

THE BAY AREA PARTNERSHIP

Partnership Technical Advisory Committee

June 20, 2016, 1:30 p.m. – 3:30 p.m.

MetroCenter, 1st Floor, Yerba Buena
375 Beale Street, San Francisco 94105

AGENDA

Estimated Time
for Agenda Item

- 1) Introductions (*Diane Feinstein, Chair*)
- 2) Review of Minutes from the May 16, 2016 PTAC Meeting (*Diane Feinstein, PTAC Chair*)
- 3) Partnership Reports:
 - a) Partnership Programming and Delivery Working Group (PDWG)*
Chair: Joel Goldberg, SFMTA
(*The Partnership Programming & Delivery Working Group met on June 20, 2016*)
 - b) Partnership Transit Finance Working Group*
Chair: Lauren Gradia, Marin Transit
(*The Partnership Transit Finance Working Group met on June 1, 2016*)
- 4) Committee Member Reports

1:30 p.m.

INFORMATION ITEMS / OTHER BUSINESS

1:45 p.m.

- 5) TIP Update*
(*The current TIP can be viewed at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>)*)
- 6) Active Transportation Program (ATP) Cycle 3 Development (*Kenneth Kao; kkao@mtc.ca.gov*)
(*Staff will provide an update on the ATP Cycle 3 development and timeline. <http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation>*)
- 7) Plan Bay Area 2040:
 - a) Plan Bay Area 2040: High and Low Performing Projects* (*Dave Vautin; dvautin@mtc.ca.gov /Kristen Carnarius; kcarnarius@mtc.ca.gov)*)
(*Staff will present an update on high-performing projects identified in the project performance assessment, as well as an overview of the compelling case process now underway for low-performing projects.*)

DISCUSSION ITEMS

1:55 p.m.

- 8) Legislative Report (*Randy Rentschler; rrentschler@mtc.ca.gov*)
(*The Legislative Update can be found online at: <http://mtc.ca.gov/whats-happening/meetings?meeting=Legislation+Committee>*)
- 9) Clipper 2 Update* (*Jason Weinstein; jweinstein@mtc.ca.gov*)
(*Staff will present an update on the Clipper 2 scope and schedule.*)
- 10) OBAG 2 Update* (*Mallory Atkinson; matkinson@mtc.ca.gov*)
(*Staff will present an update on the OBAG 2 program, including an update on discussions regarding a housing displacement policy.*)

- 11) Earmark Repurposing Update (*Mallory Atkinson; matkinson@mtc.ca.gov*)
(*Staff will present an update on federal earmarks and the repurposing of lapsing earmarks*)
 - 12) Transit Capital Priorities Policy Update* (*Glen Tepke; gtepke@mtc.ca.gov*)
(*Staff will present proposed revisions to the regional Transit Capital Priorities (TCP) policy for the next programming cycle, FY2016-17 to FY2019-20. The TCP policy governs the programming of FTA formula funds and other regional funds to transit operators for capital replacement and rehabilitation, maintenance and operations.*)
 - 13) Recommended Future Agenda Items (All)
 - 14) Public Comment
-

CONFERENCE CALL-IN:

Dial in: 877.873.8017

Passcode: 9045636

| Partnership Board, TAC and Working Groups | | | | | | | |
|--|---|--|---|---|---|--|---|
| 2016 Tentative Meeting Calendar | | | | | | | |
| rev. 5/23/16 | | | | | | | |
| (Subject to change. See agendas for final meeting date, time and location) | | | | | | | |
| Month | Regional Advisory Working Group (RAWG) Yerba Buena, Room 109 (9:30a - 11:35a) | Partnership Transit Finance (TFWG) Yerba Buena, Room 109 (10:00a - 12:00p) | Partnership Local Streets & Roads (LSRWG) Golden Gate Room 8102, (9:30a - 11:30a) | Partnership Programming & Delivery (PDWG) Tamalpais Room 7102, (9:30a - 11:30a) | Joint Partnership (LSRPDWG) Yerba Buena, Room 109, (9:30a - 12:00p) | Partnership Technical Advisory Committee (PTAC) Yerba Buena, Room 109, (1:30p – 3:30p) | Partnership Board Location TBD Time TBD |
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***** Meeting room locations subject to change upon move to SF*****

Changes are highlighted.

***NOTE: The July RAWG meeting date is TBD due to the Independence Day Holiday**

Please email the appropriate meeting manager if you would like to be added or removed from the distribution list

RAWG Meeting Manager: Martha Silver, msilver@mtc.ca.gov

TFWG Meeting Manager: Theresa Hannon, thannon@mtc.ca.gov

LSRWG/PDWG/PTAC Meeting Manager: Marcella Aranda, marand@mtc.ca.gov

PARTNERSHIP BOARD: Meeting Manager: Beba Jimenez, bjimenez@mtc.ca.gov

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* 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 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.

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.

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES

May 16, 2016

Page 1 of 2

1. Introductions

The meeting was called to order and introductions were requested.

2. Minutes from the March 21, 2016 Partnership Technical Advisory Committee (PTAC) Meeting

The minutes from the March 21, 2016 PTAC meeting were accepted without objection.

3. Partnership Reports

a. Joint Partnership Local Streets & Roads / Programming & Delivery Working Group (LSRPDWG).

The LSRPDWG met on May 12, 2016. *Anthony Adams (STA)* reported that the group discussed HSIP Cycle 8, SSARP Phase 2, and Earmark Repurposing.

b. Partnership Transit Finance Working Group (TFWG)

The TFWG met on May 4, 2016. *Diane Feinstein (City of Fairfield)* summarized the meeting. The Group heard updates on STA funding based on 4th quarter FY14-15 data; LONO/ Discretionary FTA grants; Cap and Trade grants, and Transit/ Intercity Rail (TIRCP) program; and updates on several recently released FTA notices.

c. Other: Clipper 2 Update

Kenneth Folan (MTC) reported that staff has invited Clipper 2 staff to attend a future PTAC meeting to provide the TAC a detailed progress report on the scope, budget and timeline for Clipper 2.

4. Information Items:

a. TIP Update

Adam Crenshaw (MTC) provided an update and deadlines for the 2015 TIP.

b. ATP Update

Marcella Aranda (MTC) reported that the Cycle 3 ATP call for projects was released in mid-April, the deadline to submit applications is June 15, 2016. MTC and the CTC are seeking volunteers to serve on the evaluation panels. Workshop materials from the early May applicant workshops have been posted to MTC's ATP page online.

5. Discussion Items

a. Legislative Update

Rebecca Long (MTC) provided a legislative update. SBX1-1 allows for the continuance of NEPA delegation indefinitely. Separately, a 9-county poll regarding a regional gas tax (RGT) resulted in 65% support for a \$.05 RGT. Staff reported that for the proposed May revise, STA sustains a 30% cut, reiterates Governors' transportation proposal supports FAST framework for freight. AB1591 missed the vote deadline.

Comments from attendees:

- *Requested the expenditure plan and the breakdown of support by county.*

b. One Bay Area Grant (OBAG) Cycle 2

Mallory Atkinson (MTC) provided an update and timeline for the OBAG Cycle 2. The Commission is to consider the options for adoptions in July.

Comments from attendees:

- *Requested information to be made available in advance of the June 1 Partnership Board.*
- *OBAG2 shares are less than OBAG1 for CMAs, would like to see the CMAs made whole.*
- *Bay Bridge Core Capacity does not benefit majority of the Region, would like to keep the current OBAG 1 framework and make the CMAs whole.*
 - *The Core Capacity project will help relieve BART congestion by funding Transbay Express routes*
 - *BART is only available in 4 of 9 counties, does not diversify funds across all counties.*

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES

May 16, 2016

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c. Earmark Repurposing

Mallory Atkinson (MTC) summarized the impacts of the earmark repurposing exercise. Proposing to consolidate repurposed funds into as few projects as possible due to extra delivery requirements. Considering STIP backfill. Caltrans is meeting later in May to go over recommendation framework.

d. PBA 2040 Scenario Evaluation and Open Houses

Dave Vautin, Adam Noelting (MTC) summarized the scenario evaluations. MTC has scheduled Public Outreach Open Houses throughout the region beginning late May and into June 2016. EIR scoping sessions begin in late May and early June.

Comments from attendees:

- *Requested outreach specs for the open houses.*

Recommended Agenda Items for Future Meetings:

- Clipper 2 discussion
- PBA 2040 Outreach Comments



METROPOLITAN
TRANSPORTATION
COMMISSION

**PARTNERSHIP PROGRAMMING AND DELIVERY
WORKING GROUP MEETING**
375 Beale Street, San Francisco
7th Floor, Tamalpais (7102)
Monday, June 20, 2016
9:30 a.m. – 11:30 a.m.

AGENDA

| Topic | Estimated Time |
|--|----------------|
| 1) Introductions (<i>Joel Goldberg, PDWG Chair</i>) | 5 min |
| 2) Review of Working Group Minutes* | 5 min |
| A. Joint Partnership Local Streets and Roads/ Programming and Delivery Working Group – May 12, 2016* (<i>Joel Goldberg, PDWG Chair</i>) | |
| 3) Informational Items: (“Memo Only” unless otherwise noted) | 10 min |
| A. TIP Update* (<i>The current TIP can be viewed at: http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program</i>) | |
| B. PMP Certification Status* (<i>Current PMP Certification status is available online at: http://mtc.ca.gov/sites/default/files/PMP_Certification_Status_Listing.xlsx</i>). | |
| C. Federal Delivery Monitoring Update** (<i>Marcella Aranda; maranda@mtc.ca.gov</i>) | 20 min |
| • FY2015-16 Annual Obligation Plan – April Revise Reconciled | |
| • FY2016-17 Preliminary Annual Obligation Plan | |
| D. Active Transportation Program (ATP) Cycle 3 Update (<i>Kenneth Kao; kkao@mtc.ca.gov</i>) | 5 min |
| E. CTC/Legislative Update (<i>Kenneth Kao; kkao@mtc.ca.gov</i>) | 5 min |
| F. Other Information Items: | |
| i. USDOT Publishes Planning Final Rule* (<i>The USDOT, FHWA, and FTA published the Final Rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning in the Federal Register to implement the changes to the planning process established by the MAP-21 and FAST Act. http://planning.dot.gov</i>) | |
| 4) Discussion Items: | |
| A. Earmark Repurposing Discussion (<i>Mallory Atkinson, matkinson@mtc.ca.gov</i>) | 10 min |
| B. OBAG2 Update* (<i>Mallory Atkinson, matkinson@mtc.ca.gov</i>) | 10 min |
| C. Proposed Annual Obligation Plan Requirements* (<i>Ross McKeown; rmckeown@mtc.ca.gov</i>) | 10 min |
| D. Other Discussion Items (<i>All</i>) | 5 min |
| 5) Recommended Agenda Items for Next Meeting: (All) | 5 min |

Partnership Board, TAC and Working Groups

2016 Tentative Meeting Calendar

rev. 5/23/16

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

Contact Marcella Aranda at maranda@mtc.ca.gov if you have questions regarding this agenda.



