

THE BAY AREA PARTNERSHIP

Partnership Technical Advisory Committee

July 18, 2016, 1:30 p.m. – 3:30 p.m.

Bay Area MetroCenter, 1st Floor, Yerba Buena

375 Beale Street, San Francisco 94105

AGENDA

Estimated Time
for Agenda Item

- 1) Introductions (*Diane Feinstein, Chair*) **1:30 p.m.**
- 2) Review of Minutes from the June 20, 2016 PTAC Meeting (*Diane Feinstein, PTAC Chair*)
- 3) Partnership Reports:
 - a) Joint Partnership Local Streets & Roads/ Programming & Delivery Working Group (LSRPDWG)*
Chair (PDWG): Joel Goldberg, SFMTA; Chair (LSRWG): Patrick Rivera, SFDPW
(*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 July 6, 2016*)
- 4) Committee Member Reports

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 Update (*Kenneth Kao; kkao@mtc.ca.gov*)
(*Staff will provide an update on the ATP Cycle 3.*
<http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation>)

DISCUSSION ITEMS

1:55 p.m.

- 7) Legislative Report (*Rebecca Long; rlong@mtc.ca.gov*)
(*The Legislative Update can be found online at: <http://mtc.ca.gov/whats-happening/meetings?meeting=Legislation+Committee>*)
- 8) Plan Bay Area 2040: Draft Transportation Investment Strategy** (*Bill Bacon; wbacon@mtc.ca.gov / Kristen Carnarius; kcarnarius@mtc.ca.gov*)
(*Staff will present an update on draft transportation investment strategy for Plan Bay Area 2040.*)
- 9) 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. The full proposed revised Resolution can be found here: <https://mtc.legistar.com/View.ashx?M=F&ID=4560022&GUID=1B571068-7901-44AC-907E-9CF2E6785460>*)
- 10) Earmark Repurposing Update* (*Mallory Atkinson; matkinson@mtc.ca.gov*)
(*Staff will present an update on federal earmarks and the repurposing of lapsing earmarks*)

- 11) Cap and Trade – Regional Endorsement for the Affordable Housing and Sustainable Communities Program* (Craig Bosman, cbosman@mtc.ca.gov)
 (Based on the Commission's adopted principles, staff recommended priorities for the FY 2015-16 Affordable Housing and Sustainable Communities program, which is a statewide competitive program under the State Cap and Trade program.)
- 12) Recommended Future Agenda Items (All)
- 13) Public Comment

CONFERENCE CALL-IN:

Dial in: 877.873.8017

Passcode: 9045636

Partnership Board, TAC and Working Groups							
2016 Tentative Meeting Calendar							
rev. 7/12/16							
(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
January	Tue, Jan 26	Wed, Jan 6			Thu, Jan 14	Mon, Jan 25	Fri, Jan 29
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J:\COMMITTEE\Partnership\Meeting Calendar_WG_PTAC.xlsx 2016							
Changes are highlighted.							
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							

* Agenda Items attached

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

MTC Staff Liaison: Contact Kenneth Folan at 415.778.5204 or kfolan@mtc.ca.gov regarding this agenda.

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

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

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

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment.

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

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

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES

June 20, 2016

Page 1 of 3

1. Introductions

The meeting was called to order and introductions were requested.

2. Minutes from the May 16, 2016 Partnership Technical Advisory Committee (PTAC) Meeting

The minutes from the May 16, 2016 PTAC meeting were accepted without objection.

3. Partnership Reportsa. Partnership Programming & Delivery Working Group (PDWG).

The PDWG met on June 20, 2016. *Danielle Schmitz (NCTPA)* reported that the group discussed the proposed revised Annual Obligation Plan guidelines and preliminary FY2016-17 Annual Obligation Plan, as well as the proposed revisions to OBAG2, ATP Cycle 3 status, earmark repurposing and the group is seeking feedback from sponsors regarding Caltrans delivery issues.

b. Partnership Transit Finance Working Group (TFWG)

The TFWG met on June 1, 2016. *Glen Tepke (MTC)* summarized the meeting. The Group discussed Transit Capital Priorities programming policy, revisions to Cycle 4 of the Lifeline Transportation Program, the upcoming round of programming for the Transit Performance Initiative Investment program, the regional endorsements for the spring 2016 funding cycle of the Transit/ Intercity Rail (TIRCP) program

4. Information Items:a. TIP Update

Mallory Atkinson (MTC) provided an update on recently approved TIP revisions. The draft 2017 TIP is expected to be released on June 24 through July 28, 2016.

b. ATP Update

Kenneth Kao (MTC) reported that the Cycle 3 ATP applications were due June 15, 2016. Staff will post online the listing of applications received. MTC and the CTC are seeking volunteers to serve on the evaluation panels.

5. Discussion Itemsa. Legislative Update

Rebecca Long (MTC) provided a legislative update. The State budget was adopted. The legislature did not take action on Cap and Trade funding. Sixty percent of Cap and Trade funds are continuously appropriated annually; however, the remaining funds have not been appropriated. There was more revenue generated in the FY15-16 years and now sits in the Greenhouse Gas Reduction fund. Cap and Trade revenues were lower than expected primarily due to the lack of participation in the spring auction and pending legal challenges. MTC is recommending to not pursue the gas tax in November, largely in part due to the impacted ballot. The legislature recesses in July.

AB1550 (Gomez) pertains to the Disadvantaged Communities setaside. MTC opposes this bill as it doesn't provide a resolution.

SB1128 (Glazer) extends the sun setting regional commuter benefit program. MTC supports this bill.

b. Clipper 2 Update

Jason Weinstein (MTC) presented an update on the scope and timeline for Clipper 2.0.

Comments from attendees:

- *Subscribers would like to be able to contact the transit agency directly for assistance with any customer service issues instead of being advised to contact Clipper customer service.*
- *How long will it take to get Clipper 2.0 implemented?*

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES

June 20, 2016

Page 2 of 3

- *It is premature to estimate as Clipper 2.0 is still in the design stage.*
- *Recommended implementing with small operators first to work out any issues to lessen any impacts on the public.*
- *Requested enhancing the integration partnerships with Bike Share.*
- *Would like to see an account based subscription service similar to FastTrak.*

c. One Bay Area Grant (OBAG) Cycle 2

Mallory Atkinson (MTC) summarized the staff recommendations for the new FAST revenue recommendations for OBAG2. The Commission is to consider the options for adoption in July.

Comments from attendees:

- *Would like the 45% FAST revenues to go to the county shares.*
- *Feels the reward system is biased towards large cities. To choose top ten jurisdictions by numbers only, then smaller jurisdictions won't ever be able to compete due to the population limitations.*
- *Better to reward jurisdictions that do better to meet local RHNA targets.*
- *CMAAs are in concurrence that housing investments are good and do not wish to see more housing policies.*
- *80k by 2020 hinders rural and smaller communities, wants 45% distributed with the approved November formula.*
- *Overall reduces voter support for local transportation measures as MTC continues to pull transportation funding into non-transportation needs.*
- *Needs to target goals, by just distributing to any STP/CMAQ project is counterproductive.*
- *Would like funds distributing earlier than 2021.*
- *Encourage cities to build according to zoning capacity.*

d. Earmark Repurposing

Mallory Atkinson (MTC) summarized the staff recommendations for earmark repurposing. Proposing to consolidate repurposed funds into as few projects as possible due to extra delivery requirements. Considering STIP backfill. Sponsors should work directly with Caltrans on specific projects. The final recommendations will be presented to the Committees and Commission in July for approval.

Comments from attendees:

- *Would like to be able to provide input on the final recommendation in advance of being presented to the Commission.*

e. Transit Capital Priorities Policy Update

Glen Tepke (MTC) summarized the proposed revisions to the TCP policy for FY2017 through FY2020. The policy proposal will be presented to the Commission for approval in July.

f. PBA 2040 High and Low Performing Projects

Dave Vautin, Kristen Carnarius (MTC) summarized the high and low performance results and the next steps. Staff will be reaching out to sponsors who have requested a compelling case review as a result of low performance in advance of the Committee meetings.

Comments from attendees:

- *Requested the compelling case process and staff recommendation in advance of Committee acceptance.*

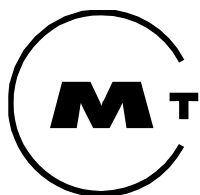
PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES

June 20, 2016

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Recommended Agenda Items for Future Meetings:

- Earmark Repurposing
- OBAG 2
- Transit Capital Priorities



**METROPOLITAN
TRANSPORTATION
COMMISSION**

**JOINT PARTNERSHIP LOCAL STREETS AND ROADS /
PROGRAMMING AND DELIVERY WORKING GROUP MEETING
BAY AREA METROCENTER, 1ST FLOOR, YERBA BUENA
Monday, July 18, 2016
9:30 a.m. – 12:00 p.m.**

AGENDA

Topic	Estimated Time
1. Introductions (<i>Patrick Rivera, LSRWG Chair/ Joel Goldberg, PDWG Chair</i>)	9:30 a.m.
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<u>LSRWG - Focused Items</u>	9:40 a.m.
1. Review of LSRPDWG Minutes – May 12, 2016* (<i>Patrick Rivera, LSRWG Chair</i>)	5 min
2. Discussion Items:	
A. P-TAP Update (<i>Christina Hohorst, chohorst@mtc.ca.gov</i>)	5 min
B. Statewide Needs Assessment Update (<i>Theresa Romell; tromell@mtc.ca.gov</i>)	10 min
<hr/>	
<u>Joint LSRPDWG Items</u>	10:00 a.m.
1. Informational Items: (<i>"Memo Only" unless otherwise noted</i>)	
A. 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>)	
B. Federal Programs Delivery Update** (<i>Adam Crenshaw; acrenshaw@mtc.ca.gov/ Marcella Aranda; maranda@mtc.ca.gov</i>)	5 min
i. FY16-17 Annual Obligation Plan **	
C. TIP Update* (<i>Adam Crenshaw; acrenshaw@mtc.ca.gov</i>) (<i>The current TIP and proposed 2017 TIP can be found online at: http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program</i>)	5 min
D. Legislative Report (<i>The Legislative Update can be found online at: http://mtc.ca.gov/sites/default/files/leg_hist.pdf. For legislative questions, please contact Rebecca Long at rlong@mtc.ca.gov</i>)	
E. Other Information Items:	
2. Discussion Items:	
A. Caltrans Updates:	15 min
i. USDOT NRPM: MPO Coordination and Planning Area Reform and Webinar * (<i>The Webinar will be held on July 15, 2016. Registration information can be found here: https://www.eventbrite.com/e/mpo-coordination-nprm-webinar-july-15-2016-registration-26326602577 NRPM information can be found online at: https://www.federalregister.gov/articles/2016/06/27/2016-14854/metropolitan-planning-organization-coordination-and-planning-area-reform)</i>)	
ii. Release of Draft Regional Transportation Plan and CA Transportation Plan Guidelines for Public Comment – Deadline August 5, 2016* (<i>http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/index_files/July6DraftMPORPTGuidelines.pdf</i>)	

- iii. LPP 16-03: Local Program Procedures Manual Update*
(<http://www.dot.ca.gov/hq/LocalPrograms/lpp/2016/lpp-16-03.pdf>)
 - iv. Safe Harbor Cost Rate Test and Evaluation Program – Extended through December 31, 2016*
(http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/2013/ob13-07r.pdf)
 - v. Active Transportation Resource Center (ATRC) Quarterly E-News for Non-Infrastructure Projects*
- B. OBAG 2 Update* (Mallory Atkinson, matkinson@mtc.ca.gov) 10 min
(Staff will present an update on the OBAG 2 program, including an update on discussions regarding a housing displacement policy. The full proposed program document can be found here: <https://mtc.legistar.com/View.ashx?M=F&ID=4560022&GUID=1B571068-7901-44AC-907E-9CF2E6785460>)
- C. Other Discussion Items (All) 5 min
5 min

PDWG - Focused Items

11:15 a.m.

1. Review of PDWG Minutes – June 20, 2016* (Joel Goldberg, PDWG Chair) 5 min
2. Informational Items:
- A. Active Transportation Program (ATP) Cycle 3 Update* (Kenneth Kao; kkao@mtc.ca.gov) 5 min
(Staff will provide an update on the ATP Cycle 3 program development and timeline.
<http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation>)
3. Discussion Items:
- A. 2016 STIP Update (Kenneth Kao; kkao@mtc.ca.gov) 10 min
- B. Earmark Repurposing* (Mallory Atkinson; matkinson@mtc.ca.gov) 10 min
- C. Federal Efficiencies Subgroup Update (All) 10 min

Recommended Agenda Items for Next Meeting: (All)

5 min

CONFERENCE CALL-IN:

Dial in: 877.873.8017

Passcode: 9045636

Partnership Board, TAC and Working Groups

2016 Tentative Meeting Calendar

rev. 7/12/16

(Subject to change. See agendas for final meeting date, time and location)

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Changes are highlighted.

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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

* = 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.

Partnership Board, TAC and Working Groups

2016 Tentative Meeting Calendar

rev. 5/25/16

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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

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METROPOLITAN
TRANSPORTATION
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
Joint Partnership Working Group

DATE: July 18, 2016

FR: Adam Crenshaw

RE: Transportation Improvement Program (TIP) Update

Draft 2017 TIP

Staff released the Draft 2017 TIP and Draft Transportation-Air Quality Conformity Analysis for *Plan Bay Area* and the Draft 2017 TIP for public review and comment on June 24, 2016. The full Draft 2017 TIP document is available on MTC's website at <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program> and the projects are viewable in FMS as part of TIP revision 2017-00. The public comment period ends on July 28, 2016. If you have any project changes or comments on the Draft 2017 TIP please email them to Adam Crenshaw at acrenshaw@mtc.ca.gov.

