel template from MTC with detailed instructions for completing the Transit Operating Needs Assessment. Requested information includes:
  - Projected costs to operate at existing service levels over the period of the Plan.
  - Projected costs and service levels associated with planned, committed projects.
  - Projected revenue from local sources to be used for transit operations.
- MTC recognizes the difficulty and uncertainty inherent in developing long-range revenue, operations cost and service level projections. As always, we ask each operator to provide its best estimate of future needs based on current conditions and MTC will work with operators to make necessary refinements as economic and other conditions change prior to Plan Bay Area 2040 adoption (2017).
- Additional details and technical guidance for the Transit Operating Needs Assessment will be released on May 1, 2015.

Questions about the Transit Operating Needs Assessments for Plan Bay Area 2040 should be directed to William Bacon ([wbacon@mtc.ca.gov](mailto:wbacon@mtc.ca.gov), 510.817.5628).

### **10. Transit Capital Asset Needs Assessment**

- The Regional Transit Capital Inventory (RTCI) houses the information used for projecting the transit capital needs for the Plan and the state of good repair of the region's transit system.

The RTCI was last updated in 2011. Operators will be asked to submit updates to the RTCI via MTC’s new web-based application. Sponsors will be able to:

- Update/modify their existing transit capital asset information.
  - Remove assets that are no longer part of the inventory.
  - Add new assets or assets that have not previously been included in the RTCI.
- The web-based application form will be available May 1, 2015.
  - Additional details and guidance on the transit capital needs assessment, RTCI, and MTC’s web-based project application will be released on May 1, 2015.

Questions about the Transit Capital Needs Assessments for Plan Bay Area 2040 should be directed to Melanie Choy ([mchoy@mtc.ca.gov](mailto:mchoy@mtc.ca.gov), 510.817.5607).

### 11. Local Streets and Roads Needs Assessment

- Plan Bay Area 2040 will use data provided for the 2014 California Statewide Local Streets and Roads Needs Assessment, which is produced jointly by the state’s cities, counties and regional transportation planning agencies. MTC provided project management for the 2014 assessment.

Questions about the Local Streets and Roads Needs Assessments for Plan Bay Area 2040 should be directed to Theresa Romell ([tromell@mtc.ca.gov](mailto:tromell@mtc.ca.gov), 510.817.5772).

## C. CALL FOR PROJECTS AND NEEDS ASSESSMENTS GUIDANCE PROCESS TIMELINE

Task	Start	End
<b><i>Guidance</i></b>		
Release Call for Projects Guidance	April	N/A
Release Detailed Transit Operating and Capital Asset Needs Assessments Guidance	May	N/A
<b><i>Project Submittals</i></b>		
Transit Operating Needs Data Collection	May 1	July 1
Transit Capital Asset Data Collection	May 1	July 1
Development of Local Streets and Roads Needs Assessment by MTC	May	July
Update Plan Bay Area Project/Program Information	May 1	Sept’30
Submit New Projects/Programs	May 1	Sept’ 30
Submit Official Board Action Authorizing Submittal of Final Project List	N/A	Oct’ 31

Plan Bay Area is based on 10 performance targets against which we can measure and evaluate various land use scenarios and transportation investments and policies. Some of these targets were made by law, while others were added through consultation with experts, stakeholders and the public.

The first two targets are required by Senate Bill 375, "The California Sustainable Communities and Climate Protection Act of 2008" (Steinberg), and address the respective goals of climate protection and adequate housing:

- (1) Reduce per-capita carbon dioxide emissions from cars and light-duty trucks by 7 percent by 2020 and by 15 percent by 2035, if there is a feasible way to do so.
- (2) House by 2035, 100 percent of the region's projected 25-year growth by income level, *without displacing current low-income residents. (language in italics adopted by MTC and ABAG and not identified in SB 375)*

The remaining eight targets reflect voluntary goals in the following categories:

#### Healthy and Safe Communities

- (3) Reduce premature deaths from exposure to particulate emissions:
  - (a) Reduce premature deaths from exposure to fine particulates (PM 2.5) by 10 percent;
  - (b) Reduce coarse particulate emissions (PM 10) by 30 percent; and,
  - (c) Achieve greater reductions in highly impacted areas.
- (4) Reduce by 50 percent the number of injuries and fatalities from all collisions (including bike and pedestrian).
- (5) Increase the average daily time walking or biking per person for transportation by 60 percent (for an average of 15 minutes per person per day).