METROPOLITAN
TRANSPORTATION
COMMISSION

TRANSIT FINANCE WORKING GROUP (TFWG) MEETING AGENDA

WEDNESDAY, JUNE 1, 2016, 10:00 A.M. – 12:00 P.M.
BAY AREA METRO CENTER, YERBA BUENA ROOM, 1ST FLOOR
375 BEALE STREET, SAN FRANCISCO, CA 94105

Estimated Time

Information Items / Other Items of Business:

- | | |
|--|-------|
| 1. Introductions | 3 min |
| 2. Approval of May 4, 2016 Minutes* | 2 min |
| 3. Legislative Update (<i>Rebecca Long, MTC</i>) | 5 min |
| 4. FTA Notices (<i>Glen Tepke, MTC</i>) | 5 min |
| 5. TIP Update* (<i>Memo Only</i>) | 5 min |
| 6. Prop 1B Update: Transit (PTMISEA) and Transit Security (CTSGP)* (<i>Kenneth Folan, MTC</i>) | 5 min |
| 7. Status of OBAG 1 Transit Projects and Request for FTA Transfers (<i>Ross McKeown, MTC</i>) | 5 min |

Discussion Items

- | | |
|--|--------|
| 8. Lifeline Transportation Program Cycle 4 STA Update* (<i>Melanie Choy, MTC</i>) | 5 min |
| 9. Transit Performance Initiative – Investment Program Update* (<i>Craig Bosman, MTC</i>) | 10 min |
| 10. Cap and Trade Framework: Spring 2016 TIRCP Funding Cycle Regional Endorsements* (<i>Kenneth Folan, MTC</i>) | 10 min |
| 11. TCP FY16 Program Update** (<i>Glen Tepke, MTC</i>) | 5 min |
| 12. TCP Policy Update for Next Program Cycle* *(<i>Glen Tepke, MTC</i>) | 15 min |
| 13. Recommended Future Agenda Items (<i>All</i>) | |

Next Transit Finance Working Group Meeting:

Wednesday, July 6, 2016, 10:00 a.m. – 12:00 p.m.
Bay Area Metro Center, Yerba Buena Room, 1st Floor
375 Beale Street, San Francisco, CA 94105

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

Contact Glen Tepke of MTC at 510-817-5781 or gtepke@mtc.ca.gov if you have questions about this session.

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METROPOLITAN
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COMMISSION

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

Memorandum

TO: Partnership Technical Advisory Committee

DATE: June 20, 2016

FR: Adam Crenshaw

RE: 2015 Transportation Improvement Program (TIP) Update

TIP Revisions 15-30 - Amendment (Proposed)

Amendment 2015-30 makes revisions to 245 projects with a net increase in funding of approximately \$614 million. Among other changes, the revision:

- Archives 214 projects as they have either been completed or all of the funding programmed has been obligated or put into grants;
- Amends five new exempt projects and updates the funding plans of five existing projects to reflect the adoption of Round 4 of the Transit Performance Initiative Incentive Program;
- Combines San Jose's Coyote Creek Trail Reach 5.3 project with the larger Coyote Creek Trail (Highway 237 to Story Rd.) project and programs \$5.3 million in Regional Active Transportation Program funds to the combined project;
- Updates the funding plan of Golden Gate Bridge, Highway and Transportation District's Ferry Major Components Rehabilitation project to reflect the award of \$2.2 million in Federal Transit Administration Passenger Ferry Grant Program funds;
- Updates the funding plans of three projects to reflect changes in the Transit Capital Priority Program;
- Updates the funding plan of MTC's Regional Planning Activities and PPM project to reflect the programming of \$48.6 million in Surface Transportation Program funds from Cycle 2 of the One Bay Area Grant Program;
- Amends the City/County Association of Governments of San Mateo County's non-exempt US-101 High-Occupancy Vehicle/High-Occupancy-Toll Lane from Santa Clara County Line to I-380 project into the TIP with \$9.4 million in Regional Transportation Improvement Program funds and \$161 million in uncommitted funding to show the full cost of the project; and
- Updates the funding plans and back-up listings of the Local Highway Bridge Program grouped listing and six SHOPP grouped listings and amends one SHOPP funded grouped listing into the TIP to reflect the latest information from Caltrans.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements. Commission approval was received on May 25, 2016, Caltrans approval is expected in mid-June, 2016, and final federal approval is expected in mid-July, 2016.

TIP Revisions 15-29 - Amendment (Proposed)

Amendment 2015-29 makes revisions to 17 projects with a net increase in funding of approximately \$16 million. Among other changes, the revision:

- Amends one new, exempt Active Transportation Program funded project into the TIP;

- Amends two new grouped listings into the TIP with \$10.3 million in Federal Lands Access Program and \$2.5 million in Federal Lands Transportation Program funds;
- Amends two new, exempt Surface Transportation Program (STP) funded projects into the TIP and updates the funding plan of one STP funded project to reflect changes to Santa Clara County's Priority Development Area Planning program;
- Updates the funding plan of the Ferry Service to Port Sonoma project to reprogram earmark funds from prior years to fiscal year 2016-17;
- Updates the funding plans of four existing projects, amends two new exempt projects into the TIP and deletes one project from the TIP to reflect changes in the Transit Capital Priorities program; and
- Archives two projects as their funding have been put into grants.

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 April 27, 2016, Caltrans approval was received on May 12, 2016, and final federal approval is expected in mid-June, 2016.

TIP Revision 15-28 – Administrative Modification (Pending)

Administrative Modification 15-28 is under development.

TIP Revisions 15-27 – Amendment (Approved)

Amendment 2015-27 makes revisions to 42 projects with a net increase in funding of approximately \$97 million. Among other changes, the revision:

- Amends nine new exempt and two new non-exempt not regionally significant projects into the TIP and updates two existing projects to reflect the recent adoption of Cycle 2 of the Active Transportation Program;
- Amends one new exempt project into the TIP funded by Cycle 1 of the Active Transportation Program;
- Deletes one project and amends four new exempt and one new non-exempt-not regionally significant projects into the TIP to reflect the recent adoption of the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) One Bay Area Grant Cycle 1 (OBAG1) Climate Initiatives Program – Parking Management and Transportation Demand Management Program;
- Amends one new exempt project into the TIP and updates the funding plans of two existing projects to reflect other changes in the STP/CMAQ OBAG1 program;
- Amends seven new exempt projects into the TIP and updates the funding plans of two existing projects to reflect the adoption of the fiscal year 2016 Transit Capital Priorities Program of Projects; and
- Archives four projects 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 was received on March 23, 2016, Caltrans approval was received on April 11, 2016, and final federal approval was received on May 11, 2016.

TIP Revision 15-26 – Administrative Modification (Approved)

Administrative Modification 15-25 makes revisions to 28 projects with a net increase in funding of approximately \$3.4 million. Among other changes, this revision:

- Updates the funding plans of two Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program funded projects to reflect obligations;

- Updates the funding plans of 20 Transit Capital Priorities projects to reflect changes in the Fiscal Year 2016 Program of Projects (POP) and to accurately reflect the Fiscal Year 2015 POP, including a net decrease of \$1.3 million in 5307 funds and a net increase of \$4 million in 5337 funds and \$152,849 in 5339 funds;
- Updates the funding plans of three individually-listed Highway Bridge Program (HBP) funded projects and one individually-listed Highway Safety Improvement Program (HSIP) funded project with a net decrease of \$200,000 in HBP funds and a net increase of \$31,844 in HSIP funds to reflect the latest information from Caltrans; and
- Update the funding plan and back-up listing of the Fiscal Year 2016 Federal Transit Administration Non-Urbanized Formula Program grouped listing to reflect the latest apportionments.

This revision was approved into the FSTIP by the deputy executive director on May 10, 2016.

TIP Revision 15-25 – Administrative Modification (Approved)

Administrative Modification 15-25 makes revisions to 14 projects with a net increase in funding of approximately \$2.1 million. Among other changes, this revision:

- Updates the funding plans of three Surface Transportation Program / Congestion Mitigation and Air Quality Improvement (STP/CMAQ) program funded projects to reflect past and planned obligations including the transfer of \$280,000 in STP from the 511 Traveler Information program to the Freeway Performance Initiative (FPI) program;
- Updates the funding plans of three Transit Capital Priorities funded projects to reflect current project schedules; and
- Combines the scope and funding of the St. John Street Multi-Modal Improvements - Phase 1 and the St. John Bikeway and Pedestrian Improvements projects.

This revision was approved into the FSTIP by the deputy executive director on April 6, 2016.

The 2015 TIP revision schedule (Attachment A) has been posted at the following link:

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. 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 (415) 778-6794 or acrenshaw@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 April 26, 2016

METROPOLITAN TRANSPORTATION COMMISSION
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Tentative 2015 TIP REVISION SCHEDULE - Sorted by Revision Request Submission Deadline
4/26/2016

| 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 | Thu, May 7, 2015 | Wed, Jun 3, 2015 | Approved | Wed, Jun 3, 2015 |
| Admin Mod | 15-07 | Wed, Apr 1, 2015 | Tue, May 5, 2015 | N/A | N/A | Approved | Tue, May 5, 2015 |
| Amendment | 15-11 | Wed, Apr 1, 2015 | Wed, May 27, 2015 | Fri, Jun 5, 2015 | Mon, Jun 29, 2015 | Approved | Mon, Jun 29, 2015 |
| Admin Mod | 15-08 | Fri, May 1, 2015 | Mon, Jun 1, 2015 | N/A | N/A | Approved | Mon, Jun 1, 2015 |
| Admin Mod | 15-10 | Mon, Jun 1, 2015 | Thu, Jul 2, 2015 | N/A | N/A | Approved | Thu, Jul 2, 2015 |
| Amendment | 15-14 | Mon, Jun 1, 2015 | Wed, Jul 22, 2015 | Tue, Jul 28, 2015 | Wed, Aug 19, 2015 | Approved | Wed, Aug 19, 2015 |
| Air Quality Conformity Amendment | 15-18 | Mon, Jun 1, 2015 | Wed, Sep 23, 2015 | Mon, Oct 5, 2015 | Thu, Oct 29, 2015 | Approved | Thu, Oct 29, 2015 |
| Admin Mod | 15-12 | Wed, Jul 1, 2015 | Fri, Jul 31, 2015 | N/A | N/A | Approved | Fri, Jul 31, 2015 |
| Admin Mod | 15-13 | Sat, Aug 1, 2015 | Fri, Aug 28, 2015 | N/A | N/A | Approved | Fri, Aug 28, 2015 |
| Amendment | 15-17 | Sat, Aug 1, 2015 | Wed, Sep 23, 2015 | Mon, Oct 5, 2015 | Thu, Oct 29, 2015 | Approved | Thu, Oct 29, 2015 |
| Admin Mod | 15-15 | Tue, Sep 1, 2015 | Mon, Oct 5, 2015 | N/A | N/A | Approved | Mon, Oct 5, 2015 |
| Admin Mod | 15-16 | Thu, Oct 1, 2015 | Wed, Nov 4, 2015 | N/A | N/A | Approved | Wed, Nov 4, 2015 |
| Amendment | 15-21 | Thu, Oct 1, 2015 | Wed, Nov 18, 2015 | Fri, Dec 4, 2015 | Tue, Jan 12, 2016 | Approved | Tue, Jan 12, 2016 |
| Admin Mod | 15-19 | Sun, Nov 1, 2015 | Wed, Dec 2, 2015 | N/A | N/A | Approved | Wed, Dec 2, 2015 |
| Admin Mod | 15-20 | Tue, Dec 1, 2015 | Thu, Jan 7, 2016 | N/A | N/A | Approved | Thu, Jan 7, 2016 |
| Amendment | 15-24 | Tue, Dec 1, 2015 | Wed, Jan 27, 2016 | Fri, Feb 5, 2016 | Tue, Mar 1, 2016 | Approved | Tue, Mar 1, 2016 |
| Admin Mod | 15-22 | Fri, Jan 1, 2016 | Wed, Feb 10, 2016 | N/A | N/A | Approved | Wed, Feb 10, 2016 |
| Admin Mod | 15-23 | Mon, Feb 1, 2016 | Thu, Mar 3, 2016 | N/A | N/A | Approved | Thu, Mar 3, 2016 |
| Amendment | 15-27 | Mon, Feb 1, 2016 | Wed, Mar 23, 2016 | Mon, Apr 11, 2016 | TBD (Estimated 4 weeks after State Approval Date) | Pending | TBD |
| Admin Mod | 15-25 | Tue, Mar 1, 2016 | Fri, Apr 8, 2016 | N/A | N/A | Approved | Fri, Apr 8, 2016 |
| Amendment | 15-29 | Tue, Mar 1, 2016 | Wed, Apr 27, 2016 | TBD (Estimated 4 weeks after MTC Approval Date) | TBD (Estimated 4 weeks after State Approval Date) | Pending | TBD |
| Admin Mod | 15-26 | Fri, Apr 1, 2016 | Fri, Apr 29, 2016 | N/A | N/A | Pending | TBD |
| Amendment | 15-30 | Fri, Apr 1, 2016 | Wed, May 25, 2016 | TBD (Estimated 4 weeks after MTC Approval Date) | TBD (Estimated 4 weeks after State Approval Date) | Pending | TBD |
| Admin Mod | 15-28 | Fri, Apr 1, 2016 | Tue, May 31, 2016 | N/A | N/A | Pending | TBD |
| Admin Mod (FHWA Annual Obligation Plan) | 15-31 | Thu, Sep 1, 2016 | Fri, Sep 30, 2016 | N/A | N/A | 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 7
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Partnership Technical Advisory Committee

DATE: June 20, 2016

FR: Dave Vautin and Kristen Carnarius

RE: Plan Bay Area 2040 Project Performance Assessment: Final Performance Results and Guidelines for Applying Results

At the May 2016 Commission meeting, the Commission approved the final project performance results, including thresholds for high- and low-performing projects. This memorandum summarizes the final performance results and outlines guidelines for applying the results in the transportation investment strategy element of Plan Bay Area (PBA) 2040 – a collaborative process currently underway with project sponsors and CMAs.