TIP Revisions 15-33 – Amendment (Proposed)

Amendment 2015-33 makes revisions to eight projects with a net increase in funding of approximately \$416 million. Among other changes, the revision:

- Updates the funding plans of two Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and amends one new exempt STP funded project into the TIP to reflect the selection of projects through the One Bay Area Grant (OBAG) Cycle 1 Regional Safe Routes to School and Priority Conservation Area programs;
- Adds two new exempt projects to the TIP funded through the OBAG Cycle 2 Bay Bridge Forward program;
- Updates the funding plans of two projects to reflect changes in the Transit Capital Priorities program; and
- Increases the total cost of the Caltrain Electrification project by \$387 million to reflect the latest estimates.

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 July 27, 2016, Caltrans approval is expected in late August, 2016, and final federal approval is expected in mid-September, 2016.

TIP Revision 15-32 – Administrative Modification (Pending)

Administrative Modification 2015-32 is under development.

TIP Revision 15-31 – Administrative Modification (Approved)

TIP Revision No. 2015-31 revises nine projects with a net increase in funding of approximately \$6 million. Among other changes, this revision:

- Updates the funding plans of seven Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program funded projects to reflect the latest programming decisions including the addition of \$2.9 million available through the Transit Performance Initiative Incentive Program; and
- Updates the funding plans of two projects funded with Federal Transit Administration formula funds to reflect changes in the Fiscal Year 2014/15 and 2015/16 Transit Capital Priorities Programs or Projects.

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

TIP Revision 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 was received on June 6, 2016, and final federal approval is expected in mid-July, 2016.

TIP Revisions 15-29 – Amendment (Approved)

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 was received June 20, 2016.

TIP Revision 15-28 – Administrative Modification (Approved)

TIP Revision No. 2015-28 revises 24 projects with a net increase in funding of approximately \$13.1 million. Among other changes, this revision:

- Updates the funding plans of five existing projects to reflect changes in the Transit Capital Priorities Program, including a net increase of \$1.0 million in 5307 funds and a net decrease of \$14,447 in 5339 funds;
- Updates the funding plans of six existing projects to reflect the adoption of Round 4 of the Transit Performance Initiative Incentive Program, including a net increase of \$7.5 million in Surface Transportation Block Grant (STP)/Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds;
- Updates the funding plans of four existing projects funded with Federal Highway Administration (FHWA) earmarks to reprogram funds between years and phases, with a net increase of \$364,807 in FHWA earmark funds;
- Updates the funding plan of the Freeway Performance Initiative (FPI) project to reprogram CMAQ funds between years and phases, with no net increase in programmed funds;
- Updates the funding plans of the Golden Gate Bridge, Highway and Transit District's ACIS Radio Communication System project to redirect \$1.2 million in STP funds to the MS Sonoma Ferry Boat Refurbishment project; and
- Updates the funding plan of one individually-listed Highway Safety Improvement Program (HSIP) funded project with a net increase of \$53,768 in HSIP funds to reflect the latest information from Caltrans.

This revision was approved into the FSTIP by the deputy executive director on June 10, 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 July 11, 2016

METROPOLITAN TRANSPORTATION COMMISSION TRANSPORTATION IMPROVEMENT PROGRAM (TIP) Tentative 2015 TIP REVISION SCHEDULE - Sorted by Revision Request Submission Deadline July 11, 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
AQ 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	Wed, May 11, 2016	Approved	Wed, May 11, 2016
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	Thu, May 12, 2016	Mon, Jun 20, 2016	Approved	Mon, Jun 20, 2016
Admin Mod	15-26	Fri, Apr 1, 2016	Tue, May 10, 2016	N/A	N/A	Approved	Tue, May 10, 2016
Amendment	15-30	Fri, Apr 1, 2016	Wed, May 25, 2016	Mon, Jun 6, 2016	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin Mod	15-28	Fri, Apr 1, 2016	Fri, Jun 10, 2016	N/A	N/A	Approved	Fri, Jun 10, 2016
Admin Mod	15-31	Fri, June 1, 2016	Mon, Jul 11, 2016	N/A	N/A	Approved	Mon, Jul 11, 2016
Admin Mod (if needed)	15-32	Fri, Jul 1, 2016	Fri, Jul 29, 2016	N/A	N/A	Pending	TBD
Amendment	15-33	Fri, June 1, 2016	Wed, Jul 27, 2016	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin Mod	15-34	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 Programming and Allocations Committee

July 13, 2016

Agenda Item 6b

MTC Resolutions No. 4202, Revised, and 4035, Revised

Subject: Proposed revisions to the project selection criteria and programming policy for the second round of the One Bay Area Grant Program (OBAG 2), including a recommendation for the distribution of additional revenues and approach for affordable housing.

Background: On November 18, 2015 the Commission adopted MTC Resolution No. 4202, the project selection criteria and programming policy for OBAG 2, covering Fiscal Years 2017-18 through 2021-22. The adopted resolution can be viewed on the OBAG 2 website at: <http://www.mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>.

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 Block Grant 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 bolster the funding levels of several OBAG 2 programs while also addressing emerging regional priorities, such as housing affordability and traffic congestion/transit crowding on the region's busiest transportation corridor.

An additional \$54 million in existing revenues (\$126 million total) has also been identified for distribution in conjunction with the OBAG 2 framework. This includes:

- Existing local exchange funds (\$10 million). 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.
- Available coverage from the Regional Measure 2 (RM2) bridge toll program (\$34 million). To manage the RM2 program, MTC had set aside a certain amount of the revenues to provide coverage for financing costs if needed. Given that many of the RM2 projects have been delivered without the need for financing, some of this balance is now available for programming.
- Unprogrammed balances from the OBAG 1 Transit Performance Initiative (TPI) Investment program (\$10 million).

Housing Considerations

At the time of adoption last fall, the Commission added a placeholder to the OBAG 2 framework, directing staff to return with a recommendation for potential anti-displacement and affordable housing initiatives. The Commission also requested that staff investigate the possibility of a housing preservation fund that could potentially be used to keep affordable units affordable, similar to the Transit-Oriented Affordable Housing (TOAH) fund.

Since that time, staff has provided updates to the Commission and has been working with the Partnership Board, technical and working groups, and other stakeholders to develop a recommended approach. Discussions have centered around three implementation concepts: (1) an incentive approach that would provide a bonus for local jurisdictions that produce housing to help address the region's housing crisis, (2) a direct investment in affordable housing preservation, or (3) a regulatory approach conditioning the receipt of OBAG 2 funds on the adoption of local housing policies. The following proposal recommends pursuing concepts 1 and 2.

Proposed Revisions

1. Bay Bridge Forward

Staff recommends directing \$40 million of the additional revenues to projects that relieve traffic congestion and transit crowding on the San Francisco Oakland Bay Bridge corridor.

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. This investment is also consistent with the OBAG 2 framework for regional programs. Attachment A presents a summary of the project elements and proposed funding for this project.

2. Support Existing OBAG 2 Programs

Staff proposes to direct a portion of the augmented revenues to support regional programs identified in the original OBAG 2 framework as follows:

- Direct \$32 million to supplement the County program, bringing the program total from \$354 million to \$386 million (10% increase). These funds would be distributed using the OBAG 2 county formula as shown below and would be subject to the same project selection and programming requirements as the existing OBAG 2 county program.

- Assign \$13 million to the Regional Transit Priorities program, which could be used to support the region's Transit Capital Priorities or Transit Performance Initiative programs.
- Provide an additional \$1 million to the Climate Initiatives program for Spare the Air Youth, to extend the program through FY2021-22.

OBAG 2 - County Funding Formula Distribution

County	OBAG formula Share *	Original County Distribution	Proposed FAST Augmentation Amount *	Revised County Distribution
\$32,000,000				
Alameda	20.0%	\$70,243,000	\$6,412,000	\$76,655,000
Contra Costa	14.6%	\$51,461,000	\$4,675,000	\$56,136,000
Marin	2.6%	\$10,025,000	\$845,000	\$10,870,000
Napa	1.6%	\$7,644,000	\$506,000	\$8,150,000
San Francisco	13.4%	\$43,906,000	\$4,277,000	\$48,183,000
San Mateo	8.4%	\$29,846,000	\$2,699,000	\$32,545,000
Santa Clara	27.5%	\$95,268,000	\$8,805,000	\$104,073,000
Solano	5.2%	\$19,499,000	\$1,678,000	\$21,177,000
Sonoma	6.6%	\$25,620,000	\$2,103,000	\$27,723,000
Total:	100%	\$353,512,000	\$32,000,000	\$385,512,000

* FAST Augmentation distributed by OBAG 2 county formula (Population, RHNA, Housing Production and affordability)

3. *Housing Production Incentive: "80K by 2020 Challenge"*

Staff recommends directing \$30 million to develop an incentive program for the production of affordable housing. The funds would be awarded to local jurisdictions that produce or permit 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), which represents approximately 75% of the RHNA allocations for the period. The units would need to be located in Priority Development Areas (PDAs) or in Transit Priority Areas (TPAs).

At the end of the production challenge cycle, MTC would 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.

4. Affordable Housing Pilot: Naturally Occurring Affordable Housing

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 parameters 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.

5. Regional PDA Planning Program

Staff recommends a revision to that would encourage jurisdictions facing pressures of displacement and housing affordability to apply for planning and technical support grants, by giving priority to those jurisdictions in the evaluation process. In addition, staff would direct \$1.5 million from the program to update Community Based Transportation Plans (CBTPs) in communities at risk of displacement.

Other Program Updates

- *Housing Elements:* Jurisdictions are required to have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. This deadline was extended to June 30, 2016 for four jurisdictions that failed to meet the original deadline: Half Moon Bay, Monte Sereno, Dixon, and Fairfax. As of the release date of this item, only Dixon remains out of compliance. Dixon's housing element was submitted to HCD June 10, 2016, and is currently under review.
- *Complete Streets:* As part of OBAG 2, jurisdictions must adopt a compliant Complete Streets resolution or a compliant revision to the circulation element of the general plan after January 1, 2010. At the time the OBAG 2 framework was adopted, 18 jurisdictions did not meet this requirement. As of June 30, 2016, seven jurisdictions remain out of compliance: Contra Costa County, Corte Madera, Novato, Sausalito, Solano County, Dixon, and

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July 13, 2016
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Agenda Item 6b

Cloverdale. These jurisdictions have until the time CMA's submit their project recommendations to MTC to meet this requirement.

Summary of Proposed Revisions

The chart below summarizes how the base and proposed additional revenues would be distributed to the OBAG2 and related programs. With these additions, the regional program is still 55% and the local programs are 45%, consistent with OBAG1 and with the original OBAG2 distribution.

	OBAG 2	OBAG 2 Framework - Proposed Revisions				
		FAST Increase	Exchange Account	RM2 Coverage	TPI (OBAG1)	Revised Framework
Regional Programs	\$436	\$10	\$10	\$34	\$10	\$500
Regional Planning	\$10					\$10
Pavement Management Program	\$9					\$9
PDA Planning ¹	\$20					\$20
Climate Initiatives ²	\$22	\$1				\$23
PCA Program	\$16					\$16
Regional Operations ³	\$170					\$170
Transit Priorities	\$189			\$13		\$202
Bay Bridge Forward	-	\$9		\$21	\$10	\$40
NOAH Pilot	-		\$10			\$10
Local Programs	\$354	\$62				\$416
County CMAs	\$354	\$32				\$386
Housing Production Incentive	-	\$30				\$30
Total	\$790	\$72	\$10	\$34	\$10	\$916

¹ Revise PDA Planning & Implementation program to target funds in areas facing the greatest risk of displacement and to direct \$1.5 million to update CBTPs.

² Additional \$1 million is for Spare the Air Youth to fund BikeMobile, Family Biking Workshops and High School SRTS.

³ Additional \$9 million for Bay Bridge Forward project, listed in separate row of chart.

Issues:

At the request of stakeholders and interested parties, staff 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. 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. As a result, any impact from this approach would likely be minimal in terms of addressing the issue at a region-wide scale.

It is also a concern that jurisdictions less reliant on regional transportation funding may forgo applying for OBAG 2 funding altogether, rather than complying with additional policy requirements. For these reasons, staff does not recommend including a housing policy requirement in OBAG 2.

Recommendation: Refer MTC Resolution No. 4202, Revised to the Commission for approval. Because Resolution No. 4035, Revised is proposed for revision under another agenda item, it is included once under agenda item 2e with all proposed revisions.

Attachments: Attachment A – Bay Bridge Forward Summary
Attachment B – Stakeholder Feedback and Comment Letters
Presentation
MTC Resolution No. 4202 Attachments A, B-1, B-2, and Appendices A-1 and A-2 Revised
MTC Resolution No. 4035, Revised can be found under Agenda Item 2e to this packet.