#### Open Space and Agricultural Preservation

- (6) Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries).

#### Equitable Access

- (7) Decrease by 10 percent the share of low-income and lower-middle income residents' household income consumed by transportation and housing.

#### Economic Vitality

- (8) Increase gross regional product (GRP) by 90 percent – an average annual growth rate of approximately 2 percent (in current dollars).

#### Transportation System Effectiveness

- (9) Increase non-auto mode share by 10 percent and decrease automobile vehicle miles traveled per capita by 10 percent.
- (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 percent of total lane-miles; and,
  - (c) Reduce average transit asset age to 50 percent of useful life.

The matrix below illustrates how a variety of project types will be categorized in Plan Bay Area 2040. All project types should fall within one of the categories below, based on the transportation system of the project and the project purpose. Further detail on programmatic categories is provided on the following page.

		PROJECT PURPOSE			
		Expansion	System Management	Preservation	Operations
TRANSPORTATION SYSTEM	Local Road	<ul style="list-style-type: none"> <li>• New bike/ped facilities</li> <li>• New/extended roadway (more than ¼ mile)</li> <li>• New lane on existing roadway (more than ¼ mile, includes auxiliary lanes)</li> <li>• New bridge or expanded bridge capacity</li> <li>• Road diet (more than ¼ mile)</li> </ul>	<ul style="list-style-type: none"> <li>• Intersection improvements (less than ¼ mile)</li> <li>• Management systems</li> <li>• Safety and security</li> <li>• Multimodal streetscape improvements (less than ¼ mile)</li> <li>• Travel demand management</li> <li>• Congestion pricing</li> </ul>	<ul style="list-style-type: none"> <li>• Preservation/rehabilitation</li> </ul>	<ul style="list-style-type: none"> <li>• Routine operations and maintenance</li> </ul>
	State Highway	<ul style="list-style-type: none"> <li>• New bike/ped facilities</li> <li>• New/extended highway (more than ¼ mile)</li> <li>• New lane on existing highway (more than ¼ mile, includes auxiliary lanes)</li> <li>• New bridge or expanded bridge capacity</li> <li>• New I/C, I/C modification (with added capacity)</li> </ul>	<ul style="list-style-type: none"> <li>• Management systems</li> <li>• Safety and Security</li> <li>• Minor Highway Improvements (less than ¼ mile)</li> <li>• Travel demand management</li> <li>• I/C modifications (no added capacity)</li> </ul>	<ul style="list-style-type: none"> <li>• Preservation/rehabilitation</li> </ul>	<ul style="list-style-type: none"> <li>• Routine operations and maintenance</li> </ul>
	Public Transit	<ul style="list-style-type: none"> <li>• New/extended fixed guideway (rail, BRT, ferry)</li> <li>• New/expanded station/terminal (including parking facilities)</li> <li>• Fleet/service expansion</li> </ul>	<ul style="list-style-type: none"> <li>• Management systems</li> <li>• Safety and security</li> <li>• Minor transit improvements</li> </ul>	<ul style="list-style-type: none"> <li>• Preservation/rehabilitation</li> </ul>	<ul style="list-style-type: none"> <li>• Routine operations and maintenance</li> </ul>
	Tollway	<ul style="list-style-type: none"> <li>• New/extended toll/express lanes</li> <li>• Lane conversion</li> <li>• New toll bridge</li> </ul>	<ul style="list-style-type: none"> <li>• Management systems</li> <li>• Safety and Security</li> </ul>	<ul style="list-style-type: none"> <li>• Preservation/rehabilitation</li> </ul>	<ul style="list-style-type: none"> <li>• Routine operations and maintenance</li> </ul>
	Freight	<ul style="list-style-type: none"> <li>• New/expanded terminal</li> <li>• New/extended truck lanes (in urban areas)</li> <li>• New trackage</li> </ul>	<ul style="list-style-type: none"> <li>• Minor freight improvements</li> <li>• Safety and security</li> <li>• Track reconfiguration</li> </ul>	<ul style="list-style-type: none"> <li>• Preservation/rehabilitation</li> </ul>	
	Other		<ul style="list-style-type: none"> <li>• Travel demand management</li> <li>• Land use</li> <li>• Planning</li> <li>• Emission reduction technologies</li> </ul>		

\*Project types highlighted in green must be submitted individually, while project types that are not highlighted must be grouped into programmatic categories.