Background

All major uncommitted investments, including projects that expand transit and road facilities, improve road or transit efficiency, and state of good repair investments, are subject to performance assessment per MTC Resolution No. 4182 and prioritization for the investment strategy of PBA 2040. This assessment applies the same framework as PBA 2013, the currently adopted plan, with updated targets and benefit-cost methodology. Staff worked with stakeholders (congestion management agencies, transit agencies, state agencies, local jurisdictions and non-profit organizations) across multiple months in 2015 to update the project performance methodology. For the first time, staff also extended the benefit-cost methodology to state of good repair investments of highways, local streets and roads, rail and bus networks.

The assessment evaluates the degree to which potential transportation investments:

1. Are cost-effective, based on best practices for benefit-cost analysis in which the aim is to consistently quantify and monetize as many reasonably related benefits as possible.
2. Advance the thirteen performance targets adopted by MTC and ABAG in November 2015 (MTC Resolution No. 4204, Revised); and

Staff released draft results to congestion management agencies, project sponsors, and stakeholders in mid-March and presented revised results to the Commission at the end of April. Staff made additional revisions to five projects between the end of April and the May Planning Committee. Final results, reflecting the last set of revisions, are included in Attachment A.

Guidelines for Incorporating Performance Results for Plan Bay Area 2040

For PBA 2013, the Planning Committee approved the following application guidelines for project performance:

1. Project performance assessment should be used to identify the highest and lowest performing projects.
2. The highest performing projects should be included in the preferred PBA 2040, subject to financial feasibility.
 - a. High performance requires high B/C and moderate targets score *or* high targets score and moderate B/C
3. The lowest performing projects may be considered if the sponsor or the congestion management agency (CMA) can make a compelling case and the project has a realistic funding plan.
 - a. Low performance requires low B/C *or* low targets score

Medium-performing projects and those not evaluated in the assessment are not subject to these guidelines; their inclusion in the draft preferred investment strategy will be based on county priorities, subject to financial feasibility. Attachment B illustrates the connection between performance status and inclusion in the draft preferred investment strategy.

Per the Commission's action at their May 2016 meeting, Plan Bay Area 2040 retains the framework and compelling case process from PBA 2013 and updates the thresholds for defining high- and low-performance to reflect changes in performance results between PBA 2013 and PBA 2040. Attachment C includes the performance thresholds from PBA 2013 and the adopted updates for PBA 2040. Attachment D includes a list of the high- and low-performing projects based on those thresholds.

Low-performing project sponsors were required to submit a compelling case in writing by **Friday, June 10, 2016**. Sponsors of low-performing projects had several options within the compelling case process:

- A project sponsor could drop their low-performing project.
- A project sponsor could modify their project into something that would be exempt from project assessment (e.g. funded with 100% local monies, request study funding or for a non-capacity increasing phase, scope the project to cost less than \$100 million).
- A project sponsor could submit a Compelling Case for consideration by the Planning Committee under a set of eligible Compelling Case criteria. Attachment E includes a more detailed description of the adopted Compelling Case criteria.

For the latter two options, it is important to note that all projects must eventually fit within the revenue envelope of PBA 2040 (e.g. subject to fiscal constraint).

Next Steps

Staff is currently reviewing all low-performing projects' compelling case submissions and is working on funding plans for high-performing projects. Staff recommendations for both of these implementation actions related to the project performance assessment will be presented at July committee meetings, with final action slated for the July Planning Committee. Final decisions on these transportation investments will be reflected in the preferred scenario for PBA 2040, slated for approval by MTC and ABAG in September.

Attachments

- Attachment A: Final Performance Results Table
- Attachment B: Connection between Performance Results and the Investment Strategy
- Attachment C: Performance Thresholds
- Attachment D: Project Performance Assessment: High-Performers and Low-Performers
- Attachment E: Plan Bay Area 2040 Compelling Case Criteria
- PowerPoint

Attachments

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PTAC\XX_ProjectPerformanceThresholdsMemo.docx

| ROW | ID | PROJECT NAME | LOCATION (COUNTY) | PROJECT TYPE | ANNUAL BENEFIT | ANNUAL COST | B/C RATIO | TARGETS SCORE |
|-----|------|--|-------------------|---------------------------------|----------------|-------------|-----------|---------------|
| 1 | 1503 | Highway Pavement Maintenance (Ideal Conditions vs. Preserve Conditions) | Multi-County | Highway Maintenance | \$638 | (\$1) | >50 | 2.5 |
| 2 | 1502 | Highway Pavement Maintenance (Preserve Conditions vs. No Funding) | Multi-County | Highway Maintenance | \$2,433 | \$144 | 17 | 2.5 |
| 3 | 302 | Treasure Island Congestion Pricing (Toll + Transit Improvements) | San Francisco | Congestion Pricing | \$56 | \$4 | 14 | 4.5 |
| 4 | 1301 | Columbus Day Initiative | Multi-County | ITS | \$421 | \$38 | 11 | 4.0 |
| 5 | 209 | SR-84 Widening + I-680/SR-84 Interchange Improvements (Livermore to I-680) | Alameda | Intraregional Road Expansion | \$116 | \$13 | 9 | 1.0 |
| 6 | 501 | BART to Silicon Valley – Phase 2 (Berryessa to Santa Clara) | Santa Clara | Rail Expansion | \$472 | \$62 | 8 | 8.0 |
| 7 | 306 | Downtown San Francisco Congestion Pricing (Toll + Transit Improvements) | San Francisco | Congestion Pricing | \$84 | \$11 | 7 | 7.0 |
| 8 | 1651 | Public Transit Maintenance - Rail Operators (Preserve Conditions vs. No Funding) | Multi-County | Rail Maintenance | \$1,351 | \$198 | 7 | 9.5 |
| 9 | 506 | El Camino Real BRT (Palo Alto to San Jose) | Santa Clara | BRT | \$85 | \$13 | 7 | 6.5 |
| 10 | 301 | Geary BRT | San Francisco | BRT | \$124 | \$20 | 6 | 7.0 |
| 11 | 505 | Capitol Expressway LRT – Phase 2 (Alum Rock to Eastridge) | Santa Clara | Rail Expansion | \$77 | \$12 | 6 | 5.5 |
| 12 | 518 | ACE Alviso Double-Tracking | Santa Clara | Rail Efficiency | \$36 | \$6 | 6 | 1.5 |
| 13 | 1650 | Public Transit Maintenance - Bus Operators (Preserve Conditions vs. No Funding) | Multi-County | Bus Maintenance | \$623 | \$103 | 6 | 8.0 |
| 14 | 1203 | Vallejo-San Francisco + Richmond-San Francisco Ferry Frequency Improvements | Multi-County | Ferry | \$29 | \$5 | 6 | 4.5 |
| 15 | 203 | Irvington BART Infill Station | Alameda | Rail Efficiency | \$30 | \$6 | 5 | 3.5 |
| 16 | 101 | Express Lane Network (US-101 San Mateo/San Francisco) | Multi-County | Express Lanes | \$48 | \$10 | 5 | 0.5 |
| 17 | 903 | Sonoma County Service Frequency Improvements | Sonoma | Bus Frequency Improvements | \$75 | \$15 | 5 | 5.0 |
| 18 | 523 | VTA Service Frequency Improvements (15-Minute Frequencies) | Santa Clara | Bus Frequency Improvements | \$103 | \$23 | 4 | 5.0 |
| 19 | 211 | SR-262 Connector (I-680 to I-880) | Alameda | Intraregional Road Expansion | \$22 | \$5 | 4 | -0.5 |
| 20 | 1403 | Local Streets and Roads Maintenance (Preserve Conditions vs. No Funding) | Multi-County | Local Streets Maintenance | \$1,875 | \$428 | 4 | 3.5 |
| 21 | 207 | San Pablo BRT (San Pablo to Oakland) | Multi-County | BRT | \$67 | \$16 | 4 | 7.0 |
| 22 | 210 | I-580 ITS Improvements | Alameda | ITS | \$44 | \$11 | 4 | 1.0 |
| 23 | 504 | Stevens Creek LRT | Santa Clara | Rail Expansion | \$144 | \$38 | 4 | 5.5 |
| 24 | 1001 | BART Metro Program (Service Frequency Increase + Bay Fair Operational Improvements + SFO Airport Express Train) | Multi-County | Rail Efficiency | \$430 | \$123 | 3 | 9.0 |
| 25 | 1101 | Caltrain Modernization - Phase 1 (Electrification + Service Frequency Increase) | Multi-County | Rail Efficiency | \$195 | \$56 | 3 | 6.5 |

all benefits and costs are in millions of 2017 dollars

| ROW | ID | PROJECT NAME | LOCATION (COUNTY) | PROJECT TYPE | ANNUAL BENEFIT | ANNUAL COST | B/C RATIO | TARGETS SCORE |
|-----|------|---|-------------------|------------------------------|----------------|-------------|-----------|---------------|
| 26 | 605 | Jepson Parkway (Fairfield to Vacaville) | Solano | Intraregional Road Expansion | \$17 | \$5 | 3 | 1.0 |
| 27 | 1202 | Oakland-Alameda-San Francisco Ferry Frequency Improvements | Multi-County | Ferry | \$16 | \$5 | 3 | 2.5 |
| 28 | 1102 | Caltrain Modernization - Phase 1 + Phase 2 (Electrification + Service Frequency Increase + Capacity Expansion) | Multi-County | Rail Efficiency | \$236 | \$77 | 3 | 6.5 |
| 29 | 411 | SR-4 Auxiliary Lanes - Phases 1 + 2 (Concord to Pittsburg) | Contra Costa | Intraregional Road Expansion | \$44 | \$15 | 3 | 2.0 |
| 30 | 507 | Vasona LRT - Phase 2 (Winchester to Vasona Junction) | Santa Clara | Rail Expansion | \$30 | \$11 | 3 | 5.0 |
| 31 | 515 | Tasman West LRT Realignment (Fair Oaks to Mountain View) | Santa Clara | Rail Expansion | \$48 | \$18 | 3 | 5.0 |
| 32 | 517 | Stevens Creek BRT | Santa Clara | BRT | \$29 | \$11 | 3 | 5.5 |
| 33 | 102 | US-101 HOV Lanes (San Francisco + San Mateo Counties) | Multi-County | Express Lanes | \$63 | \$25 | 3 | 2.0 |
| 34 | 503 | SR-152 Tollway (Gilroy to Los Banos) | Multi-County | Interregional Road Expansion | \$95 | \$37 | 3 | -1.5 |
| 35 | 307 | Caltrain Modernization - Phase 1 (Electrification + Service Frequency Increase) + Caltrain to Transbay Transit Center | Multi-County | Rail Expansion | \$290 | \$113 | 3 | 7.0 |
| 36 | 331 | Better Market Street | San Francisco | BRT | \$32 | \$13 | 3 | 4.5 |
| 37 | 1206 | Alameda Point-San Francisco Ferry | Multi-County | Ferry | \$12 | \$5 | 2 | 3.0 |
| 38 | 1204 | Berkeley-San Francisco Ferry | Multi-County | Ferry | \$10 | \$4 | 2 | 5.0 |
| 39 | 1302 | Express Lane Network (East and North Bay) | Multi-County | Express Lanes | \$214 | \$91 | 2 | 3.0 |
| 40 | 206 | AC Transit Service Frequency Improvements | Multi-County | Bus Frequency Improvements | \$248 | \$120 | 2 | 6.5 |
| 41 | 513 | North Bayshore LRT (NASA/Bayshore to Google) | Santa Clara | Rail Expansion | \$42 | \$22 | 2 | 4.0 |
| 42 | 502 | Express Lane Network (Silicon Valley) | Santa Clara | Express Lanes | \$69 | \$38 | 2 | 3.0 |
| 43 | 604 | Solano County Express Bus Network | Multi-County | Express Bus Network | \$21 | \$12 | 2 | 2.5 |
| 44 | 522 | VTA Service Frequency Improvements (10-Minute Frequencies) | Santa Clara | Bus Frequency Improvements | \$177 | \$99 | 2 | 7.0 |
| 45 | 402 | eBART - Phase 2 (Antioch to Brentwood) | Contra Costa | Rail Expansion | \$21 | \$12 | 2 | 4.0 |
| 46 | 311 | Muni Forward Program | San Francisco | Bus Frequency Improvements | \$60 | \$36 | 2 | 6.5 |
| 47 | 901 | US-101 Marin-Sonoma Narrows HOV Lanes - Phase 2 | Multi-County | Intraregional Road Expansion | \$31 | \$19 | 2 | 3.0 |
| 48 | 409 | I-680/SR-4 Interchange Improvements + HOV Direct Connector | Contra Costa | Intraregional Road Expansion | \$42 | \$27 | 2 | 3.0 |
| 49 | 103 | El Camino Real Rapid Bus (Daly City to Palo Alto) | San Mateo | Bus Frequency Improvements | \$54 | \$36 | 2 | 2.0 |
| 50 | 401 | TriLink Tollway + Expressways (Brentwood to Tracy/Altamont Pass) | Multi-County | Interregional Road Expansion | \$75 | \$51 | 1 | -0.5 |