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Bay Bridge Forward: Proposed Project Details & Timeline

Attachment A

#	Near-Term Improvement	Cost	Funding Breakdown			Timeline	
			OBAG 2 FAST	Bridge Tolls	OBAG 1 TPI	Start	Finish
1	West Grand HOV/Bus Only Lane Convert shoulder on West Grand Ave. on-ramp to Bus/HOV only lane	\$ 7.0	\$ -	\$ 7.0	\$ -	2016	2018
2	Sterling St Express Lane A. Pilot HOV enforcement technology. B. Convert HOV to express lane	\$ 9.0	\$ -	\$ 9.0	\$ -	2016	2020
3	Casual Carpool Establish casual carpooling pick-up locations at key locations in San Francisco and along I-80	\$ 1.0	\$ 1.0		\$ -	2016	2017
4	Integrated Bridge Corridor Integrate and optimize traffic management systems at bridge approaches	\$ 3.0	\$ -	\$ 3.0	\$ -	2016	2018
5	Higher Capacity Bus Fleets/Increased Service Frequencies AC Transit: Purchase double-decker buses, retrofit buses and increase frequencies for most productive Transbay express bus routes*	\$ 10.2	\$ 1.2	\$ -	\$ 9.0	2016	2018
	Higher Capacity Bus Fleets – WestCat Purchase double-decker buses for most productive Transbay express bus routes	\$ 2.0	\$ 2.0	\$ -	\$ -	2016	2018
6	Pilot Express Bus Routes Pilot new AC Transit Transbay routes to serve high demand inner East Bay markets*	\$ 0.8	\$ 0.8	\$ -	\$ -	2018	2019
7	Transit Signal Priority Add Transit Signal Priority to West Grand Ave	\$ 1.0	\$ -	\$ -	\$ 1.0	2017	2018
8	Commuter Parking Establish commuter parking in East Bay to encourage carpool and express bus ridership	\$ 2.5	\$ 1.5	\$ 1.0	\$ -	2016	2018
9	Ferry Service Enhancement Pilot Pilot increased Alameda, Oakland and Vallejo services*	\$ 2.5	\$ 2.5	\$ -	\$ -	2016	2017
10	Flexible On-Demand Transit Provide on-demand transit services between East Bay and San Francisco	\$ 1.0	\$ -	\$ 1.0	\$ -	2016	2020
11	Shared Mobility Zero-dollar partnerships with shared mobility providers to take advantage of improvements	\$ -	\$ -	\$ -	\$ -	2017	2020
	Total	\$ 40.0	\$ 9.0	\$ 21.0	\$ 10.0		

*If local operating funds are identified, those could be used in lieu of FAST funds to pay for transit operations.

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
July 27, 2016

MTC Res. No. 4202 Attachment B-2
 Adopted: 11/18/15-C
 Revised: 07/27/16-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS			
ALAMEDA COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Alameda	ACTC	\$5,489,000
Federal Aid Secondary (FAS)	Alameda	Alameda County	\$1,779,000
Safe Routes To School (SRTS)	Alameda	ACTC/Various	\$5,340,000
TBD	Alameda	TBD	\$64,047,000
ALAMEDA COUNTY			TOTAL: \$76,655,000
CONTRA COSTA COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Contra Costa	CCTA	\$4,343,000
Federal Aid Secondary (FAS)	Contra Costa	Contra Costa County	\$1,343,000
Safe Routes To School (SRTS)	Contra Costa	CCTA/Various	\$4,088,000
TBD	Contra Costa	TBD	\$46,362,000
CONTRA COSTA COUNTY			TOTAL: \$56,136,000
MARIN COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Marin	TAM	\$3,822,000
Federal Aid Secondary (FAS)	Marin	Marin County	\$838,000
Safe Routes To School (SRTS)	Marin	TAM/Various	\$864,000
TBD	Marin	TBD	\$5,346,000
MARIN COUNTY			TOTAL: \$10,870,000
NAPA COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Napa	NCTPA	\$3,822,000
Federal Aid Secondary (FAS)	Napa	Napa County	\$1,189,000
Safe Routes To School (SRTS)	Napa	NCTPA/Various	\$515,000
TBD	Napa	TBD	\$2,624,000
NAPA COUNTY			TOTAL: \$8,150,000
SAN FRANCISCO COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	San Francisco	SFCTA	\$3,998,000
Safe Routes To School (SRTS)	San Francisco	SFCTA/Various	\$1,797,000
TBD	San Francisco	TBD	\$42,388,000
SAN FRANCISCO COUNTY			TOTAL: \$48,183,000
SAN MATEO COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	San Mateo	CCAG	\$3,822,000
Federal Aid Secondary (FAS)	San Mateo	San Mateo County	\$892,000
Safe Routes To School (SRTS)	San Mateo	CCAG/Various	\$2,394,000
TBD	San Mateo	TBD	\$25,437,000
SAN MATEO COUNTY			TOTAL: \$32,545,000
SANTA CLARA COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Santa Clara	VTA	\$6,078,000
Federal Aid Secondary (FAS)	Santa Clara	Santa Clara County	\$1,701,000
Safe Routes To School (SRTS)	Santa Clara	VTA/Various	\$6,878,000
TBD	Santa Clara	TBD	\$89,416,000
SANTA CLARA COUNTY			TOTAL: \$104,073,000
SOLANO COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Solano	STA	\$3,822,000
Federal Aid Secondary (FAS)	Solano	Solano County	\$1,506,000
Safe Routes To School (SRTS)	Solano	STA/Various	\$1,469,000
TBD	Solano	TBD	\$14,380,000
SOLANO COUNTY			TOTAL: \$21,177,000
SONOMA COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Sonoma	SCTA	\$3,822,000
Federal Aid Secondary (FAS)	Sonoma	Sonoma County	\$3,264,000
Safe Routes To School (SRTS)	Sonoma	SCTA/Various	\$1,655,000
TBD	Sonoma	TBD	\$18,982,000
SONOMA COUNTY			TOTAL: \$27,723,000
OBAG 2 COUNTY PROGRAMS			TOTAL: \$385,512,000

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
July 2016

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

Revised: 07/27/16-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL OBAG 2 STP/CMAQ
OBAG 2 REGIONAL PROGRAMS			
1. REGIONAL PLANNING ACTIVITIES			
Regional Planning	Regionwide	MTC	\$9,555,000
1. REGIONAL PLANNING ACTIVITIES		TOTAL:	\$9,555,000
2. PAVEMENT MANAGEMENT PROGRAM			
Pavement Management Program	Regionwide	MTC	\$1,500,000
Pavement Technical Advisory Program (PTAP)	Regionwide	MTC	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	Regionwide	MTC/Caltrans	\$250,000
2. PAVEMENT MANAGEMENT PROGRAM		TOTAL:	\$9,250,000
3. PDA PLANNING & IMPLEMENTATION			
PDA Planning and Implementation	Regionwide	MTC	\$18,500,000
<u>Community-Based Transportation Plan (CBTP) Updates</u>	<u>Regionwide</u>	<u>MTC</u>	<u>\$1,500,000</u>
3. PDA PLANNING & IMPLEMENTATION		TOTAL:	\$20,000,000
4. CLIMATE INITIATIVES			
Climate Initiatives Program of Projects	TBD	TBD	\$22,000,000
<u>Spare the Air Youth Program</u>	<u>Regionwide</u>	<u>MTC</u>	<u>\$1,000,000</u>
4. CLIMATE INITIATIVES		TOTAL:	\$23,000,000
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
AOM Implementation	Regionwide	MTC	\$22,500,000
511 Next Gen	Regionwide	MTC	\$39,000,000
Rideshare	Regionwide	MTC	\$10,000,000
Bay Bridge Forward	Regionwide	MTC	
<u>Transbay Higher Capacity Bus Fleet/Increased Service Frequencies</u>	<u>Alameda</u>	<u>AC Transit</u>	<u>\$1,200,000</u>
<u>Pilot Transbay Express Bus Routes</u>	<u>Alameda</u>	<u>AC Transit</u>	<u>\$800,000</u>
<u>Eastbay Commuter Parking</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$1,500,000</u>
<u>Casual Carpool in San Francisco and along I-80</u>	<u>SF/Alameda</u>	<u>MTC</u>	<u>\$1,000,000</u>
<u>Transbay Higher Capacity Bus Fleet/Increased Service Frequencies</u>	<u>Contra Costa</u>	<u>WestCat</u>	<u>\$2,000,000</u>
<u>Ferry Service Enhancement Pilot (pending exchange)</u>	<u>Various</u>	<u>WETA</u>	<u>\$2,500,000</u>
Columbus Day Initiative (CDI)	Regionwide	MTC	
Freeway Performance	Regionwide	MTC	\$43,500,000
Arterial/Transit Performance	Regionwide	MTC	\$18,000,000
Connected Vehicles/Shared Mobility	Regionwide	MTC	\$5,000,000
Transportation Management System	Regionwide	MTC	
Field Equipment Devices O&M	Regionwide	MTC	\$19,000,000
Incident Management	Regionwide	MTC	\$13,000,000
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT		TOTAL:	\$179,000,000
6. TRANSIT CAPITAL PRIORITIES			
BART Car Replacement/Expansion	Various	BART	\$150,000,000
Clipper	Regionwide	MTC	\$20,000,000
<i>Unprogrammed Balance</i>			\$19,283,000
6. TRANSIT CAPITAL PRIORITIES		TOTAL:	\$189,283,000

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
July 2016

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

Revised: 07/27/16-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL OBAG 2 STP/CMAQ
OBAG 2 REGIONAL PROGRAMS			
7. PRIORITY CONSERVATION AREA (PCA)			
<i>Regional Peninsula, Southern and Eastern Counties PCA Program</i>			
Peninsula, Southern and Eastern Counties PCA Program	TBD	MTC/CCC	\$8,200,000
<i>Local Northbay PCA Program</i>			
Marin PCA Program	Marin	TAM	\$2,050,000
Napa PCA Program	Napa	NCTPA	\$2,050,000
Solano PCA Program	Solano	STA	\$2,050,000
Sonoma PCA Program	Sonoma	SCTA	\$2,050,000
7. PRIORITY CONSERVATION AREA (PCA)		TOTAL:	\$16,400,000
8. LOCAL HOUSING PRODUCTION INCENTIVE			
<u>Local Housing Production Incentive</u>	<u>TBD</u>	<u>TBD</u>	<u>\$30,000,000</u>
8. LOCAL HOUSING PRODUCTION INCENTIVE		TOTAL:	\$30,000,000
OBAG 2 REGIONAL PROGRAMS		TOTAL:	\$476,488,000

Metropolitan Transportation Commission Programming and Allocations Committee

July 13, 2016

Item Number 6c

Federal Earmark Repurposing

Subject: Recommended list of projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2016.

Background: Section 125 of the Department of Transportation Appropriations Act, 2016 (P.L. No. 114-113) includes a provision that enables States to repurpose earmarks that were appropriated or authorized to be appropriated on or before September 30, 2005 and are less than 10% obligated or are otherwise completed and closed.

Repurposed funds can be directed to any new or existing project that is eligible to receive Surface Transportation Block Grant Program (STBGP) funds. The project must also be located within 50 miles of the original earmark designation in the State.

Bay Area Repurposed Earmarks (the “*from*” list)

As a first step in the repurposing process, Caltrans requested that RTPAs and MPOs work with project sponsors to develop a recommendation on which earmarks to repurpose onto other eligible projects (or remove *from* the original earmark). MTC staff worked closely with project sponsors and CMAs to compile project status information for all earmarks subject to the repurposing provision. Based on this information, staff submitted its recommended list of projects to repurpose to Caltrans on May 12, 2016. Staff’s recommendation encompassed the repurposing of \$27.9 million in Bay Area earmarks (see **Attachment A**).

After the recommendation had been submitted to Caltrans, a few project sponsors provided revised project status information. Based on this information, staff recommends repurposing one additional earmark, Dixon’s Rio Vista Bypass Study for \$200,000 recommended to be repurposed. Additionally, since May, staff has learned that Oakley has received confirmation from Caltrans that their project is eligible to move ahead and so is considered “active;” staff therefore recommends not repurposing the funds from the Oakley project. Staff also received notice from Caltrans that the remaining amounts for some projects was slightly different. With these changes, the new total amount available for repurposing is \$27.3 million region-wide.

Bay Area Projects to Receive Repurposed Funds (the “*to*” list)

For the next step in the process, Caltrans requested regions to submit a recommended list of projects to receive repurposed funds (or the projects *to* which the earmark funds will be directed) – see **Attachment B** for a summary. In addition to the federal requirement that repurposed funds stay within 50 miles of the originally designated earmark, staff worked in coordination with Caltrans to develop a recommendation based on the following principles:

1. ***Focused distribution:*** Focus the repurposed funds onto a limited number of regionally-significant projects, to streamline the implementation of the provision and to see the most benefit from this rare opportunity.
2. ***Close funding gaps:*** Close funding gaps on regional priority projects, including projects impacted by the significant revenue losses in the STIP, rather than directing the funds to other emerging projects.

The resulting list of projects recommended to receive \$27.3 million in repurposed earmark funds is provided below.

Table 1. MTC Recommendation for Projects to Receive Repurposed Funds

Sponsor	Project Name	Repurposed Earmark Funds (Recommended Amount - \$millions)
SCTA	US 101 – Marin/Sonoma Narrows B2, Phase 2	\$15.0
SMART	San Rafael Bettini Transit Center	\$3.2
San Mateo C/CAG	US 101 Express Lanes, Santa Clara County Line to I-380	\$8.9
Solano County	Redwood Expressway	\$0.2
Recommendation Total		\$27.3

The recommendations for the Marin/Sonoma Narrows and the San Rafael Bettini Transit Center project are based on a consensus achieved by several north bay agencies that would split the \$18.2 million earmark from the Port Sonoma Ferry project between those two other north bay priorities (see **Attachment C** for letters regarding the consensus).