## Attachment C

# Project Types and Programmatic Categories Description

## A. PROGRAMMATIC CATEGORIES

Programmatic categories are groups of similar projects, programs, and strategies that are included under a single group for ease of listing in the RTP/SCS. Rules for establishing programmatic categories are as follows:

- Programmatic categories consist of projects that are exempt from air quality conformity requirements (CFR 40 §93.126-128) and/or projects with categorical exclusions (CE) or documented categorical exclusions (DCE) from NEPA approvals by the FHWA or FTA (CFR 23 §771.117-8).
- Regionally significant projects are not included in programmatic categories; projects that add or remove vehicular or fixed-guideway transit capacity are listed separately.
- Programmatic categories are established around a set of similar project types, not necessarily funding types.
- Projects that do not fit into the programmatic categories are listed as individual projects.

Proposed programmatic categories are listed below:

### Expansion

---

#### 1. New Bicycle and Pedestrian Facilities

Systems: Local Road, State Highway

Types: New and extended bike and pedestrian facilities (less than ¼ mile)

### System Management

---

#### 2. Management Systems

Systems: Local Road, State Highway, Public Transit, Tollway

Types: Incident management; signal coordination; ITS; TOS/CMS; ramp metering; transit management systems; automatic passenger counters; CAD-AVL; fare media; Transit Sustainability Project; construction or renovation of power, signal, and communications systems; toll management systems; toll media

#### 3. Safety and Security

Systems: Local Road, State Highway, Public Transit, Freight

Types: Railroad/highway crossings and warning devices; hazardous location or feature; shoulder improvements; sight distance; Highway Safety Improvement Program implementation; Safe Routes to Schools projects and programs; traffic control devices other than signalization; guardrails, median barriers, crash cushions; pavement marking; fencing; skid treatments; lighting improvements; widening narrow pavements with no added capacity; changes in vertical and horizontal alignment; transit safety and communications and surveillance systems; rail sight distance and realignments for safety; safety roadside rest areas; truck climbing lanes outside urban area; emergency truck pullovers

#### 4. Travel Demand Management

Systems: Local Road, State Highway, Other

Types: Car and bike share; alternative fuel vehicles and facilities; parking programs; carpool/vanpool, ridesharing activities; information, marketing and outreach; traveler information

**5. Intersection Improvements**

Systems: Local Road

Types: Intersection channelization; intersection signalization at individual intersections; minor road extension or new lanes (less than ¼ mile)

**6. Multimodal Streetscape Improvements**

Systems: Local Road

Types: Minor bicycle and/or pedestrian facility gap closure; ADA compliance; landscaping; lighting; streetscape improvements; minor road diet (less than ¼ mile)

**7. Minor Highway Improvements**

Systems: State Highway

Types: Noise attenuation; landscaping; scenic easements; sign removal; directional and informational signs; minor highway extension or new lane (less than ¼ mile)

**8. Minor Transit Improvements**

Systems: Public Transit

Types: Minor/routine expansions to fleet and service; purchase of ferry vessels (that can be accommodated by existing facilities or new CE facilities); construction of small passenger shelters and information kiosks; small-scale/CE bus terminals and transfer points; public transit-human services projects and programs (including many Lifeline Transportation Program projects); ADA compliance; noise mitigation; landscaping; associated transit improvements (including bike/pedestrian access improvements); alternative fuel vehicles and facilities

**9. Minor Freight Improvements**

Systems: Freight

Types: Construction of new, or improvements to existing, rest areas and truck weigh stations; improvements to existing freight terminals (not expansion)