all benefits and costs are in millions of 2017 dollars

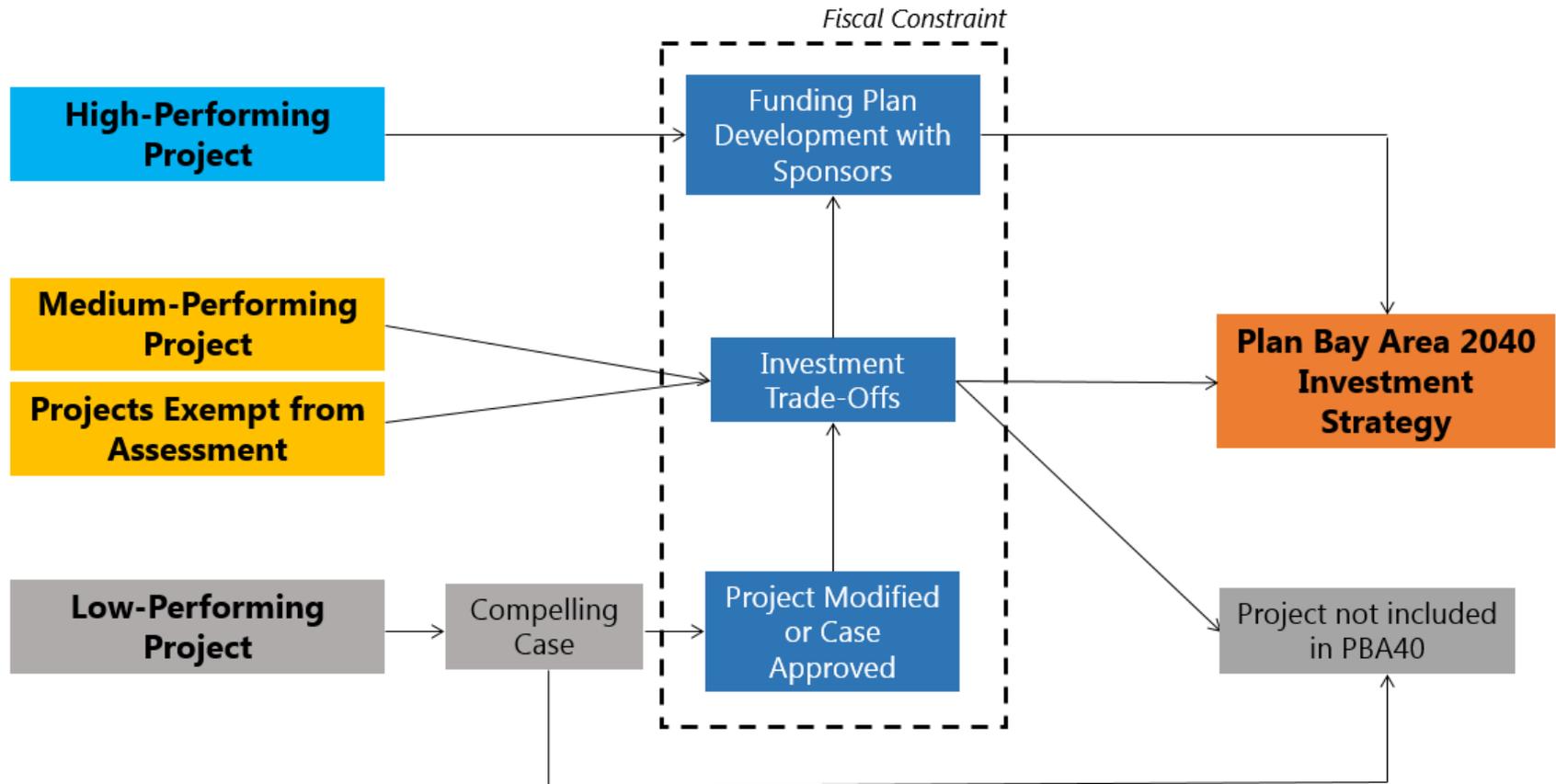
| ROW | ID | PROJECT NAME | LOCATION (COUNTY) | PROJECT TYPE | ANNUAL BENEFIT | ANNUAL COST | B/C RATIO | TARGETS SCORE |
|-----|--------|--|-------------------|------------------------------|----------------|-------------|-----------|---------------|
| 51 | 312 | 19th Avenue Subway (West Portal to Parkmerced) | San Francisco | Rail Efficiency | \$39 | \$27 | 1 | 7.5 |
| 52 | 801 | Golden Gate Transit Frequency Improvements | Multi-County | Express Bus Network | \$11 | \$8 | 1 | 4.5 |
| 53 | 313 | Muni Service Frequency Improvements | San Francisco | Bus Frequency Improvements | \$89 | \$79 | 1 | 6.0 |
| 54 | 1413 | Local Streets and Roads Maintenance (Preserve Conditions vs. Local Funding) | Multi-County | Local Streets Maintenance | \$194 | \$198 | 1 | 3.5 |
| 55 | 516 | VTA Express Bus Frequency Improvements | Santa Clara | Express Bus Network | \$18 | \$19 | 0.9 | 4.5 |
| 56 | 202 | East-West Connector (Fremont to Union City) | Alameda | Intraregional Road Expansion | \$10 | \$12 | 0.9 | 1.5 |
| 57 | 304 | Southeast Waterfront Transportation Improvements (Hunters Point Transit Center + New Express Bus Services) | San Francisco | Express Bus Network | \$16 | \$27 | 0.6 | 6.0 |
| 58 | 410 | Antioch-Martinez-Hercules-San Francisco Ferry | Multi-County | Ferry | \$9 | \$16 | 0.6 | 1.5 |
| 59 | 403 | I-680 Express Bus Frequency Improvements | Multi-County | Express Bus Network | \$12 | \$21 | 0.6 | 2.5 |
| 60 | 404 | SR-4 Widening (Antioch to Discovery Bay) | Contra Costa | Interregional Road Expansion | \$9 | \$17 | 0.5 | -0.5 |
| 61 | 510 | Downtown San Jose Subway (Japantown to Convention Center) | Santa Clara | Rail Efficiency | \$10 | \$18 | 0.5 | 6.5 |
| 62 | 104 | Geneva-Harney BRT + Corridor Improvements | Multi-County | BRT | \$15 | \$46 | 0.3 | 5.0 |
| 63 | 508 | SR-17 Tollway + Santa Cruz LRT (Los Gatos to Santa Cruz) | Multi-County | Interregional Road Expansion | \$57 | \$200 | 0.3 | 1.0 |
| 64 | 519 | Lawrence Freeway | Santa Clara | Intraregional Road Expansion | \$7 | \$34 | 0.2 | 2.0 |
| 65 | 601 | I-80/I-680/SR-12 Interchange Improvements | Solano | Intraregional Road Expansion | \$5 | \$32 | 0.2 | 2.5 |
| 66 | 1304 | Bay Bridge West Span Bike Path | San Francisco | Bike/Ped | \$4 | \$30 | 0.1 | 2.0 |
| 67 | 905 | SMART – Phase 3 (Santa Rosa Airport to Cloverdale) | Sonoma | Rail Expansion | \$0 | \$12 | 0 | 4.0 |
| 68 | 1201 | San Francisco-Redwood City + Oakland-Redwood City Ferry | Multi-County | Ferry | \$0 | \$8 | 0 | 2.0 |
| 69 | 205_15 | Express Bus Bay Bridge Contraflow Lane | Multi-County | Express Bus Network | \$0 | \$10 | 0 | 5.0 |

all benefits and costs are in millions of 2017 dollars

May 2016

Attachment B

Connection Between Performance Results and the Investment Strategy



Attachment C

Adopted Performance Thresholds

| Performance Definition | Plan Bay Area | | | Plan Bay Area 2040 | | |
|--|-----------------------|-----|------------------|-----------------------|-----|------------------|
| | Benefit-Cost Ratio | And | Targets Score | Benefit-Cost Ratio | And | Targets Score |
| <u>High-Performer</u> | | | | | | |
| High benefit-cost ratio and medium targets score | ≥ 10 | And | ≥ 2 | ≥ 7 | And | ≥ 3 |
| High targets score and medium benefit-cost ratio | ≥ 5 | And | ≥ 6 | ≥ 3 | And | ≥ 7 |
| <u>Low-Performer</u> | | | | | | |
| Low benefit-cost ratio or low targets score | < 1 | Or | ≤ -1 | < 1 | Or | < 0 |