The recommendation to consolidate the other available earmark funds onto the US 101 Express Lanes project in San Mateo County is based on the project's need for additional funding in order to accelerate the environmental and design phases, and its pivotal location in the heart of the corridor connecting Silicon Valley with San Francisco, San Jose, and the bridges to the East Bay. In 2015, the San Mateo 101 segment entered the region's "Top 10" list of congested freeways – moving up the ranks as congestion has noticeably worsened in the last few years. The region has a strong interest in unclogging a corridor serving one of the primary engines for the state and national economies.

The City of Dixon's earmark for the Rio Vista Bypass Study (\$200,000) is located at a distance greater than 50 miles from the San Mateo US 101 Express Lanes project, and thus cannot be repurposed to that project. In its place, staff recommends these funds be redirected to Solano County's Redwood Expressway project as requested by the Solano Transportation Authority.

Comment letters received to date on the earmark repurposing process are provided in **Attachment C**.

Issues:

(1) Regional Role: Although the regions have been working closely with Caltrans throughout the process, federal law gives the repurposing authority solely to the States.

(2) Implementation Issues: Project sponsors must submit required forms to Caltrans by the end of the month in order to proceed with the next steps of the repurposing process. Repurposed funds must be fully obligated by September 30, 2019. Additionally, once repurposed onto a new project, the earmark funds cannot be repurposed again.

(3) Earmark Balances: Earmark available balances are based on the latest information from Caltrans. The final amounts available for repurposing may change on projects that de-obligate funding during close-out. Staff will work with project sponsors and Caltrans staff to ensure that all available balances on repurposed earmarks are directed onto other eligible projects consistent with this action.

Recommendation: Refer for approval to the Commission the recommended list of projects to receive repurposed earmark funds as presented (Table 1) and direct staff to submit the recommendation to Caltrans.

Attachments:

Attachment A: May 12, 2016 Letter to Caltrans – Earmarks to Repurpose

Attachment B: Earmarks Proposed to be Repurposed

Attachment C: Comment Letters

Attachment D: Map illustrating the 50 mile radius from the San Mateo US 101 project



METROPOLITAN
TRANSPORTATION
COMMISSION

PTAC 7/18/16: Item 10
Attachment A

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May 12, 2016

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 Napa 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

Mr. Ray Zhang, Chief
Division of Local Assistance
California Department of Transportation
P.O. Box 942874, MS-1
Sacramento, CA 94274

RE: Earmark Repurposing - RTPA Information Request

Dear Chief Zhang,

The Metropolitan Transportation Commission (MTC) is writing in response to your recent request to review and coordinate our region's earmark funds subject to the earmark repurposing provisions contained in the Consolidated Appropriations Act, 2016. We appreciate the efforts you have taken to guide California's implementation of this opportunity, and are supportive of the overall goal to take full advantage to maximize the use of unused federal funds.

Attached, please find our preliminary recommendation for which Bay Area's earmarks should be repurposed, and which funds should remain on the original earmark. As we continue to work with project sponsors and other stakeholders throughout this process, we may provide your staff with revisions or updates to this recommendation.

As you are already aware, this opportunity to redirect unused funding comes at a time of unprecedented needs. We look forward to working with you and our transportation partners to identify candidate projects within the Bay Area that can put these repurposed funds to immediate use.

If you have any questions on this matter, please contact Anne Richman, Director of Programming and Allocations at 510-817-5722.

Sincerely,

Alix A. Bockelman
Deputy Executive Director, Policy

AB:ma

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Caltrans' RTPA/MPO Information Request

EARMARK PROJECTS - LESS THAN 10% OBLIGATED, As of December 18, 2015

				MTC Recommendation		
Sponsoring Agency	Demo ID	Demo Description	Remaining OA Balance	Keep on original earmark	Repurpose	MTC Recommendation Notes
EAST BAY						
City of Concord	CA355	Upgrade and extend Commerce Avenue, City of Concord	\$1,439,840	\$0	\$1,439,840	Repurpose
City of Newark	CA414	Construct overpass on Central Ave. at the railroad crossing in Newark	\$539,940	\$0	\$539,940	Repurpose
City of Oakley	CA620	Realign SR 4 within the City of Oakley	\$1,439,840	\$0	\$1,439,840	Repurpose
City of San Leandro	CA394	Replace I880 overpass at Davis St. in San Leandro	\$539,940	\$539,940	\$0	Do not repurpose - sponsor will obligate remaining OA balance
Port of Oakland	CA360	Construct Air Cargo Access Road to Oakland International Airport	\$647,928	\$0	\$647,928	Repurpose
East Bay Subtotal				\$539,940	\$4,067,548	
NORTH BAY						
	NA	Multimodal facility improvements, construction, and ferry acquisition by North Bay Ferry service, Inc., located at Port Sonoma in Petaluma, Ca	\$18,205,079	\$0	\$18,205,079	Repurpose
North Bay Subtotal				\$0	\$18,205,079	
PENINSULA						
City of East Palo Alto	CA691	Improvements to Bay Road and Northern Access (City of East Palo Alto)	\$4,941,136	\$4,941,136	\$0	Do not repurpose - sponsor will obligate remaining OA balance
City of Millbrae	CA601	Construct Route 101 bicycle/ pedestrian overpass at Millbrae Ave. for the San Francisco Bay Trail.	\$899,899	\$0	\$899,899	Repurpose
City/County Association of Governments - San Mateo County	CA633	Conducts environmental review of proposed improvements related to the connection of Dumbarton Bridge to Highway 101.	\$359,960	\$0	\$359,960	Repurpose
Peninsula Subtotal				\$4,941,136	\$1,259,860	

				MTC Recommendation		
Sponsoring Agency	Demo ID	Demo Description	Remaining OA Balance	Keep on original earmark	Repurpose	MTC Recommendation Notes
SOUTH BAY						
City of Palo Alto	CA649	Citywide traffic signal upgrades requiring the installation of hardware and software at 9 major intersections, Palo Alto	\$359,960	\$0	\$359,960	Repurpose
City of San Jose	CA449	Coyote Creek Trail Project- Story Road to Montague Expressway	\$1,799,800	\$1,799,800	\$0	Do not repurpose - sponsor will obligate remaning OA
Santa Clara Valley Transportation Authority	CA568	Acquire lands for mitigation adjacent to U.S. 101 as part of Southern Santa Clara County Wildlife Corridor Protection and Scenic Enhancement Project.	\$359,960	\$0	\$359,960	Repurpose
South Bay Subtotal				\$1,799,800	\$719,921	
BAY AREA TOTAL				\$7,280,876	\$24,252,407	

EARMARK PROJECTS - MORE THAN 10% OBLIGATED, As of December 18, 2015

					MTC Staff Recommendation		
Sponsoring Agency	Demo ID	Demo Description	Remaining OA Balance	FMIS Status	Keep on Original Earmark	Repurpose	MTC Recommendation Notes
EAST BAY							
Alameda CMA	CA087	Upgrade I-680 Corridor, Alameda Co.	\$145,779	Active projects in Final Voucher.	\$0	\$145,779	Repurpose (pending project closure in FMIS)
Alameda County CMA	CA532	Construct operational and safety improvements to I- 880 N at 29th Ave. in Oakland.	\$12,800	Closed	\$0	\$12,800	Repurpose
Alameda County CMA	CA480	Engineering, right-of-way and construction of HOV lanes on I-580 in the Livermore Valley, California	\$1,804,261	Active	\$1,804,261	\$0	Active - can not repurpose
Alameda County Transportation Improvement Authority	CA452	Construct I-580 Interchange Improvements in Castro Valley	\$411,517	Active	\$411,517	\$0	Active - can not repurpose
City of Brentwood	CA303	Vasco Road Safety Improvements, Contra Costa Transportation Authority and the County of Alameda Public Works, California	\$431,070	Closed	\$0	\$431,070	Repurpose
City of Danville	CA521	Design and Construction Camino Tassajara Crown Canyon to East Town Project, Danville, CA.	\$2,751	Closed	\$0	\$2,751	Repurpose
City of Danville	CA741	Design and construction of Camino Tassajara Crown Canyon to East Town Project	\$1,157,100	Active	\$1,157,100	\$0	Active - can not repurpose
City of Hayward	CA157	Upgrade D Street between Grand and Second Streets, Hayward	\$5,003	Closed	\$0	\$5,003	Repurpose
City of Livermore	CA160	Construct I-580 interchange, Livermore	\$39,309	Active projects in Final Voucher.	\$0	\$39,309	Repurpose (pending project closure in FMIS)
City of Richmond	CA377	Reconstruct interchange for south-bound traffic entering I-80 from Central Avenue, City of Richmond	\$2,145,723	Active	\$0	\$2,145,723	Repurpose (pending project closure in FMIS)
City of San Leandro	CA139	Undertake median improvements along E. 14th St., San Leandro	\$7,696	Closed	\$0	\$7,696	Repurpose
Contra Costa County Public Works	CA740	Construction of and improvements to State Route 239 from State Route 4 in Brentwood area to I-205 in the area of Tracy	\$7,809,330	Active	\$7,809,330	\$0	Active - can not repurpose
Contra Costa Transportation Authority	CA392	Upgrade CA SR 4 East from the vicinity of Loveridge Road to G Street, Contra Costa County	\$33,685	Active projects in Final Voucher.	\$0	\$33,685	Repurpose (pending project closure in FMIS)
Contra Costa Transportation Authority	CA015	CONTRA COSTA CO - SR-4 BETWEEN CONCORD & W PITTSBURG; PL 100-202SEC 348(C)(1) DESC CHG	\$4,455	Closed	\$0	\$4,455	Repurpose
Port of Oakland	CA283	Port of Oakland, California Inter-Regional Intermodal System	\$880,340	Active	\$880,340	\$0	Active - can not repurpose
				East Bay Subtotal	\$12,062,548	\$2,828,271	

					MTC Staff Recommendation		
Sponsoring Agency	Demo ID	Demo Description	Remaining OA Balance	FMIS Status	Keep on Original Earmark	Repurpose	MTC Recommendation Notes
NORTH BAY							
American Canyon	CA351	Complete the Bay Trail along the western edge of the American Canyon Wetlands Edge Bay Trail	\$156,181	Closed	\$0	\$156,181	Repurpose
City of Dixon	CA021	Dixon: Xing,Rio Vista Bypass Studies (CA) - PE Demo (California feasibility study: Dixon grade separation)	\$17,489	Closed	\$0	\$17,489	Repurpose
City of Dixon	CA021	Dixon: Xing,Rio Vista Bypass Studies (CA) - PE Demo (To Improve 3 grade crossings in Dixon)	\$180,017	Active	\$180,017	\$0	Active - can not repurpose
Golden Gate Highway Bridge District	CA354	Seismic retrofit of the Golden Gate Bridge	\$1,937,433	Active	\$1,937,433	\$0	Active - can not repurpose
Solano County	CA547	Construct I-80 HOV lanes and interchange in Vallejo	\$24,168	Closed	\$24,168	\$0	Do not repurpose
Solano County	CA720	Construct I-80 HOV lanes and interchange in Vallejo	\$397,639	Closed	\$397,639	\$0	Do not repurpose
Solano Transportation Authority	CA460	Rio Vista Bridge Realignment Study and Street Sign Safety Program	\$81,047	Active	\$81,047	\$0	Active - can not repurpose
Sonoma County Transportation Authority	CA267	Highway 101 Corridor Widening Project	\$32,686	Active	\$32,686	\$0	Active - can not repurpose
Sonoma County Transportation Authority	CA686	Widen Highway 101 in Marin and Sonoma Counties from Hwy 37 in Novato to Old Redwood Highway in Petaluma	\$827,905	Active	\$827,905	\$0	Active - can not repurpose
				North Bay Subtotal	\$3,480,895	\$173,670	
PENINSULA							
City of Belmont	CA309	Builds a pedestrian bridge from Hiller Street to the Bay Trail, Belmont	\$121,582	Closed	\$0	\$121,582	Repurpose
City of East Palo Alto	CA385	Bay Road improvements between University Avenue to Fordham, and from Clarke Avenue to Cooley Landing. Northern access improvements between University and Illinois Avenues, East Palo Alto	\$3,498,267	Active	\$3,498,267	\$0	Active - can not repurpose
City of East Palo Alto	CA693	University Avenue Overpass: Construction of bicycle and pedestrian lanes--East Palo Alto.	\$1,559,612	Active	\$1,559,612	\$0	Active - can not repurpose
City of Menlo Park	CA628	Modifies 9 traffic signals between Willow Road and Middlefield Road and Hamilton Avenue, Menlo Park	\$13,577	Active	\$13,577	\$0	Active - can not repurpose

Sponsoring Agency	Demo ID	Demo Description	Remaining OA Balance	FMIS Status	MTC Staff Recommendation		
					Keep on Original Earmark	Repurpose	MTC Recommendation Notes
City of San Mateo	CA100	Upgrade SR 92/El Camino interchange, San Mateo	\$623,426	Active	\$623,426	\$0	Active - can not repurpose
Peninsula Joint Powers Board/Samtrans	CA514	El Camino Real Grand Blvd. Initiative in San Mateo County	\$12,786	Active projects in Final Voucher.	\$0	\$12,786	Repurpose (pending project closure in FMIS)
San Francisco City/County Department of Public Works	CA570	Implement San Francisco Street Improvements Program.	\$31,138	Active	\$31,138	\$0	Active - can not repurpose
				Peninsula Subtotal	\$5,726,019	\$134,368	