**10. Land Use**

Systems: Other

Types: Land conservation projects; TOD housing projects

**11. Planning**

Systems: Other

Types: Planning and research that does not lead directly to construction

**12. Emission Reduction Technologies**

Systems: Other

## Preservation

---

### 13. Preservation/Rehabilitation

Systems: Local Road, State Highway, Public Transit, Tollway, Freight

Types: Pavement resurfacing and/or rehabilitation; bike/pedestrian facilities rehabilitation; non-pavement rehabilitation; preventive maintenance; emergency repair; bridge rehabilitation, replacement or retrofit with no new capacity; transit vehicle rehabilitation or replacement; reconstruction or renovation of transit buildings and structures; rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way; construction of new bus or rail storage/maintenance facilities (in industrial locations with adequate transportation capacity); modernization or minor expansions of transit structures and facilities outside existing right-of-way, such as bridges, stations, or rail yards; purchase of office and shop and operating equipment for existing facilities; purchase of operating equipment for vehicles, such as farebox, lifts, radios; purchase of support vehicles; toll bridge rehabilitation, replacement, or retrofit with no new capacity; freight track and terminal rehabilitation

## Operations

---

### 14. Routine Operations and Maintenance

Systems: Local Road, State Highway, Public Transit, Tollway

Types: Routine patching and pothole repair; litter control, sweeping and cleaning; signal operations; communications; lighting; transit operations and fare collection; transit preventive maintenance; toll operations & fare collection

## B. INDIVIDUALLY LISTED PROJECTS

Projects that do not fit into a programmatic category must be listed individually in the RTP-SCS.

Project types that must be included individually are listed below:\*

## Expansion

---

1. New or extended roadway or highway (length greater than ¼ mile)
2. New lane on existing roadway or highway (length greater than ¼ mile, includes auxiliary lanes)
3. New bridge or expanded bridge capacity
4. Road diet (length greater than ¼ mile)
5. New interchange or interchange modification (with added capacity)
6. New or extended fixed guideway (rail, BRT, ferry)
7. New or expanded station or terminal (including parking facilities)
8. Fleet/service expansion
9. New or extended toll/express lane
10. Lane conversion
11. New toll bridge
12. New or expanded freight terminal
13. New or extended truck lanes (within urban areas)
14. New trackage

## System Management

---

15. Pricing program

16. Interchange modification (no additional capacity)
17. Freight track reconfiguration

\*This list of project types is not necessarily exhaustive; any project that does not fall within a programmatic category must be identified individually in the RTP-SCS.

**1. PROJECT TYPE & PROGRAM CATEGORIES MATRIX**

Field	Description	Requirements
Project/Program Type	Please select the primary project/program type, which can be considered as the primary mode, such as state highway or public transit.	

**2. COMMITTED STATUS**

1. Is this project/program 100% funded through Local Funds?
2. Does this project/program have a full funding plan?
3. Will this project/program have a certified Environmental Impact Report (EIR) or Record of Decision for Environmental Impact Statement (EIS) by September 30, 2015?  
If yes to Question 1, project is "Committed." If yes to Questions 2 and 3, project is "Committed."

**3. BASIC INFORMATION**

Field	Description	Requirements
Project Title	Please provide a brief title of the project/program. The title should indicate what the project/program is and NOT what the project/program does.  <i>(i.e. Main Street Bus Rapid Transit (NOT Implement Bus Rapid Transit on Main Street))</i>	Text
Project/Program Description	Please provide a brief description of the project/program, including location, limits and scope of work. This is where you can describe what the project/program does.  <i>(i.e., This project will implement BRT from City A to City B. The project will operate along Main Street from Point A to Point B)</i>  Note: large expansion projects will be asked to provide additional information to enable MTC staff to model the project.	Text, 255 characters max
County	Please select the county in which the project/program is located. If the project/program is located in more than one county, please select "Regional."	Text
Sponsor Agency	Please identify the agency that is serving as project/program sponsor.	Text
Operating Agency	Please identify the agency that will operate the facility once construction/procurement is complete.	Text
Implementing Agency	Please identify the agency that will implement/construct the project/program.	Text