Attachment D: Project Performance Assessment High-Performers and Low-Performers

High-Performing Projects: High B/C (≥ 10) and Moderate Targets Score (≥ 3)
 OR High Targets Score (≥ 7) and Moderate B/C (between 3 and 10)

| Row # | Project ID | Project Name | Location (County) | B/C Ratio | Targets Score | Project Description |
|-------|------------|--|-------------------|-----------|---------------|--|
| 1 | 302 | Treasure Island Congestion Pricing | San Francisco | 14 | 4.5 | Charges a toll for residents to exit Treasure Island with net revenues used to increase ferry and bus service to/from Treasure Island. |
| 2 | 1301 | Columbus Day Initiative | Multi-County | 11 | 4.0 | Increases capacity of freeways and arterials through adaptive ramp metering, signal coordination, and hard-shoulder running lanes for carpools and buses. |
| 3 | 501 | BART to Silicon Valley – Phase 2 | Santa Clara | 8 | 8.0 | Extends BART from Berryessa through a new BART subway to Alum Rock, Downtown San Jose, Diridon Station, and Santa Clara. |
| 4 | 306 | Downtown San Francisco Congestion Pricing | San Francisco | 7 | 7.0 | Charges a toll to enter/exit the northeast quadrant of San Francisco with net revenues used to increase bus service, implement transit priority infrastructure, and pedestrian and bicycle improvements. |
| 5 | 1651 | Public Transit Maintenance – Rail Operators | Multi-County | 7 | 9.5 | Funds the maintenance of all assets related to providing existing rail service throughout the Bay Area. |
| 6 | 506 | El Camino Real BRT | Santa Clara | 7 | 6.5 | Constructs a bus rapid transit line with dedicated lanes along El Camino Real between Palo Alto and San Jose. |
| 7 | 301 | Geary BRT | San Francisco | 6 | 7.0 | Constructs a bus rapid transit line with dedicated lanes along Geary Boulevard in San Francisco. |
| 8 | 207 | San Pablo BRT | Multi-County | 4 | 7.0 | Constructs a bus rapid transit line with dedicated lanes along San Pablo Avenue from San Pablo to downtown Oakland. |
| 9 | 1650 | Public Transit Maintenance – Bus Operators | Multi-County | 6 | 8.0 | Funds the maintenance of all assets related to providing existing bus service throughout the Bay Area. |
| 10 | 1001 | BART Metro Program | Multi-County | 3 | 9.0 | Increases frequency on all BART lines through infrastructure upgrades, new turnbacks and providing new express train service to SFO. |
| 11 | 307 | Caltrain Modernization + Caltrain to Transbay Transit Center | Multi-County | 3 | 7.0 | Electrifies the Caltrain line to support faster and more frequent high-capacity transit from San Jose to San Francisco and constructs a tunnel from the existing 4th and King terminus to the Transbay Terminal. |

Low-Performing Projects: Low B/C (<1) OR Low Targets Score (<0)

| Row # | Project ID | Project Name | Location (County) | B/C Ratio | Targets Score | Project Description |
|-------|------------|--|-------------------|-----------|---------------|---|
| 1 | 211 | SR-262 Connector | Alameda | 4 | -0.5 | Upgrades existing facility to freeway standard from I-880 to I-680 and grade separates the facility. |
| 2 | 401 | TriLink Tollway + Expressways | Multi-County | 1 | -0.5 | Constructs a new tollway from Brentwood to Tracy that would replace the existing Vasco Road, upgrades Byron Highway and constructs a new east-west facility at Byron Airport. |
| 3 | 503 | SR-152 Tollway | Multi-County | 3 | -1.5 | Realigns SR-152 on a new facility east of Gilroy. |
| 4 | 516 | VTA Express Bus Frequency Improvements | Santa Clara | 0.9 | 4.5 | Increases frequency on VTA express bus routes from south to north Santa Clara County. |
| 5 | 202 | East-West Connector | Alameda | 0.9 | 1.5 | Constructs a new facility between I-880 and SR-238 in Fremont near the Union City BART station. |
| 6 | 304 | Southeast Waterfront Transportation Improvements | San Francisco | 0.6 | 6.0 | Increases transit service to a new Hunters Point Transit Center including new express bus service to downtown San Francisco. |
| 7 | 410 | Antioch-Martinez-Hercules-San Francisco Ferry | Multi-County | 0.6 | 1.5 | Implements ferry service between Antioch, Martinez, Hercules and downtown San Francisco. |
| 8 | 403 | I-680 Express Bus Frequency Improvements | Multi-County | 0.6 | 2.5 | Increases express bus frequencies along I-680 between the Tri-Valley and Central Contra Costa County. |
| 9 | 404 | SR-4 Widening | Contra Costa | 0.5 | -0.5 | Widens SR-4 to six lanes from Laurel Road to Balfour Road and to four lanes from Balfour Road to the San Joaquin County Line. |
| 10 | 510 | Downtown San Jose Subway | Santa Clara | 0.5 | 6.5 | Constructs a subway in downtown San Jose that would replace four surface stations with two underground stations. |
| 11 | 104 | Geneva Harney BRT + Corridor Improvements | Multi-County | 0.3 | 5.0 | Constructs a full interchange at Candlestick/US-101, extends Geneva Avenue to US-101, constructs a bus bridge in Hunters Point and implements a bus rapid transit line from Hunters Point Transit Center to the Balboa Park BART Station. |
| 12 | 508 | SR-17 Tollway + Santa Cruz LRT | Multi-County | 0.3 | 1.0 | Replaces Highway 17 with a tolled tunnel from Los Gatos to Santa Cruz and extends light rail from Vasona Junction to downtown Santa Cruz on the new facility. |
| 13 | 519 | Lawrence Freeway | Santa Clara | 0.2 | 2.0 | Upgrades Lawrence Expressway to a freeway facility with grade separations and minor widening at interchanges. |

| Row # | Project ID | Project Name | Location (County) | B/C Ratio | Targets Score | Project Description |
|-------|------------|---|-------------------|-----------|---------------|--|
| 14 | 601 | I-80/I-680/SR-12 Interchange Improvements | Solano | 0.2 | 2.5 | Widens I-80 and I-680 in the vicinity of the interchange and constructs direct-connectors, as well as HOV connector ramps, between I-80, I-680, and SR-12. |
| 15 | 1304 | Bay Bridge West Span Bike Path | San Francisco | 0.1 | 2.0 | Constructs a bike facility on the western span of the Bay Bridge between Treasure Island and San Francisco. |
| 16 | 905 | SMART – Phase 3 | Sonoma | 0 | 4.0 | Extends SMART service from north of Santa Rosa to Windsor, Healdsburg, and Cloverdale. |
| 17 | 1201 | San Francisco-Redwood City Ferry + Oakland-Redwood City Ferry | Multi-County | 0 | 2.0 | Implements ferry service from San Francisco and Oakland to the Port of Redwood City. |
| 18 | 205_15 | Express Bus Bay Bridge Contraflow Lane | Multi-County | 0 | 5.0 | Implements a westbound bus-only lane on the eastbound deck of the Bay Bridge during the AM peak period. |

Attachment E: Project Performance Assessment Compelling Case Criteria

A case can be made to include a low-performing project in the preferred Plan Bay Area 2040 transportation investment plan if the project is financially feasible and falls under one of the categories listed below. The first category, which applies to projects with a low benefit-cost ratio only, acknowledges that some benefits are not fully captured in the regional travel forecast model. The second category, which applies to all projects, acknowledges that federal requirements give special preference to certain kinds of investments, such as those that improve air quality or benefit low-income or minority communities.

| Category 1: Benefits Not Captured by the Travel Model | Category 2: Federal Requirements |
|--|--|
| <ul style="list-style-type: none">a) interregional or recreational corridorb) provides significant goods movement benefits**c) project benefits accrue from reductions in weaving, transit vehicle crowding, or other travel behaviors not well represented in the travel modeld) enhances system performance based on complementary new funded investments | <ul style="list-style-type: none">a) cost-effective means of reducing CO₂, PM, or ozone precursor emissionsb) improves transportation mobility/reduces air toxics and PM emissions in communities of concern |

**updated criteria from Plan Bay Area which replaces the criteria for accessing international airports with providing significant goods movement benefits

Plan Bay Area 2040

PROJECT PERFORMANCE ASSESSMENT: FINAL RESULTS + GUIDELINES FOR APPLYING RESULTS



Image Source: <https://www.flickr.com/photos/thomashawk/92733663>

Dave Vautin and Kristen Carnarius
June 20, 2016 – **PTAC**

PTAC 06.20.16: Page 27 of 55



Project Performance Objectives

To inform a robust dialogue about regional priorities and trade-offs in a fiscally-constrained environment

To evaluate proposed transportation investments on **a level playing field** using the same methodologies

To identify outliers (high-performers and low-performers) with respect to targets support and cost-effectiveness

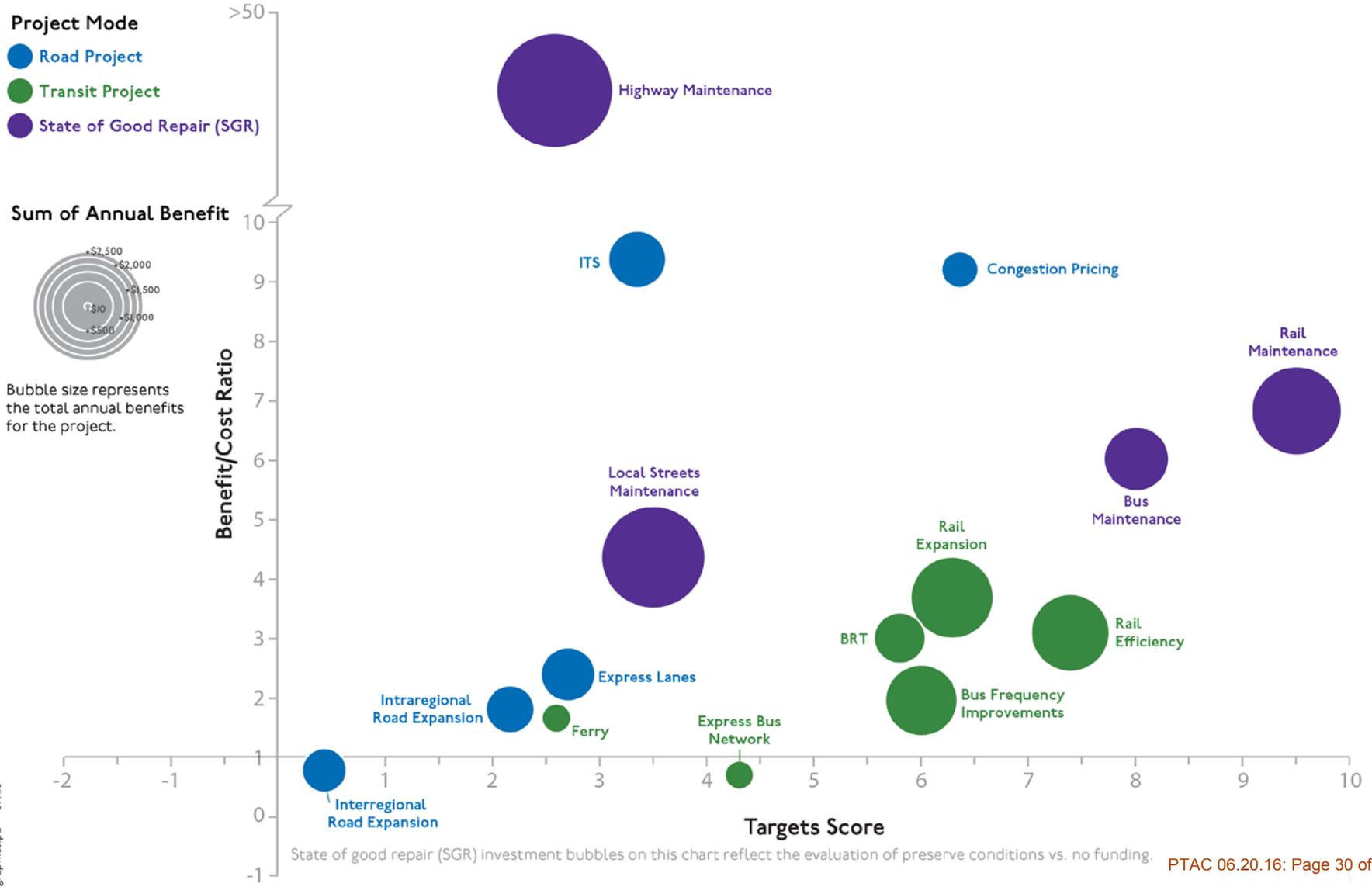


Staff has made select revisions to project performance results based on feedback received from sponsors.