SOUTH BAY							
City of San Jose	CA187	Install SiliconValley Smart Corridor project along the I-880 corridor	\$198,488	Closed	\$0	\$198,488	Repurpose
City of San Jose	CA331	Construct Coyote Creek Trail Project from Story Road to Montague Expressway in San Jose	\$481,801	Active	\$481,801	\$0	Active - can not repurpose
City of San Jose	CA515	Construct Guadalupe River Trail from I-880 to Highway 237 in Santa Clara County	\$2,926,275	Active	\$2,926,275	\$0	Active - can not repurpose
City of San Jose	CA520	Construct the Silicon Valley Transportation Incident Management Center in San Jose.	\$88,760	Active	\$88,760	\$0	Active - can not repurpose
City of San Jose	CA528	Construct Alviso Bay Trail from Gold Street in historic Alviso to San Tomas Aquino Creek in San Jose	\$297,765	Active	\$297,765	\$0	Active - can not repurpose
City of San Jose	CA254	Almaden Express Pedestrian Overcrossing, San Jose, California	\$68,773	Active	\$0	\$68,773	Repurpose (pending project closure in FMIS)
Santa Clara County	CA470	Add turn lane and adaptive traffic control system at intersection of San Tomas Expressway and Hamilton Avenue in Campbell	\$248,677	Closed	\$0	\$248,677	Repurpose
Santa Clara Valley Transportation Authority	CA288	Route 152 Safety Improvements, Santa Clara County, California	\$10,408	Closed	\$0	\$10,408	Repurpose
Santa Clara Valley Transportation Authority	CA493	Highways 152-156 Intersection improvements, CA	\$191,817	Active	\$191,817	\$0	Active - can not repurpose
				South Bay Subtotal	\$3,986,417	\$526,346	

BAY AREA TOTAL	\$25,255,879	\$3,662,655
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Bay Area Earmarks - Recommended for Repurposing

Earmarks must be over 10 years old and less than 10% obligated as of December 18, 2015 or closed and final vouchered.

Jul-16

FROM			TO
Sponsor	Earmark Description	Repurpose Amount	Project & Amount
Alameda County		\$1,398,455	San Mateo C/CAG: US 101 Express Lanes, Santa Clara County Line to I-380
ACTC	Construct operational and safety improvements to I - 880 N at 29th Ave. in Oakland	\$12,800	
ACTC	Upgrade I-680 Corridor, Alameda Co.	\$145,779	
Hayward	Upgrade D Street between Grand and Second Streets, Hayward	\$5,003	
Livermore	Construct I-580 Interchange, Livermore	\$39,309 *	
Newark	Construct overpass on Central Ave. at the railroad crossing in Newark	\$539,940	
Port of Oakland	Construct Air Cargo Access Road to Oakland International Airport	\$647,928	
San Leandro	Undertake median improvements along E. 14th St., San Leandro	\$7,696	
Contra Costa County **		\$4,719,489	
CCTA	Contra Costa Co SR4 between Concord & W Pittsburg	\$4,455	
CCTA	Upgrade CA SR 4 East from the vicinity of Loveridge Road to G Street, Contra Costa County	\$33,685 *	
Brentwood	Vasco Road Safety Improvements, Contra Costa Transportation Authority and the County of Alameda Public Works, California	\$431,070	
Concord	Upgrade and extend Commerce Avenue, City of Concord	\$1,439,840	
Danville	Design and Construction Camino Tassajara Crown Canyon to East Town Project, Danville, CA.	\$2,751	
Richmond	Reconstruct interchange for south-bound traffic entering I-80 from Central Ave, City of Richmond	\$2,807,689	
Napa County		\$156,181	
American Canyon	Complete the Bay Trail along the western edge of the American Canyon Wetlands Edge Bay Trail	\$156,181	
San Mateo County		\$1,394,228	
Belmont	Builds a pedestrian bridge from Hiller Street to the Bay Trail, Belmont	\$121,582	
C/CAG	Conducts environmental review of proposed improvements related to the connection of Dumbarton Bridge to Hwy 101	\$359,960	
Millbrae	Construct Rte. 101 bicycle/pedestrian overpass at Millbrae Ave. for the San Francisco Bay Trail	\$899,899	
Peninsula Joint Powers Board/ Samtrans	El Camino Real Grand Blvd. Initiative in San Mateo County	\$12,786	
Santa Clara County		\$1,246,267	
Palo Alto	Citywide traffic signal upgrades requiring the installation of hardware and software at 9 major intersections, Palo Alto	\$359,960	
San Jose	Install SiliconValley Smart Corridor project along the I -880 corridor	\$198,488	
San Jose	Almaden Express Pedestrian Overcrossing, San Jose, California	\$68,773 *	
Santa Clara County	Add turn lane and adaptive traffic control system at intersection of San Tomas Expressway and Hamilton Avenue in Campbell	\$248,677	
VTA	Acquire lands for mitigation adjacent to US 101 as part of Southern Santa Clara County Wildlife Corridor Protection and Scenic Enhancement Project	\$359,960	
VTA	Route 152 Safety Improvements, Santa Clara County, California	\$10,408	
SUBTOTAL		\$8,914,620	\$8,914,620
PROJECTS MORE THAN 50 MILES FROM SAN MATEO US 101			
Solano County		\$197,505	Solano County: Redwood Expressway
Dixon	Dixon: Xing, Rio Vista Bypass Studies (CA) - PE Demo	\$197,505	
SUBTOTAL		\$197,505	\$197,505
Other Earmarks		\$18,205,079	SMART (\$3.2M): San Rafael Transit Center
North Bay Ferry Service	Ferry Service to Port Sonoma	\$18,205,079	
SUBTOTAL		\$18,205,079	\$18,205,079
BAY AREA TOTAL		\$27,317,205	\$27,317,205

*Pending project closure in FMIS.

** Oakley Earmark no longer recommended for repurposing and has been removed

J:\COMMITTEE\PAC\2016 PAC Meetings\07_Jul\2016_PAC[Earmark Summary.xlsx]PAC Attach A

RECEIVED

JUN 10 2016

MTC

May 19, 2016

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
Joseph P. Bort Metro Center
101 Eighth Street
Oakland, CA 94607-4700

Congress of the United States**Washington, DC 20515****RECEIVED**

JUN 13 2016

MTC

The Honorable Brian Kelly
Secretary of Transportation
California State Transportation Agency
915 Capitol Mall, Suite 315 B
Sacramento, CA 95814

Dear Mr. Heminger and Secretary Kelly:

We write to respectfully and strongly object to any proposal that would reprogram vital funding for the City of East Palo Alto relative to Bay Road and a bicycle overpass of Highway 101.

The Bay Road project is moving forward thanks to federal funding obtained through the hard work of Congresswoman Eshoo and Senator Feinstein. The combined federal funding of nearly \$11 million (\$6,008,850 CA Demo ID 691 and \$4,807,080 CA Demo ID 385) was secured for the specific purpose of improving Bay Road in East Palo Alto and should not be used elsewhere. The Bay Road project has been delayed due to environmental concerns but is ready to move forward and should receive the full funding that it has been awarded.

First, the two earmarks should actually be considered as one because one originated in the Senate and the other in the House, yet both are for the purpose of creating significant improvements on Bay Road. Once consolidated, it becomes evident that the city has exceeded the 10% obligation threshold generally used to identify funds that are not being timely utilized.

Second, the unimproved portion of the road is in terrible shape and definitely needs improvement. Both of us recently drove down Bay Road on our way to the newly-created Cooley Landing Education Center. This new facility will serve visitors from the Bay Area as the park offers amazing views and is adjacent to the Bay Area's largest nesting area for endangered Ridgeway Rails. Millions in public funds have been spent to rehabilitate Cooley Landing, a former EPA Superfund site. However, the road to this regional treasure poses a threat to motorcyclists and bicyclists and a danger of severe damage to most motor vehicles. Its drainage during recent storms was very poor.

There is a sparkling new public health center along this road. The elderly and others who wish to walk to the center put their safety at risk in doing so. The surface of the street is in such poor shape that tripping hazards abound. The street is so wide that it is difficult for pedestrians to get across before construction vehicles and other heavy equipment threaten their safety. These grossly substandard portions of Bay Road are within Phases 2 and 3 of the overall Bay Road project. One high quality and safe portion of Bay Road already exists: the portion completed under Phase 1 of the project. Therefore, quite clearly, East Palo Alto is in the process of completing a major and lengthy project and it has every incentive to finish what it has started. It is our understanding that construction will likely begin this summer.

Bay Road was heavily industrialized for decades and it runs next to an EPA Superfund site. The site has been one major reason that the second and third phases of roadway improvements have yet to be completed. Toxic soils need to be removed from both the road and the contaminated site. Proper

drainage, to avoid spreading the pollution to other parts of the city, needs to be designed. It would be an affront to the objectives of public policy to condemn this city, with its thousands of hardworking, working class residents, to years of additional substandard infrastructure, and potentially escalating threats of environmental contamination, by further delays should MTC or Caltrans reprogram vital funds.

With respect to the bicycle pedestrian bridge over Highway 101 (\$2,002,950 CA Demo ID 693), the City of East Palo Alto and Palo Alto are in urgent need of this improvement. The University Avenue interchange is one of the most congested in the Bay Area. As the entranceway to both Palo Alto and East Palo Alto, and as a route to the Dumbarton Bridge, vehicular traffic is a serious threat to pedestrians and bicyclists.

It is anticipated that employees going to Facebook and to other expanding work sites located nearby will increasingly use this interchange to bicycle to work. The children of the divided city of East Palo Alto need a safe way to get to their schools and playgrounds. Public hearings have been held, expectations set, and plans created. It would be wrong to pull back on this funding when the city is fully committed to creating this overpass.

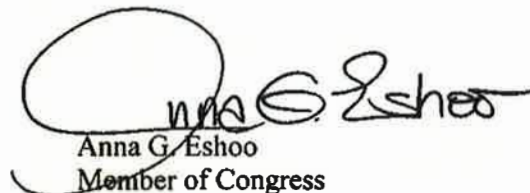
We have long supported the objectives of MTC and Caltrans. We deem ourselves partners in our shared objective of keeping Californians moving through quality infrastructure. We respectfully and strongly suggest that you turn aside all efforts to reprogram funds for East Palo Alto. Earmarks cannot be obtained again, and this community hasn't the resources to invest millions of its own funds in improvements that will serve the entire region.

Please do not blame East Palo Alto for the legacy costs, and consequent delays, of decades of land use that have made its problems so much greater than those of surrounding cities. We urge you to invest in the outstanding people of this community. They have waited decades for modern streets and improvements. It is important to accommodate them through the completion of these projects, just as they have accommodated the Bay Area streaming through their community each day for many decades. Fair is fair and we respectfully suggest that reprogramming funds away from East Palo Alto would be unjust in the extreme.

All the best,



Jackie Speier
Member of Congress



Anna G. Eshoo
Member of Congress

cc: City of East Palo Alto
San Mateo County Supervisor and MTC Commissioner Adrienne Tissier
Redwood City Councilwoman and MTC Commissioner Alicia Aguirre
Caltrans District 4 Director and MTC Commissioner Bijan Sartipi



City of East Palo Alto

Office of the Mayor

May 17, 2016

Brian P. Kelly, Secretary
California Transportation Agency
915 Capitol Mall, Suite 350 B
Sacramento, CA 95814

RECEIVED

JUN 13 2016

MTC

Re: Request to Retain Earmark Funds for the Bay Road Project in East Palo Alto

Dear Secretary Kelly,

I understand that the California Transportation Agency (Caltrans) and the Metropolitan Transportation Commission (MTC) are in the process of determining whether to repurpose federal funds for certain earmark projects, including the Bay Road Improvement Project and the University Avenue Overpass in the City of East Palo Alto. I am writing on behalf of the City to urge Caltrans and MTC to allow the City to retain its earmarks for completion of these projects, which are critical to the revitalization of our community and just months away from starting construction.

As you probably know, East Palo Alto is a vibrant, diverse community of about 30,000 people in the San Francisco Bay Area, which has worked hard to overcome substantial barriers to revitalization. East Palo Alto is one of the most economically distressed communities in the bay area, with a predominately minority population; the City faces the highest levels of unemployment and poverty and the lowest median income in Silicon Valley. The City also provides an affordable place to live for many people priced out of other expensive Silicon Valley cities. Approximately 39% of the entire housing units in the City are affordable because of the City's support for its rent stabilization program and the development of affordable housing.

Thanks to Senator Feinstein, Senator Boxer and Congresswoman Eshoo, East Palo Alto received two earmarks totaling about \$10.8 million in the SAFETEA-LU federal transportation bill for the Bay Road project. This vital project is transforming a deteriorated single-lane road, portions of which are still a dirt track, into a Complete Streets corridor with bicycle, pedestrian and vehicle access. The City also received a \$2 million earmark in SAFETEA-LU to construct bicycle and pedestrian lanes as part of the University Avenue Overpass project.

Bay Road Improvement Project Earmarks

Bay Road is the linchpin infrastructure and streetscape project of the MTC/ABAG approved Ravenswood Priority Development Area (PDA) that is based on the MTC-funded Ravenswood / 4 Corners TOD Specific Plan/EIR, which the City adopted in September 2012. The improved road will provide essential access to the Ravenswood Business District, which includes a 130 acre brownfield site that is being revitalized into a mixed-use development and employment center. The redevelopment will bring hundreds of new jobs and a significant increase in local tax revenues to our community. In addition to linking our downtown to the redevelopment area, Bay Road will provide safe pedestrian, bicycle, and vehicle access to the regional San Francisco Bay Trail and the brand new Cooley Landing Public Park and Education Center located on the Bay.