#### 4. COST

Field	Description	Requirements
Capital Cost (2017\$)	Please provide the estimated total cost of construction, including all phases leading up to construction. For non-construction project/programs, please provide the total cost of the project/program here.	\$, rounded up to the nearest \$100,000
<i>Environmental / Design (2017\$)</i>		
<i>Right-of-Way (ROW) (2017\$)</i>		
<i>Construction (2017\$)</i>		
<i>Rolling Stock (2017\$)</i>		
Operations & Maintenance Start (2017\$)	Please provide the estimated cost to operate and maintain the project/program from year of completion through 2040. Enter a total cost, not an annual cost. For non-construction project/programs, please enter \$0.	\$, rounded up to the nearest \$100,000
<i>Operations (2017\$)</i>		
<i>Maintenance (2017\$)</i>		

Notes:

1. Please contact the MTC staff if you have questions with how to convert your project/program's cost into 2017\$.
2. All 2017\$ cost values will be converted into the Year-of-Expenditure (YOE). MTC defines the YOE as the midpoint of construction.

*Example: YOE = [(Construction End – Construction Start) / 2 + Construction Start] or  
YOE = [(2025 – 2020) / 2 + 2020] = 2023*

#### 5. ESTIMATED BENEFIT BY MODE

Field	Description	Requirements
Auto	In addition to the primary project/program type, we would like to know if the project/program benefits other modes. For example, a new transit facility might also include bike paths. Please estimate the percentage of the project/program cost that can be attributed to each mode. This is a rough estimate and will only be used for summary purposes.	% of total cost
Transit		
Bike		
Pedestrian		
Freight		

## 6. SCHEDULE

Field	Description	Requirements
Certified Environmental Document Date	This is the date that the FEIR/FEIS was certified. This applies only to committed project/programs.	Month & Year
Capital Start Year	Please provide the first year of project/program construction (actual/estimated). For non-construction project/programs, please provide the first year the project/program will be implemented.	Year
<i>Environmental / Design</i>		
<i>Right-of-Way (ROW)</i>		
<i>Construction</i>		
<i>Rolling Stock</i>		
Operations & Maintenance Start Year	Please provide the first year of operations and maintenance costs (typically, the year after the construction is completed). For non-construction project/programs, please enter "0000."	Year
<i>Operations</i>		
<i>Maintenance</i>		

## 7. MODELING

Field	Description	Requirements
Notes	<p>Please describe the project/program in greater detail than what you submitted in the Project/Program Description. For roadway project/programs, we are looking for project extents and the number of lanes by type of lane (general purpose, HOV, HOT) before and after the project. For transit project/programs, we are looking for project extents, frequency before and after the project, changes in parking, station location, and any transit priority infrastructure (such as dedicated lanes and signal priority) that would be implemented with the project. For roadway and transit project/programs, we would also need to know what changes to bus routes that use the facility or support the new transit project would occur with the project.</p> <p>We acknowledge that describing a project in words is difficult. Please upload supporting documentation, which might include maps, CAD drawings, or even model files in Cube format.</p>	Text
Upload	This input accepts zipped folders only. Within the zipped folder, you can place any file type.	

## 8. FUNDING

Field	Description	Requirements
Prior Funding	Please indicate the total amount of funding (including federal, state, regional and local funds) that have been obligated or will have been obligated to this project/program prior to 2017.	\$
Committed Funding by Source	Please input the amount of funding, by source (including federal, state, regional and local funds) from the drop down menu, that have been committed to this project/program subsequent to 2017.	\$
Discretionary Funding by Source	Please identify the potential fund sources and dollar amounts for any additional discretionary funds that are needed to complete the project/program's full funding plan.	
<i>OneBayArea Grant</i>	Please coordinate your requests with your CMA to identify the amount of funds that will be requested.	\$
<i>RTIP</i>	Anticipated Local Discretionary Funds refers to revenues from possible new local/county revenue measures under consideration for implementation before the adoption of the Plan in 2017.	\$
<i>Anticipated Local Discretionary Funds</i>		\$
<i>Regional Discretionary Funds</i>	Please identify your request for other regional discretionary funds.	\$

## 9. CONTACT

Field	Description	Requirements
First Name	Please identify the project/program manager and their contact information.	Text
Last Name		Text
Title		Text
Phone		Text
Agency		Text
Email		Text