- **Modest effect overall on outlier projects** (high- and low-performers)
- **Most changes have been related to targets scores** to reflect refined project definition and to maximize consistency
- Several project sponsors have **scaled back their proposed projects to pilot programs or environmental studies**, exempting them from further evaluation

Plan Bay Area 2040

Project Performance Assessment: Overall Results by Project Type



Plan Bay Area 2040

Project Performance Assessment: Results for Road Projects



Project Mode

- Road Project
- Transit Project
- State of Good Repair (SGR)

Sum of Annual Benefit

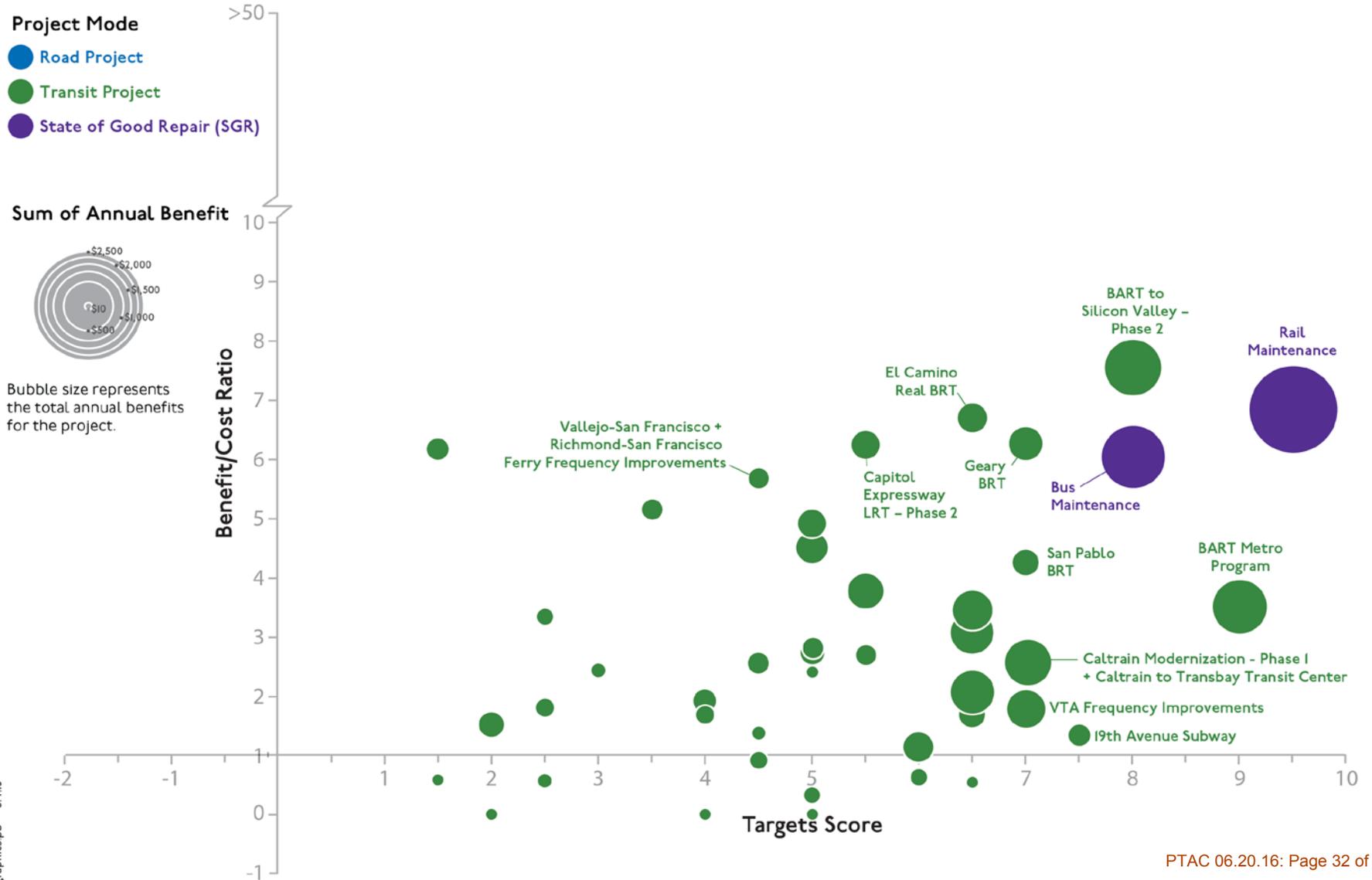


Bubble size represents the total annual benefits for the project.



Plan Bay Area 2040

Project Performance Assessment: Results for Transit Projects



Adopted Thresholds

High benefit-cost ratio and **medium** targets score

- Plan Bay Area: $B/C \geq 10$ and $TS \geq 2$
- **Plan Bay Area 2040: $B/C \geq 7$ and $TS \geq 3$**

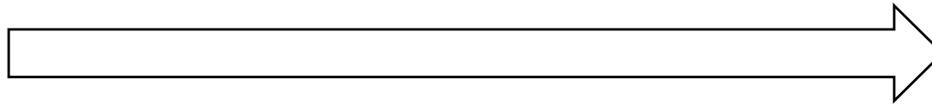


Medium benefit-cost ratio and **high** targets score

- Plan Bay Area: $B/C \geq 5$ and $TS \geq 6$
- **Plan Bay Area 2040: $B/C \geq 3$ and $TS \geq 7$**



All other projects



Low benefit-cost ratio or **low** targets score

- Plan Bay Area: $B/C < 1$ or $TS \leq -1$
- **Plan Bay Area 2040: $B/C < 1$ or $TS < 0$**



High-Performing Projects

1 Rail Maintenance

2 Bus Maintenance



Image Source: https://en.wikipedia.org/wiki/Sonoma_County_Transit#/media/File:Sonoma_County_Transit_245-a.jpg

3 Columbus Day Initiative

4 Downtown San Francisco
Congestion Pricing

5 Treasure Island Congestion
Pricing



High-Performing Projects

6 BART Metro Program

7 BART to Silicon Valley:
Phase 2

8 Caltrain Modernization +
Extension to Transbay

9 El Camino BRT

10 San Pablo BRT

11 Geary BRT



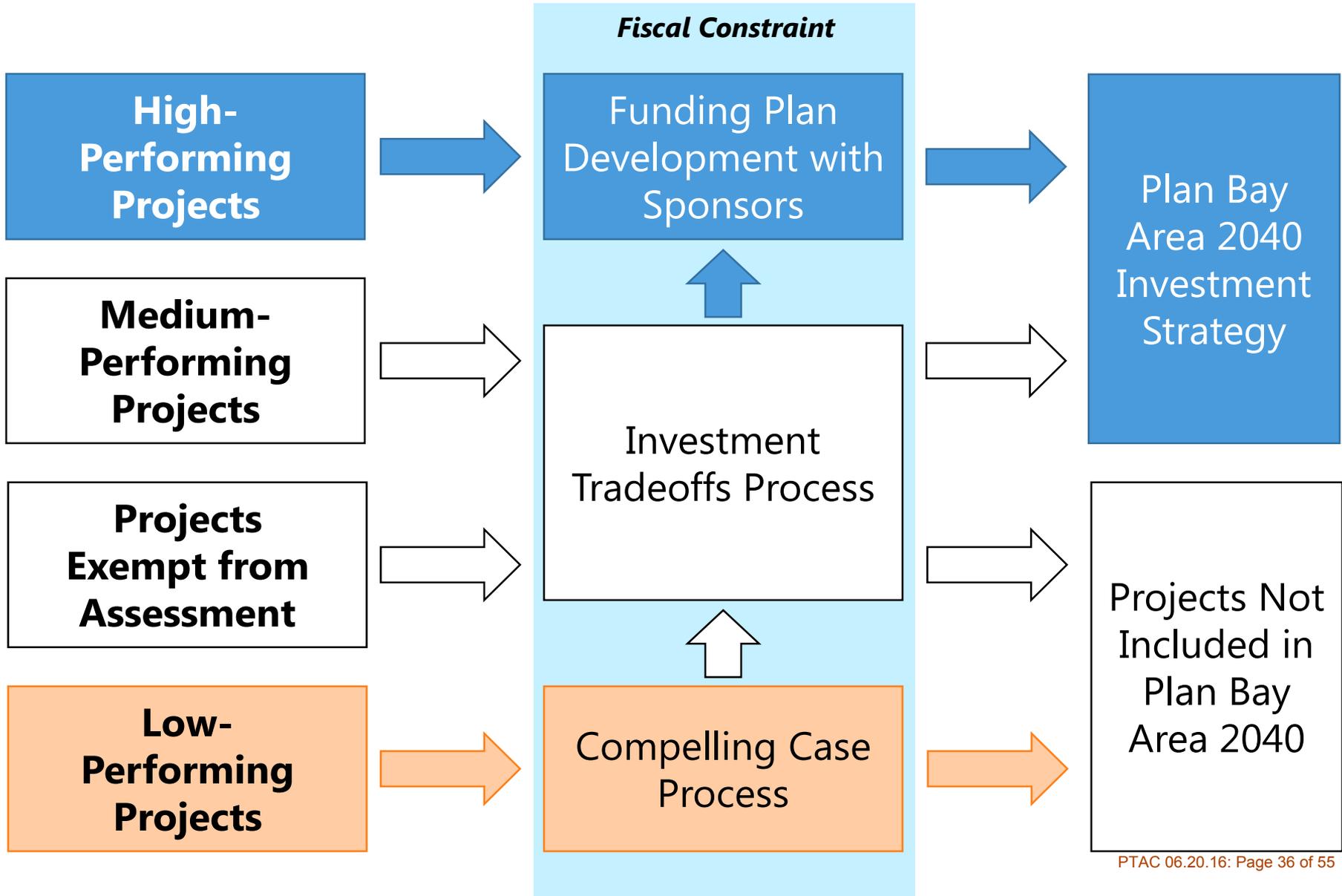
Image Source: <https://www.instagram.com/p/qexmPMLVrt/?taken-by=gocaltrain>



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Image Source: https://www.flickr.com/photos/psullivan_1056/6276359727

Current Process *(same as Plan Bay Area)*



Relies upon the framework established in Plan Bay Area, with two minor revisions:

- Remove international airport compelling case due to model upgrades that address this limitation.
- Add goods movement compelling case to recognize freight model limitations.

| CATEGORY 1 | CATEGORY 2 |
|---|---|
| Benefits Not Captured by the Travel Model | Federal Requirements |
| <ul style="list-style-type: none"> a) interregional or recreational corridor b) provides significant goods movement benefits c) project benefits accrue from reductions in weaving, transit vehicle crowding, or other travel behaviors not well represented in the travel model d) enhances system performance based on complementary new funded investments | <ul style="list-style-type: none"> a) cost-effective means of reducing CO₂, PM, or ozone precursor emissions b) improves transportation mobility/reduces air toxics and PM emissions in communities of concern |

What's Next?

JUNE 10TH

Due date for committed funding data (*high-performing projects*) and compelling cases (*low-performing projects*)

JULY 8TH

MTC Planning Committee reviews staff recommendations and takes final action on project performance assessment (*including compelling cases*)

SEPTEMBER

Preferred scenario for Plan Bay Area 2040 slated for adoption by MTC and ABAG, incorporating outcomes of the performance assessment





METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 09
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
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WEB www.mtc.ca.gov

Memorandum

TO: Partnership Technical Advisory Committee

DATE: June 20, 2016

FR: Jason Weinstein

RE: Next-Generation Clipper® System Project

At prior meetings Committee members have requested an update on the next generation Clipper® system. Staff will present an overview of the current progress on the project.

Background

In 2013, MTC and the Clipper® agencies began preparing for the next generation Clipper® system, also known as C2. Through the adoption of an amended and restated Memorandum of Understanding in February 2016 a new entity called the Clipper® Executive Board was established. The Clipper Executive Board is comprised of nine members (one each from SFMTA, BART, Caltrain/SamTrans, AC Transit, VTA, GGBHTD and MTC, and two representatives who are selected by the remaining MOU parties to represent all other MOU parties) have the responsibility to meet regularly, establish goals and a budget and work plan for the Clipper® program, and approve significant business matters.

An initial set of goals and objectives for the Clipper® program are included in the amended and restated MOU and include:

- Provide an intuitive, efficient, and familiar experience;
- Provide excellent, proactive customer service;
- Create a transparent, consistent, inclusive and timely decision-making process;
- Govern the program efficiently and cost-effectively;
- Ensure that accurate and complete data is available to support decision making at every level;
- Ensure program flexibility and responsiveness; and
- Ensure operational efficiency and reliability.