City of East Palo Alto Bay Road Earmarks, page 2

Phase I of the Bay Road project, from University Avenue to Clarke Avenue, was completed with local, state, and federal funds in 2008. We are now focused on completing the improvements out to the Cooley Landing public park and San Francisco Bay shoreline. We plan to start construction of the next phase this summer, when we work with PG&E to underground overhead utilities under Rule 20A. Meanwhile, the City plans to have the bid-ready project design for the project completed this summer and we expect construction to begin by early 2017. We are working closely with Caltrans Local Assistance to complete the environmental document and anticipate receiving NEPA clearance for the project this fall. This will allow us to request obligation of our federal earmarks for construction before the end of this calendar year.

The design of the Bay Road project has proven to be more complicated than we originally anticipated due to its location in a brownfield that is along the bay front. As a result, we have had to address significant soil contamination, as well as sensitive environmental habitats and archaeological concerns. In addition, siting wet and dry underground utilities has been challenging due to the high water table, very flat grade and limited right-of-way. However, at this point, we have worked through all of these issues and do not anticipate any further delays.

The City is depending on our two federal earmarks to complete the Bay Road project:

- SAFETEA-LU for \$6,008,850 (CA Demo ID 691)
- SAFETEA-LU for \$4,807,080 (CA Demo ID 385)

We understand that the MTC Programming and Allocations Committee has identified our earmark #691 as “Readily Available for Repurposing” because it is over 10 years old and is less than 10% obligated. (Its current obligation is \$457,700 or 7.6%.) In addition, the Committee has identified earmark #385 as “Potentially Available for Repurposing” because it is over 10 years old with more than 10% obligated (Its current obligation is 17%.)

We would like to point out that the City has actually exceeded the 10% obligation threshold when you consider that these two earmarks in SAFETEA-LU are both for the same Bay Road project. They are listed separately because one was included in the House version of the legislation and one was included in the Senate version. Moreover, we have consistently managed the improvements as a single project with multiple funding sources. When you aggregate the two earmarks, the City has obligated \$1,278,954, or 11.8% of the total \$10,815,930 funding provided by Congress. The City continues to obligate funds and is currently in the process of submitting a Request for Authorization for design funds from the SAFETEA-LU earmark grant.

Repurposing any portion of the East Palo Alto’s earmarks would prevent completion of the Bay Road improvements and undermine the progress we are making to revitalize our community. In addition, it would significantly minimize the value of all the local, state, and federal investments that are contributing to our progress.

With the support of state and federal grants, the City has already invested \$3 million to complete Phase I of Bay Road. The U.S. Environmental Protection Agency has contributed substantial funding to the testing and clean-up of the Ravenswood area we seek to redevelop. Last year, the state invested \$5 million to help build the Cooley Landing Education Center located at the end of Bay Road. PG&E and the communications utilities are investing \$1.5 million of ratepayer funds to complete the undergrounding of utilities this summer. And the City has expended \$1.3 million on the design and environmental work to ready the project for construction. The public will not derive the full benefit of these investments until the Bay Road improvements are completed.

University Avenue Overpass Project Earmarks

The MTC document also identifies the University Avenue Overpass Earmark as "Potentially Available for Repurposing." The City has been working closely in partnership with Caltrans on this project for many years. This City is depending on the following earmark to complete the design, environmental and supplement construction:

- SAFETEA-LU for \$2,002,950 (CA Demo ID 693)

The University Avenue Interchange project will provide highway and bridge improvements to increase safety and levels of service for vehicular, transit, bicycle and pedestrian transportation modes at the University Avenue highway interchange. The City of East Palo Alto was artificially divided in half by the construction of Highway 101. The existing University Avenue Overpass over Highway 101 has limited sidewalks and provides an unsafe pedestrian environment. Reconnecting the two halves of the City of East Palo Alto by improving the University Avenue Overpass with pedestrian and bicycle access would create significant social justice and environmental benefits.

Thanks to a grant from the San Mateo County Transportation Agency, East Palo Alto has the funding required to complete this project. The City has retained URS Corporation to complete the design and required environmental clearance. Caltrans has assembled a project team to provide the City with an expedited review and approval process for the project design. The City plans to complete the design in early 2017 with construction scheduled to start in the summer of 2017. The City currently has 2 contracts with design and environmental firms totaling \$1,025,000 for this project.

Again, the City of East Palo Alto urges you to allow the City to retain our SAFETEA-LU earmarks and continue to work in partnership with us to successfully complete the Bay Road and University Avenue projects and maintain momentum in revitalizing our community. On May 17th, the City Council adopted the enclosed resolution opposing the repurposing of these earmarks.

Thank you very much for your consideration. If you have any questions or want more information concerning Bay Road or University Avenue Interchange, please contact me or our City Manager, Carlos Martínez, at (650)853-3100.

Sincerely,



Donna Rutherford

Mayor

Enclosure: Resolution

cc: East Palo Alto City Council
Caltrans District 4
MTC Commissioners
Steve Heminger, Executive Director, MTC
Alix Bockelman, Deputy Executive Director, MTC
Sandy Wong, Executive Director, C/CAG
Jean Higaki, Program Manager, C/CAG
Giles Giovinazzi, Caltrans Federal Liaison
John Hoole, Caltrans Division of Financial Assistance
April Nitsos, Caltrans Division of Financial Assistance

RESOLUTION NO. 4733**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EAST PALO ALTO
OPPOSING THE REPURPOSING OF THE BAY ROAD PHASE II/III
IMPROVEMENT PROJECT AND THE UNIVERSITY AVENUE INTERCHANGE
IMPROVEMENT FEDERAL EARMARKS**

WHEREAS, Section 125 of the Department of Transportation Appropriations Act, 2016 (P.L. No. 114-113) includes a provision that enables States to repurpose earmarks that were appropriated or authorized to be appropriated on or before September 30, 2005 and are less than 10% obligated or completed, final vouchered, and closed; and

WHEREAS, the City of East Palo Alto has two Federal Earmarks for the Bay Road Improvement Project, and one earmark was added to the "Readily Available for Repurposing List" and one was added to the "Potentially Available for Repurposing List"; and

WHEREAS, the MTC funded the Ravenswood/4 Corners TOD Specific Plan; and

WHEREAS, the City Council adopted the Specific Plan in September 2012, and the area became the Ravenswood Priority Development Area (PDA); and

WHEREAS, the Bay Road Improvement Project is the central streetscape and infrastructure project to implement the Ravenswood PDA and the Specific Plan; and

WHEREAS, when combined, the two Bay Road Improvement Project Federal Earmarks exceeded the 10% obligation threshold as of December 2015; and

WHEREAS, the City currently has 2 contracts with design and environmental firms totaling \$1,539,200 for this project; and

WHEREAS, since December 2015, City staff have incurred and paid invoices that further increase the obligated amount; and

WHEREAS, the Bay Road Improvement Project is scheduled to break ground on undergrounding of the overhead utilities this calendar year; and

WHEREAS, Bay Road project is necessary for economic development in the RBD. The existing roads and infrastructure are inadequate to accommodate potential developments in the RBD. Much of the existing infrastructure does not meet the current minimum standards; and

WHEREAS, the City of East Palo Alto was artificially divided by the construction of Highway 101; and

WHEREAS, the University Avenue Overpass over Highway 101 has limited sidewalks and provides an unsafe pedestrian environment; and

WHEREAS, reconnecting the two halves of the City of East Palo Alto by improving the University Avenue Overpass would create social justice and environmental benefits; and

WHEREAS, the City currently has 2 contracts with design and environmental firms totaling \$1,025,000 for this project; and

WHEREAS, the University Avenue Interchange project will provide highway and bridge improvements to increase safety and levels of service for vehicular, transit, bicycle and pedestrian transportation modes at the University Avenue highway interchange;

WHEREAS, both of these projects are critical to the social, environmental, and economic well being of the City and its residents; and

WHEREAS, the City would lose major funding for critical projects and see limited benefits to safety and economic development; and

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF EAST PALO ALTO HEREBY opposes the repurposing of any portion of the two Federal Earmarks for the Bay Road Improvement Project and the Federal Earmark for the University Avenue Interchange and urges Caltrans and MTC to enable East Palo Alto to retain the earmark funding in order to successfully complete these critical projects.

PASSED AND ADOPTED this 17th day of May 2016, by the following vote:

AYES: Rutherford, Moady, Abrica, Gauthier, Romero

NAES:

ABSENT:

ABSTAIN:

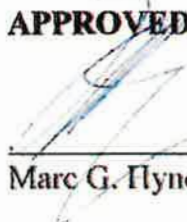
SIGNED:


Donna Rutherford, Mayor

ATTEST:


for Terrie Gillen, Deputy City Clerk

APPROVED AS TO FORM:


Marc G. Hynes, Interim City Attorney

CALIFORNIA LEGISLATURE

STATE CAPITOL
SACRAMENTO, CALIFORNIA
95814

June 22, 2016

Secretary Brian Kelly
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Secretary Kelly:

For the last several months, local and state elected and transportation leaders have debated the best use of funds that had been earmarked for the Port of Sonoma development project by the U.S. Department of Transportation. While there are of course many deserving projects in the region, we believe you'll find unanimous support for repurposing these dollars in the following ways:

- \$15M dedicated to Sonoma County Transportation Authority (SCTA) to match local and other funds for the construction of Marin/Sonoma Narrows B2, Phase 2 project (total cost of \$35M)
- \$3.2M dedicated to Sonoma Marin Area Rail Transit District (SMART) for the construction of the Bettini Transit Center improvements to accommodate bus and rail service until a new transit center is developed (total cost of \$5M).

The funds provide a one-time opportunity to advance these two critical projects serving three transportation modes in Sonoma and Marin counties: a phase of carpool lane construction on Highway 101 in the Marin/Sonoma Narrows to benefit carpoolers and bus riders, and immediate improvements to the Bettini Transit Center in San Rafael to accommodate bus riders and SMART passenger rail riders.

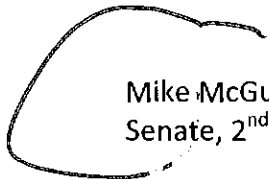
Secretary Brian Kelly
June 22, 2016
Page Two

We appreciate your consideration of these projects in substitution of the Port of Sonoma development, and would be very happy to meet with you to discuss details.

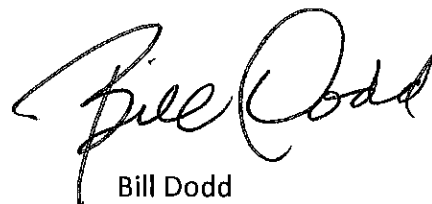
Please also know that while this funding is greatly needed and will benefit the entire region, it does not fully meet the needs of either the Bettini Center project or the Marin/Sonoma Narrows and we would welcome further State support to ensure we can deliver mobility improvements in the North Bay.

Thank you for your consideration.

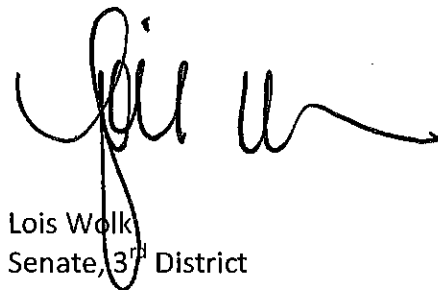
Sincerely,



Mike McGuire
Senate, 2nd District



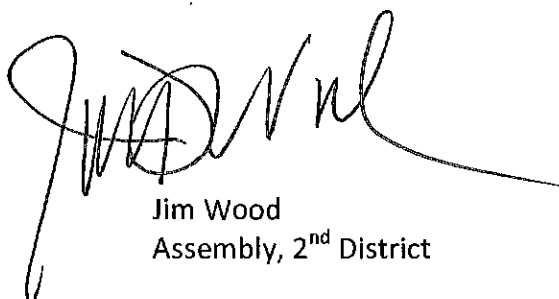
Bill Dodd
Assembly, 3rd District



Lois Wolk
Senate, 3rd District



Marc Levine
Assembly, 10th District



Jim Wood
Assembly, 2nd District

JARED HUFFMAN
2ND DISTRICT, CALIFORNIA

COMMITTEE ON
NATURAL RESOURCES
WATER, POWER, AND OCEANS – RANKING MEMBER
FEDERAL LANDS
COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE
HIGHWAYS AND TRANSIT
WATER RESOURCES AND ENVIRONMENT

June 27, 2016

Secretary Brian Kelly
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 93814

Dear Secretary Kelly:

The U.S. Department of Transportation has released \$18 million to the CA Department of Transportation that had been previously earmarked for the Port of Sonoma development project. We are writing to support the unanimous interagency and government partner consensus on the proposed repurposed use of these funds.

We have been directly involved in the effort to secure these funds for our shared constituents for whom they were originally intended and for a purpose aligned with the spirit of the original designated use. As you know, the Port of Sonoma proposal was abandoned for overwhelming lack of support for the project. The need for funds for multi-modal projects, however, remains a high priority for the same constituents in the same area of the North Bay, and repurposing the funds for improvements as detailed below would serve the region exceptionally well:

- \$15M for Sonoma County Transportation Agency (SCTA) to match local and other funds for the construction of Marin/Sonoma Narrows B2, Phase 2 project (total cost \$35M).
- \$3.2M for Sonoma Marin Rail Transit District (SMART) for the construction of the Bettini Transit Center improvements to accommodate bus and rail service until a new transit center is developed (total cost \$5M).

Repurposing the funds in this manner will leverage additional dollars and provide a one-time opportunity to advance critical projects serving three transportation modes in Sonoma and Marin counties: a phase of carpool lane construction on Highway 101 in the Marin/Sonoma Narrows to benefit carpoolers and bus riders, and immediate improvements to the Bettini Transit Center in San Rafael to assist bus riders and passenger rail riders.

This consensus request has been developed by the agency partners in coordination with local and state elected representatives and will support the entire region and environment with much needed multi-modal transportation improvements. Importantly, it is also in keeping with the original intent for the funding. Thank you for your serious consideration of this well-conceived proposal, and please do not hesitate to contact us should you need further information.

Sincerely,


JARED HUFFMAN
Member of Congress, CA 2


MIKE THOMPSON
Member of Congress, CA 5

SAN RAFAEL
999 FIFTH AVENUE, SUITE 290
SAN RAFAEL, CA 94901
PHONE: (415) 258-9657
FAX: (415) 258-9913

PETALUMA
206 G STREET, #3
PETALUMA, CA 94952
PHONE: (707) 981-8967
FAX: (415) 258-9913

UKIAH
559 LOW GAP ROAD
UKIAH, CA 95482
PHONE & FAX: (707) 671-7449

FORT BRAGG
430 NORTH FRANKLIN STREET
P.O. BOX 2208
FORT BRAGG, CA 95437
PHONE: (707) 962-0933
FAX: (707) 962-0905

EUREKA
317 THIRD STREET, SUITE 1
EUREKA, CA 95501
PHONE: (707) 407-3585
FAX: (707) 407-3559

PRINTED ON RECYCLED PAPER

PTAC 7/18/16: Item 10
Attachment C
OFFICE
1630 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
PHONE: (202) 225-5161
FAX: (202) 225-5163
WEBSITE: huffman.house.gov



June 21, 2016

Secretary Brian Kelly
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Secretary Kelly:

As you deliberate over the manner in which to address the repurposed earmarks freed up earlier this year by the U.S Department of Transportation, we ask that you direct the Port Sonoma earmark of \$18.2M to two local projects, on which we all agree and have received concurrence from our respective elected leaders.

The funding provided through the repurposed Port Sonoma earmark offers a one-time opportunity to advance two critical projects serving three modes in Sonoma and Marin: a phase of carpool lane construction on Highway 101 in the Marin/Sonoma Narrows to benefit carpoolers and bus riders and near term improvements to the Bettini Transit Center in San Rafael to accommodate bus riders and passenger rail service.

We urge you to invest the funding as follows:

- \$15M dedicated to Sonoma County Transportation Authority (SCTA) to match local and other funds for the construction of Marin/Sonoma Narrows B2, Phase 2 project (total cost of \$35M)
- \$3.2M dedicated to Sonoma Marin Area Rail Transit District (SMART) for the construction of the Bettini Transit Center improvements to accommodate bus and rail service until a new transit center is developed (total cost of \$5M).

Please know that while this amount of funding is greatly needed and will be put to good use it does not fully meet the needs of either the Bettini Center project or the Marin/Sonoma Narrows and we would welcome further State support to ensure we can deliver mobility improvements in the North Bay.

Thank you for your consideration.

Sincerely,

Farhad Mansourian
Sonoma Marin Area Rail Transit

Denis Mulligan
Golden Gate Bridge, Highway & Transportation District

Suzanne Smith
Sonoma County Transportation Authority

Diane Steinhauser
Transportation Authority of Marin

Nancy Whelan
Marin Transit District

Douglas H. Bosco
Former Member of Congress



June 21, 2016

Secretary Brian Kelly
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Secretary Kelly:

As you deliberate over the manner in which to address the repurposed earmarks freed up earlier this year by the U.S Department of Transportation, we ask that you direct the Port Sonoma earmark of \$18.2M to two local projects, on which we all agree and have received concurrence from our respective elected leaders.

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Thank you for your consideration.

Sincerely,

Kate Collins
Gary Phillips
San Rafael, Mayor

Steve Kinsey
Steve Kinsey
MTC Commissioner, Marin County
President, Marin Board of Supervisors

Jake Mackenzie
Jake Mackenzie
MTC Commissioner, Sonoma County

Efren Carrillo
Efren Carrillo
Chair, Sonoma County Board of Supervisors

David Rabbitt
David Rabbitt
Sonoma County Supervisor
Chair, Sonoma County Transportation Authority

Stephanie Moulton-Peters
Stephanie Moulton-Peters
Chair, Transportation Authority of Marin

COMMITTEE ON EDUCATION AND
THE WORKFORCE
SUBCOMMITTEE ON HIGHER EDUCATION AND
WORKFORCE TRAINING
SUBCOMMITTEE ON WORKFORCE PROTECTIONS

Congress of the United States
House of Representatives
Washington, DC 20515

327 CANNON HOUSE OFFICE BUILDING
PHONE: (202) 225-2095
FAX: (202) 225-5609

101 YGNACIO VALLEY ROAD, SUITE 210
WALNUT CREEK, CA 94596
PHONE: (925) 933-2660
FAX: (925) 933-2677

440 CIVIC CENTER PLAZA, 2ND FLOOR
RICHMOND, CA 94804
PHONE: (510) 620-1000
FAX: (510) 620-1005

COMMITTEE ON OVERSIGHT AND
GOVERNMENT REFORM
SUBCOMMITTEE ON TRANSPORTATION AND PUBLIC ASSETS
SUBCOMMITTEE ON HEALTH CARE, BENEFITS, AND
ADMINISTRATIVE RULES

June 23, 2016

The Honorable Brian P. Kelly
Secretary
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

The Honorable Malcolm Dougherty
Director
California Department of Transportation
1120 N Street, MS 49
Sacramento, CA 95814

Dear Secretary Kelly and Director Dougherty:

I write in strong support of the City of Concord's request to repurpose \$1.44 million in SAFETEA-LU high priority project funding to make Complete Streets improvements to Commerce Avenue in my congressional district.

As you know, Section 125 of the Consolidated Appropriations Act of 2016 (Pub. L. No. 114-113) allows States to repurpose certain funds originally earmarked for specific projects more than ten years ago. Given this development and in response to state rulings on Complete Streets projects, funding originally intended to "Upgrade and Extend Commerce Avenue, City of Concord" (Demo ID CA355), would enable the City of Concord to prioritize upgrades to Commerce Avenue that incorporate safety improvements and Complete Streets measures.

Commerce Avenue serves a variety of transportation modes including heavy trucks, passenger vehicles, pedestrians, bicyclists, and is a route often used by school children. The City's proposed project will help address vehicle/pedestrian and vehicle/bicycle conflicts, as well as incorporate bikeway and sidewalk improvements, Americans with Disabilities Act (ADA) requirements, improved lighting, and improved transit access.

With your support and guidance, this critical safety and access project can be advanced without further delay. I strongly encourage Caltrans to give the City of Concord's repurposing request every consideration.

Thank you in advance for your attention to this matter. If you have any questions or concerns regarding this request, please feel free to contact Mark Copeland in my Washington, D.C. office at (202) 225-2095 or mark.copeland@mail.house.gov.

Sincerely,



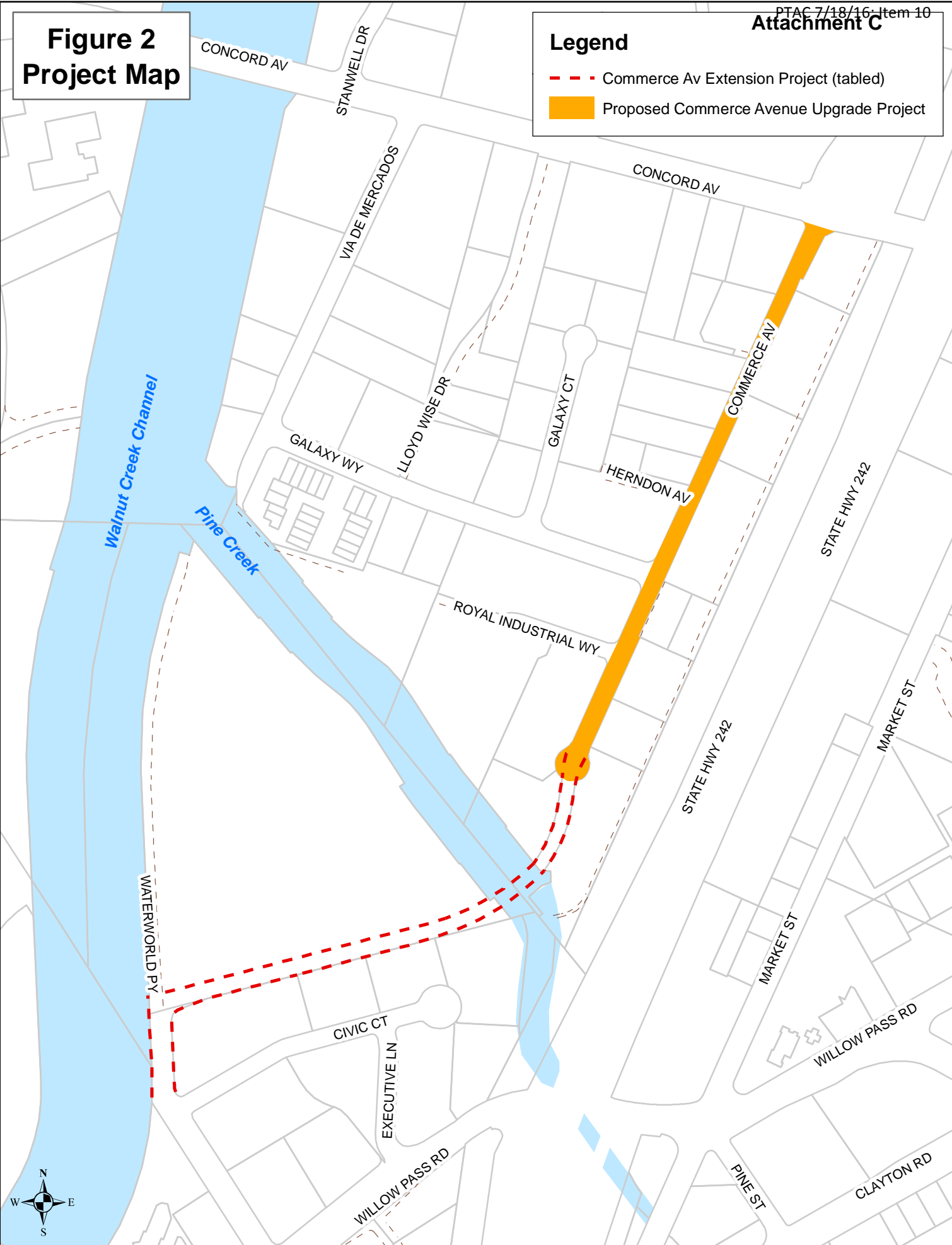
Mark DeSaulnier
Member of Congress

cc: The Honorable Laura Hoffmeister, Mayor, City of Concord
Steve Heminger, Executive Director, Metropolitan Transportation Commission
Valerie Barone, City Manager, City of Concord

Figure 2
Project Map

Legend

- - - Commerce Av Extension Project (tabled)
- Proposed Commerce Avenue Upgrade Project



From: SOREN FAJEAU [<mailto:soren.fajeau@newark.org>]
Sent: Wednesday, June 29, 2016 2:21 PM
To: 'john.hoole@dot.ca.gov'
Cc: Mallory Atkinson
Subject: Removal of Demo I.D. CA414 (Newark) from Earmark Repurposing List

Hello Mr. Hoole,

As previously discussed, the City of Newark would like to have its Central Avenue Railroad Overpass project (Demo ID CA414 in the amount of \$539,940.06) removed from the Earmark Repurposing list. Based on our recent correspondence by telephone, you indicated that this should not be a problem with appropriate justification from the City along with concurrence from the Metropolitan Transportation Commission.

Initially, the City had anticipated that the cost and scheduling impacts associated with satisfying additional federal requirements on a project that was otherwise locally funded would be overly burdensome relative to the level of funding available through the earmark. As a result, we had indicated that the funds should be repurposed with the current Earmark Repurpose efforts by Caltrans. However, after discussions with the Alameda County Transportation Commission and a more thorough evaluation by our design consultant, those impacts are far less onerous than originally anticipated. We feel that the funding can contribute very positively to the delivery of the project with a minimal impact to the schedule.

This project had been on hold for more than 10 years with no signs of available construction funding. The City of Newark had been reluctant to begin the project design without a clear indication of construction funding availability and thus the earmark also sat idle. However, local funding through the Alameda County Transportation Commission became available more recently and the City is currently under contract with Quincy Engineering to complete the PE/Environmental and PS&E phases of the project. Construction is tentatively scheduled to begin in early 2018. We feel quite confident that this federal earmark funding can now be utilized for its original purpose and we would expect to pursue the use of the funding immediately.

I have copied Ms. Mallory Atkinson, Funding Policy Analyst with MTC for concurrence.

Thank you very much for your assistance with this adjustment and please do not hesitate to contact me with any additional questions or concerns.