To achieve these goals, development of a new system will improve and potentially add new features to the Clipper® fare payment system. Staff will update this Committee on the progress of the project.

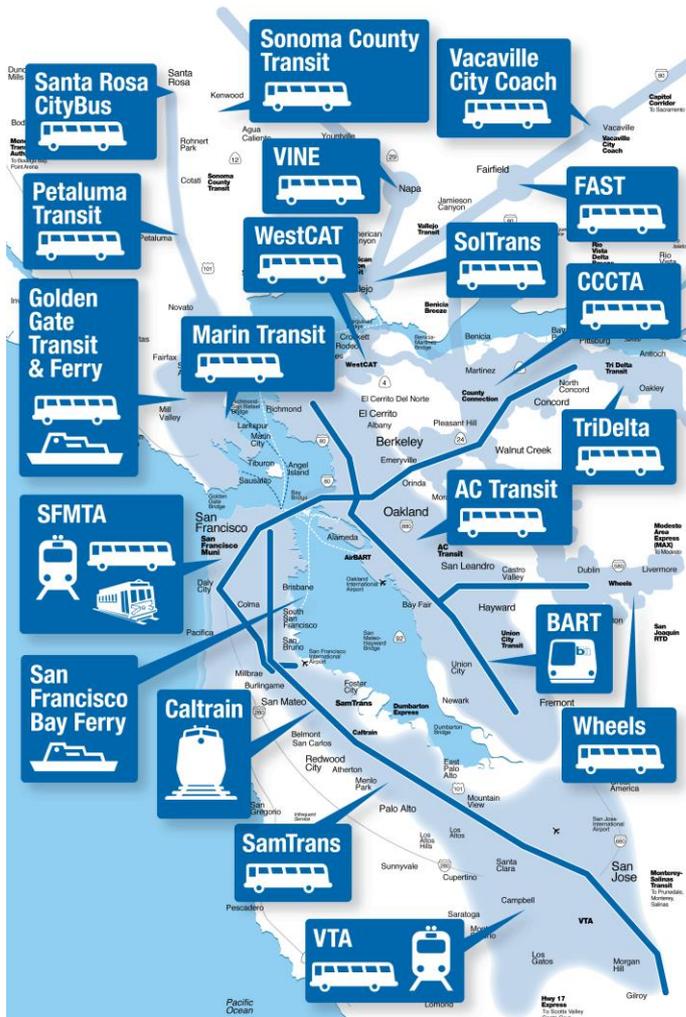


Clipper: The Next Generation

Partnership Technical Advisory Committee

June 20, 2016

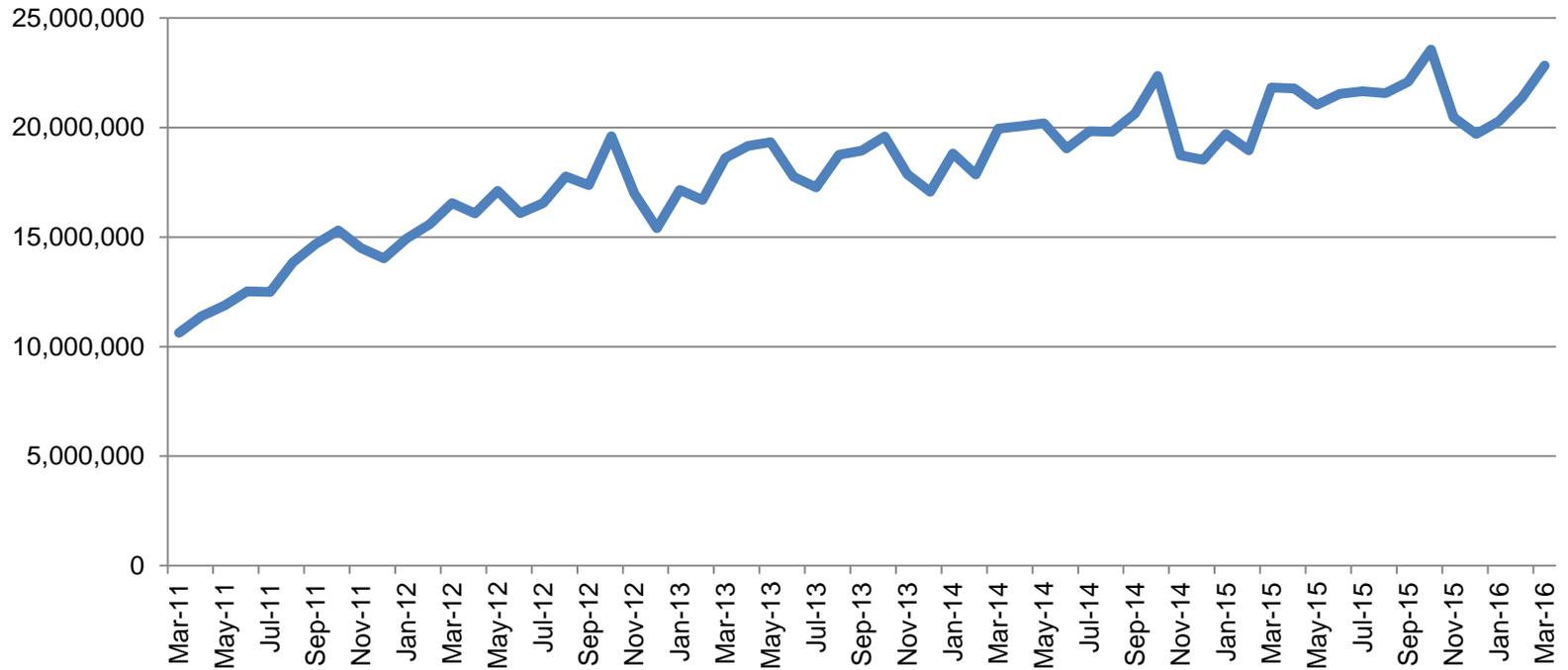
Clipper = Seamless Travel



- **9 counties/20 transit systems**
 - Available to more than 95% of transit riders
 - 1.7 million active card accounts
 - 20-23 million transactions per month
 - Processing \$40 to \$45 million in transit revenue per month
 - More than 300 retailers
- **Fare policy**
 - 4 fare categories: adult, senior, youth, disabled
 - 4,000+ unique fares
 - 12,000+ recognized transfer combinations
 - 100+ agency fare products
- **Expansion underway**
 - Sonoma Marin Area Rail Transit (SMART) launch fall 2016
 - Union City Transit launch early 2017

Clipper Growth

More than 22 million transactions in March 2016



Clipper: Snapshot of Recent System Use

| | April 2016 |
|----------------------------------|--------------|
| Transaction Volume | |
| Average Weekday Ridership | 822,175 |
| Fee-Generating Transactions | 21,613,872 |
| Unique Cards Used | 900,014 |
| Active Card Accounts | 1,773,824 |
| Settled Transit Operator Revenue | \$45,163,415 |

Planning for the Next Generation: C2

- Current contract to operate system ends November 2019
- System limitations
 - System architecture is from the late 1990s
 - Card readers and other equipment are approaching end-of-life
 - Integrating new technologies into the existing Clipper system would be expensive and risky



Contracting and Technology Alternatives

- Focus on meeting customer needs and requests
- Speedy system changes if needed
- Regional communication infrastructure separate from fare payment
- Benefits of card- and account-based
- Single account capability
- Modern back office
- Inexpensive and accessible media
- Easy to upgrade



Customer Ease of Mind

- Alternatives to pre-paid media while reducing cash
 - Limited-use tickets
- Clear messages for complex payment schemes
 - Day passes
 - Fare incentives
- Simple solutions for needs-based, disabled and other discount-eligible riders
- Choice of mood, not mode
 - Make taking bus, bike, rail, ferry, car share, walking simple



C2 Funding

April MTC Commission Action:

- Cap and Trade - \$100 M
 - Low-Carbon Transit Operations Program

Currently Planned – Relies on future Commission action

- Transit Capital Priorities - \$40 M
 - FTA Funds
 - OBAG 2

Note: Based on the current schedule, system integrator proposals are due in late 2017. This is when we will really know the cost for C2.

Agenda Item 2

**METROPOLITAN
TRANSPORTATION
COMMISSION**

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Memorandum

TO: Bay Area Partnership Board

DATE: May 27, 2016

FR: Anne Richman, Director, Programming and Allocations

RE: One Bay Area Grant Program 2 (OBAG 2) Update

As discussed at the Partnership Board meetings this spring, staff has been developing potential approaches for the Commission's consideration for revisions to the second cycle of the One Bay Area Grant program (OBAG 2). These revisions are related to the increased revenue estimates and a potential approach for affordable housing and anti-displacement. This memo provides an overview of staff's recommended approach for both of these items.

Increased Revenues

As a result of the Fixing America's Surface Transportation Act (FAST), signed into law in December 2015, the Bay Area's share of federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds is estimated to increase approximately \$72 million through the end of the OBAG 2 cycle (FY18 - FY22). This unexpected boost in revenues presents an opportunity to address critical challenges facing the Bay Area, including housing affordability and congestion/transit crowding on key transportation corridors.

Additional funds are also available for distribution from MTC's existing exchange account. These funds originally came to the region as STP/CMAQ allocations, but were later exchanged for non-Federal funds through agreements with specific project sponsors. MTC is proposing to use \$10 million from this exchange account to create a pilot program under OBAG 2. Additional details on the pilot program are provided below in the recommended approach.

Housing Considerations

In adopting the OBAG 2 project selection and programming policies (MTC Resolution No. 4202) in November 2015, the Commission directed staff to develop a recommendation for potential affordable housing and anti-displacement policies. Since that time, staff has been working with the Partnership working groups and other stakeholders to develop a recommended approach.

Discussions have centered around three implementation concepts: an incentive approach that would provide a bonus for local jurisdictions that produce housing to help address the region's housing crisis, a direct investment in affordable housing preservation, or a regulatory approach conditioning the receipt of OBAG 2 funds on the adoption of local housing policies.

Recommended Approach

Considering feedback received to date from the Commission, Bay Area Partnership Board, working groups, and stakeholder comments, staff has developed the following recommendation for distributing the additional FAST revenues and exchange account funds, and an approach for affordable housing and anti-displacement for the OBAG 2 program.

1. Additional FAST Revenues

Regional Program: Bay Bridge Corridor Capacity Project

Consistent with the adopted OBAG 2 framework, staff recommends directing 55% of the increased FAST revenues (\$40 million) to near-term regional transportation priorities. For this unexpected revenue, however, staff recommends focusing specifically on congestion relief and transit crowding on the Bay Bridge Corridor.

The San Francisco-Oakland Bay Bridge Corridor is the single most congested corridor in the region by a considerable margin. In 2015, the eastbound approach was again the most congested corridor in the Bay Area and the westbound approach was the second most congested. In total, this bridge corridor endures nearly 27,000 vehicle-hours of daily delay and carries 270,000 vehicles across the bay. The daily corridor delays for other east-west bay crossings are significantly lower by comparison. Transbay peak transit services are also at capacity with BART, buses and ferries all experiencing crush loads.

Given that vehicle demand exceeds capacity on the Bay Bridge, we must move more people in fewer vehicles to make more efficient use of the bridge's core capacity. Currently, assuming vehicles have an average of four seats, 48 percent of those seats are empty – this is unused capacity. But if we fill 16,000 empty seats per hour, this would be the equivalent of 70 percent of the BART tube capacity. Implementation of near-term, cost-effective operational improvements that offer travel time savings, reliability and lower costs for carpooling and bus/ferry transit use will not only increase person throughput but also reduce congestion, incidents, and emissions in the bridge corridor. The proposed near-term strategies that can be implemented over the next few years are as follows:

- **Operational Strategies:** a) To provide direct bus/HOV access to the toll plaza, convert the shoulder to a Bus/HOV lane on the West Grand Ave. on-ramp; b) to facilitate carpooling and bus access in the eastbound direction, institute tolling and violation detection on Sterling Street on-ramp; c) to make carpooling more accessible and convenient, establish more formal casual carpool pick-up/drop-off points in San Francisco and along the I-80 corridor through Alameda, Contra Costa and Solano counties; and d) deploy integrated corridor mobility technologies that connect the bridge metering lights with other technology deployments along I-80, I-580 and I-880 corridors that feed into the toll plaza.
- **Transit Core Strategies:** a) To meet unmet demand, increase ferry and express bus frequencies and services levels in high demand, congested corridors; b) to improve express bus travel time reliability and speeds, deploy arterial technologies and transit signal priority on major arterials; and c) to facilitate greater ridesharing, provide more commuter parking facilities.

- **Shared Mobility Strategies:** a) to take advantage of new and growing shared mobility services, at no cost, identify ways to encourage and direct these services to operate within the bridge corridor and b) to boost vanpooling, provide easy ways for vanpool formation.

The \$40 million in OBAG 2 funds would leverage current congestion relief efforts and shore up transit funding for near-term capacity expansion projects within the Bay Bridge Corridor.

Housing Production Incentive: “80K by 2020 Challenge”

Staff recommends directing the remaining 45% of the additional FAST revenues (\$32 million) to local jurisdictions that produce low and moderate income housing. Staff proposes to distribute the funds through a challenge grant program for the local jurisdictions that produce the most housing units at the very low, low, and moderate income levels.

The proposed concept for this program is to set a six year target for production of low and moderate income housing units (2015 through 2020), based on the housing unit needs identified through the Regional Housing Needs Allocation (RHNA) for 2014-22. The target for the proposed challenge grant period is 80,000 low and moderate income units (35,000 very low, 22,000 low and 25,000 moderate units).

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

Staff also recommends limiting the program to jurisdictions with adopted Priority Development Areas (PDAs), although affordable housing production could occur anywhere within the jurisdiction. The funds provided would be STP/CMAQ, and would need to be used only for federally eligible transportation purposes.

2. Housing Investment

Affordable Housing Pilot: Naturally Occurring Affordable Housing (NOAH)

In addition to the \$72 million in FAST revenues, staff recommends directing \$10 million in existing exchange account funds to develop a revolving loan for the preservation of existing affordable housing. The Naturally Occurring Affordable Housing (NOAH) fund will complement current TOAH loan products for new construction by buying apartment buildings to create long-term affordability where displacement risk is high and to secure long-term affordability in currently subsidized units that are set to expire. Staff suggests the following conditions of approval for the NOAH investment:

- I. MTC’s investment in NOAH will be leveraged at least 5:1, creating an investment pool of \$50 million.
- II. NOAH investments will be made in Priority Development or Transit Priority Areas.

3. Base OBAG 2 Program Proposed Revisions

Regional Priority Development Area (PDA) Planning: Program Revisions

As adopted, the Regional PDA Planning program provides technical assistance and planning support to local jurisdictions through a grant program in order to achieve the land uses set forth in Plan Bay Area. Staff encourages jurisdictions facing the pressures of displacement and affordable housing impacts to apply for the use of these funds to tackle these issues; applications from jurisdictions facing these pressure will be awarded extra points during application scoring. In addition, staff recommends including a revision to the program to direct \$1.5 million from the Regional PDA planning funds to update Community Based Transportation Plans (CBTPs) in communities at risk of displacement.

Additional Considerations

At the request of stakeholders and interested parties, staff also considered requiring local adoption of affordable housing and anti-displacement policies as a requirement to receive OBAG 2 funding. While this regulatory approach could encourage some jurisdictions to adopt additional housing policies, the impacts appear to be misdirected, with burdens falling predominantly on smaller or more rural jurisdictions, rather than the cities facing the brunt of the housing affordability crisis. As a result, any impact from this requirement would be minimal in terms of addressing the issue at a region-wide level. Some jurisdictions facing the greatest pressures of displacement and affordability, San Francisco, Berkeley, San Jose, and Oakland for example, have already adopted numerous policies and protections, and would thus be unaffected by this requirements-based approach. Conversely, a disproportionate impact would likely be placed on smaller or more rural jurisdictions, such as Vacaville, Colma, and Lafayette.

Recommended Approach - Summary

| Program | Amount | Fund Source | Additional Information |
|--|---------------|--------------------|--|
| Bay Bridge Corridor Capacity Transportation Investment | \$40 million | FAST Revenues | Regional Priority Corridor: <ul style="list-style-type: none"> • Bay Bridge Corridor Capacity Project |
| Local Housing Production Incentive | \$32 million | FAST Revenues | 80K by 2020 Challenge: <ul style="list-style-type: none"> • Top producers (up to 10) • 2015-2020 (6 years) • 82,000 regional target • Funds must be used for STP/CMAQ eligible transportation purposes |
| Affordable Housing Pilot Investment | \$10 million | Exchange Account | Naturally-Occurring Affordable Housing (NOAH): <ul style="list-style-type: none"> • Pilot revolving fund for preservation of affordable housing |

| | | | |
|-----------------------|--------------|----------------|---|
| Regional PDA Planning | \$20 million | Adopted OBAG 2 | Revisions to adopted program: <ul style="list-style-type: none"> • Technical assistance and planning support related to affordable housing/anti-displacement • Direct portion of program to Community Based Transportation Plans (CBTP) updates |
|-----------------------|--------------|----------------|---|

Timeline

Given that the additional FAST revenues and policy discussions related to anti-displacement strategies and affordable housing will affect the county call for projects, staff proposes to delay the schedule for project submittal. A revised county program schedule will be presented to the Commission this spring as part of the proposed OBAG 2 revisions.

| |
|--|
| 2016 |
| March - June |
| <p>Develop Draft Proposal/Options</p> <ul style="list-style-type: none"> • Further discussion of FAST revenues, anti-displacement/affordable housing <ul style="list-style-type: none"> ○ Commission Workshop - April ○ Bay Area Partnership, advisory and working groups ○ Policy Advisory Council • Develop and refine OBAG 2 proposal based on feedback |
| July |
| <p>Adopt OBAG 2 Revisions & Regional Housing Approach</p> <ul style="list-style-type: none"> • Finalize proposed OBAG 2 program revisions <ul style="list-style-type: none"> ○ Policy Advisory Council ○ Partnership advisory and working groups • Present OBAG 2 program revisions for adoption <ul style="list-style-type: none"> ○ PAC, Commission |

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Memorandum

TO: Partnership Technical Advisory Committee

DATE: June 20, 2016

FR: Glen Tepke

RE: Transit Capital Priorities Policy Update

MTC staff has been working with the Transit Finance Working Group for the last several months to develop updates to the Transit Capital Priorities (TCP) Process and Criteria, the regional policy that governs the distribution to transit operators in the Bay Area of:

- Federal Transit Administration (FTA) formula funds (Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities),
- Federal Highway Administration STP and CMAQ funds dedicated to TCP projects by the One Bay Area Grant Program (MTC Resolution 4202),
- Bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution 4123).

The current TCP policy, MTC Resolution 4140, covers two years, FY2014-15 and FY2015-16. The updated TCP policy, MTC Resolution 4242, will be used to develop the program for the next cycle, which is currently proposed to cover four years, FY2016-17 to FY2019-20.

Following is a recap of proposed updates to the policy that have been discussed with the TFWG. Staff requests PTAC member feedback on any of these items, or other TCP policy issues so we can finalize the policy resolution for Commission adoption in July.

Length of Next Program Cycle – Four years, FY17 to FY20, with an opportunity to reopen the program and make revisions for the final two years. Staff initially recommended a two-year program, but is now recommending four:

- Coincides with FAST Act authorizations.
- Will provide better information on project needs in FY19 and FY20 to help assess need for financing and capacity for debt service.
- Will require additional call for projects for FY19 and FY20.

Bus-Van Pricelist – The FY16 pricelist will be escalated using the Producer Price Index for buses. Double-decker and zero-emission buses added to pricelist, with the price for ZEBs to be based on projected costs from project sponsors; there is too little history and too much

fluctuation in ZEB prices to set fixed amounts in policy at this time. Staff had proposed to the TFWG that if ZEB purchases were required by the proposed CARB Advanced Clean Transit regulation, MTC would program standard 82% of the projected cost, but if ZEB purchases are not required, the region would program same amount as for diesel-electric hybrid buses, currently the most expensive bus type in the policy. After further internal discussion on this aspect of the policy, staff is revising its recommendation to program the full 82% for all ZEBs, whether or not they are required by regulation. In any case, operators would be required to make a good faith effort to obtain non-TCP funds (FTA LoNo, CARB) for incremental cost of ZEB to reduce amount of TCP funds required.

Fixed Guideway Caps – New FG caps established based on each operator’s share of projected FG replacement and rehab needs in Plan Bay Area 2040 Transit Capital Needs Assessment. Staff is currently evaluating alternative approaches to developing an FG cap for ACE. Total amount projected to be available for FG caps remains \$120M per year.

Focused Programming of Fixed Guideway Caps - To better align FG needs and FG cap programming, in the upcoming call for projects, FG operators will be given the opportunity to request more than their annual cap in a particular year if the increase is offset by a lower request in another year, i.e., as long as the total amount requested for FG projects over the four years of the program does not exceed the annual cap times four.

Grant Spend-down Policy – Staff proposed to continue the policy of tying FG caps to achievement of targets for expending prior years grant funds as follows:

| Program Year | Basis for Balance | Spend-Down Target | Spend-Down Period |
|--------------|---|-------------------------------------|-------------------|
| FY16 | Undisbursed balance of FG grants awarded FY12 or earlier as of Sept. 2014 | 1/3 of balance | 9/2014 to 9/2015 |
| FY17 | | ½ of remaining balance as of 9/2015 | 9/2015 to 9/2016 |
| FY18 | | Remaining balance as of 9/2016 | 9/2016 to 9/2017 |
| FY19 | Undisbursed balance of FG grants awarded FY15 or earlier as of Sept. 2017 | ½ of balance | 9/2017 to 9/2018 |
| FY20 | | Remaining balance as of 9/2018 | 9/2018 to 9/2019 |

If target is not met, FG cap in following year is reduced by the percentage of grants that remain undisbursed.

Financing – Language regarding requirements for financing to be added to policy. Debt service, including principal and interest payments, would have the highest priority among programming needs, i.e., will be treated as Score 17 in developing the program. Debt service would be paid from apportionments in the same urbanized area(s) as the operator whose projects are being financed is eligible in. Various agreements could be required, such as an agreement between MTC and the project sponsor, and agreements between MTC and FTA. More specific language to be included in separate resolution authorizing financing.

Vanpool Reporting & Programming – Vanpool services will be reported to NTD starting FY18, with eligibility of vanpool program for 5307 funds starting FY20. Additional 5307 apportionments generated by vanpools expected to exceed cost of vanpool program.

ADA Paratransit Operating Set-Aside – If set-aside not needed for paratransit operating costs, funds can be programmed for Score 16 capital project instead (compared to capital project of any score in current policy).

Other elements of the TCP policy are proposed to be continued from the current policy without revisions, including:

- Project eligibility and scoring
- Operator urbanized area eligibility
- Asset minimum useful lives
- Vehicle and other equipment replacement project funding caps
- ADA operating set-aside formula
- Lifeline Transportation Program set-aside
- Preventive maintenance programming.

FY17-FY20 Program Development Schedule

| | |
|---|------------------|
| Proposed Policy Resolution to TFWG | June 2016 |
| TCP Policy to PTAC for discussion | June 20, 2016 |
| Proposed Policy Resolution to PAC/Commission for approval | July 2016 |
| Issue Call for Projects for FY19-FY-20, with option to revise FY17-FY18 requests | Late July 2016 |
| Responses to Call for Projects due | September 2016 |
| Rough draft of preliminary program to TFWG | November 2016 |
| Operator staff enter preliminary program in FMS | November 2016 |
| FMS entries due; will be revised by MTC staff based on revisions to preliminary program if needed | December 1, 2016 |
| Revised draft of preliminary program to TFWG | December 2016 |
| Preliminary Program and TIP Amendment to PAC/Commission for approval | January 2017 |
| Anticipated Federal approval of TIP Amendment | March 2017 |