Regards,

Soren Fajeau, P.E.
Public Works Director
City of Newark
37101 Newark Boulevard
Newark, CA 94560
Phone: (510) 578-4286
Fax: (510) 578-4243

CITY COUNCIL
Kevin Romick, Mayor
Sue Higgins, Vice-Mayor
Vanessa Perry
Randy Pope
Doug Hardcastle



CITY HALL
3231 Main Street
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www.ci.oakley.ca.us

June 30, 2016

Hisham,

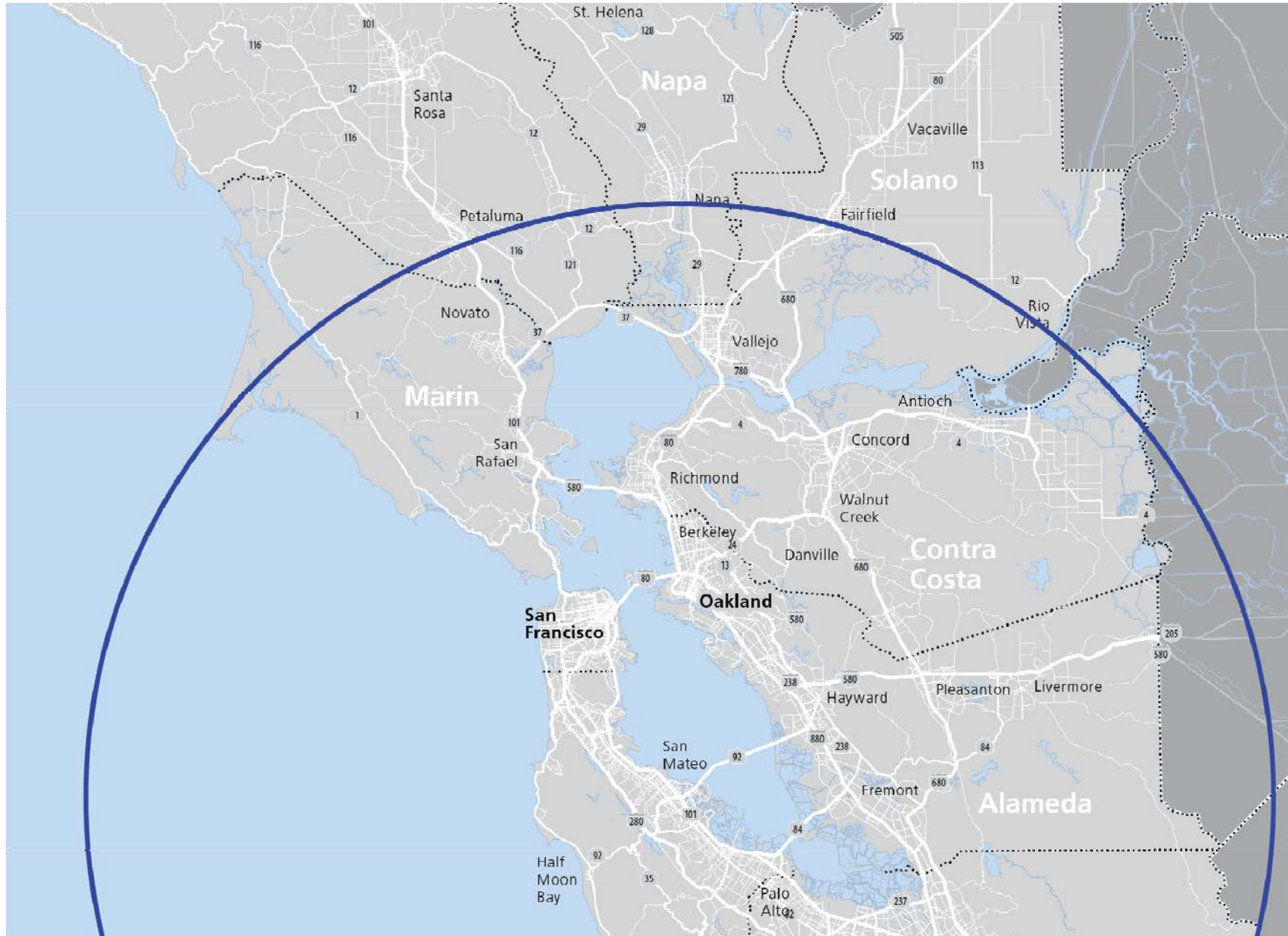
The Main Street Realignment Project has been planned for years. The City has been working on the design and development of this project over the past years, which involved extensive outreach to the downtown community since the project is an integral part of the downtown area. The City has also provided local funds to match this grant to construct the project. As a result, the City has received overwhelming support for the project. The plans and specifications are finalized and the City will be submitting the E-76 package to Caltrans the week of July 7th.

Sincerely,

Kevin Rohani
Public Works Director

50 Mile Radius from San Mateo US 101

Attachment D





METROPOLITAN
TRANSPORTATION
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: July 18, 2016

FR: Craig Bosman

RE: Cap and Trade: Affordable Housing and Sustainable Communities Program

The Affordable Housing and Sustainable Communities Program is a statewide competitive program to provide grants and loans for affordable housing, infill and compact transit-oriented development, and infrastructure connecting these projects to transit. The Strategic Growth Council (SGC) is responsible for the overall administration of the program, including project evaluation and the approval of funding awards. Approximately \$320 million is available for the FY2015-16 program. Project applications were due on June 20 and SGC will announce awards in September.

The program guidelines provide metropolitan planning organizations (MPOs) such as MTC with an advisory role in project selection. SGC retains the ultimate project selection authority. In April, the Commission directed staff to prioritize the region's recommended projects based on regional principles. Staff is scheduled to seek approval of recommended regional priorities at the July 13 Programming and Allocations Committee meeting. See Attachment A for more detail.

For more information, please contact:

Craig Bosman

cbosman@mtc.ca.gov

415.778.6770

Attachment A – July 2016 Programming and Allocations Committee Item – Regional Priorities for Affordable Housing and Sustainable Communities Program

Metropolitan Transportation Commission Programming and Allocations Committee

July 13, 2016

Agenda Item 5a

Regional Cap and Trade Priorities: Affordable Housing and Sustainable Communities

Subject: Regional Priorities for the FY2015-16 Affordable Housing and Sustainable Communities Program

Background: The Affordable Housing and Sustainable Communities Program is a statewide competitive program to provide grants and loans for affordable housing, infill and compact transit-oriented development, and infrastructure connecting these projects to transit. The Strategic Growth Council (SGC) is responsible for the overall administration of the program, including project evaluation and the approval of funding awards. The FY2015-16 program was announced with a funding availability of approximately \$320 million; however, the Department of Housing and Community Development has announced that total funding available may be lower than previously estimated, based on lower Cap-and-Trade auction revenue. SGC will announce awards in September. Table 1 summarizes the region's applications.

Table 1: Affordable Housing and Sustainable Communities Applications

	Bay Area	State
Number of applications in final round	24	73
Total \$ requested	\$247 million	\$684 million
% funds in Disadvantaged Communities	65%	50% minimum
% funds for Affordable Housing	61%	50% minimum
% funds in Transit Oriented Development (TOD)	52%	35% minimum
% funds in Integrated Connectivity Project (ICP)	48%	35% minimum

Project Prioritization

Staff recommends that MTC endorse 17 projects at a total of \$194 million (see Attachment A). This is based on the adopted regional principles (Attachment B), which recommend prioritizing roughly 60% of the available funding (approximately \$190 million of \$320 million available), with an award target of at least 40% (\$128 million) based on the region's performance in the first cycle of funding. Because there are set-asides for both Transit-Oriented Development (TOD) and Integrated Connectivity Project (ICP) project types, staff is recommending a priority list for each. Generally, staff is recommending projects with affordable housing components with the highest overall adherence to the regional principles. Project types were prioritized as follows:

- *Transit-Oriented Development (TOD) Projects:* All TOD applications from our region include affordable housing and are located in Priority Development Areas. Projects located in Communities of Concern or Disadvantaged Communities were given higher priority. Projects were then listed in order by number of affordable housing units. All TOD projects, which would result in 845 housing units with 781 affordable units, totaling \$120 million, are proposed for endorsement.
- *Integrated Connectivity Projects (ICP):* ICP applications that provide affordable housing, are located in a Priority Development Area, and are located in a Community of Concern or Disadvantaged Community were given higher priority. Following that, priority was given to projects with affordable housing that are located in either a Priority Development Area, a Community of Concern, or a Disadvantaged Community. From among those providing affordable housing, projects are listed in order by number of affordable housing units. Finally, projects that do not provide affordable housing were given the lowest priority consistent with the Commission's adopted principles, and are listed in order by funding leverage. Following this prioritization and recognizing the 60% funding target (\$190 million), staff recommends endorsing seven ICP projects totaling \$74 million. These projects represent 565 housing units with 493 affordable units.

Evaluation Issues and Highlights

- *Significant Greenhouse Gas Reduction:* The emissions reduction results reported by applicants have not yet been verified by Air Resources Board and are subject to correction.
- *Communities of Concern/Disadvantaged Communities:* The program has a 50% set-aside for Disadvantaged Communities. Sixteen Bay Area projects are located in Communities of Concern, with 12 of those also benefitting Disadvantaged Communities. Only two projects benefit Disadvantaged Communities but are not located in Communities of Concern. Equal weight was given to projects benefitting one or both of Disadvantaged Communities and Communities of Concern.
- *Supporting Plan Bay Area's Focused Growth Investment Strategies:* Additional priority was given to projects providing affordable housing, projects within Priority Development Areas (PDAs), and projects providing a higher total number of affordable units.
- *Level of Housing Affordability:* In general, the recommended projects would increase the accessibility and affordability of housing. In total, the recommended projects would help construct or rehabilitate 1,274 units of affordable housing, at an average of 44% Area Median Income. The units range from studios to multi-bedroom family units. All are rental units.
- *Support for the Region's Adopted Transit Priorities:* In general, the region's finalists support the region's priorities (Regional Transit Expansion program of projects, Plan Bay Area's Next Generation Transit program, etc.)
- *Funding Leverage:* Funding leverage for this program is calculated by dividing the total non-AHSC project costs (as submitted by the applicant) by the AHSC request amount. It appears that most projects in our region are leveraging funds to at least 150%.
- *OBAG Policy:* All projects are located in jurisdictions that adhere with state and regional Complete Streets policies and General Plan Housing Element adoption and certification.

Issues:

Scoring criteria for bikeability: AHSC projects will be scored by the state on a scale of up to 100 points. Up to three points can be earned for the project location's bikeability, as determined by Walkscore.com's Bike Score rating. However, only those projects in San Francisco, San Jose, Oakland, and Berkeley have Bike Scores available, because the necessary data inputs for other jurisdictions have not yet been collected by Walkscore.com. Under current AHSC guidelines, there is no way for projects without a Bike Score to achieve these three points, regardless of the location's actual level of bikeability. Staff believes these points could be a deciding factor in funding, has held ongoing discussions with SGC staff, and plans to send a joint letter with other MPOs to SGC to ensure that this issue is treated fairly in the scoring process.

Encouragement of applications from around the region: The list of 24 final applications from the Bay Area is dominated by projects in Alameda, Contra Costa, and San Francisco counties. Though the other Bay Area counties were somewhat better represented in the concept application phase of this program, staff believes it would benefit the region as a whole for projects in the South Bay, Peninsula, and North Bay Counties to be more involved and competitive in this program, and will continue to work with partners to encourage applications from around the region.

Recommendation: Refer list of priority projects in Attachment A to the Commission for approval, and direct MTC staff to submit priority list to SGC.

Attachments: Attachment A: AHSC Recommended Priorities
 Attachment B: Regional Principles for Prioritizing Final Applications under the Affordable Housing and Sustainable Communities Program
 Attachment C: AHSC Project Descriptions

Project Title	City	County	Project Type	DAC / CoC	PDA Status	AHSC Funds Requested	Running Total	Total Project Cost	Funding Leverage	GHG Reduction (MT CO2)*	Total Units	Total Affordable Units	Affordable Unit Avg. AMI
MTC Proposed Endorsements													
Empyrean & Harrison Hotel Housing and Transportation Improvements	Oakland	Alameda	TOD	Y/Y	PDA	\$ 16,807,556	\$ 16,807,556	\$ 46,107,644	174%	102,028	147	146	45%
St. James Station TOD	San Jose	Santa Clara	TOD	Y/N	PDA	\$ 12,889,611	\$ 29,697,167	\$ 89,681,932	596%	23,121	135	134	41%
455 Fell	San Francisco	San Francisco	TOD	Y/Y	PDA	\$ 16,056,563	\$ 45,753,730	\$ 62,373,348	288%	16,581	108	107	47%
Lakehouse Connections	Oakland	Alameda	TOD	Y/Y	PDA	\$ 18,127,203	\$ 63,880,933	\$ 42,920,167	137%	68,905	91	90	48%
The Uptown Oakland Housing and Transportation Collaborative/Embarc Apartments	Oakland	Alameda	TOD	Y/Y	PDA	\$ 15,982,964	\$ 79,863,897	\$ 54,913,236	244%	58,818	62	61	40%
Coliseum Connections	Oakland	Alameda	TOD	Y/Y	PDA	\$ 14,844,762	\$ 94,708,659	\$ 228,839,594	1442%	881,360	110	54	56%
Dunleavy Plaza Apartments	San Francisco	San Francisco	TOD	N/Y	PDA	\$ 2,821,572	\$ 97,530,231	\$ 40,635,907	1340%	7,020	49	49	48%
Yosemite Apartments	San Francisco	San Francisco	TOD	Y/Y	PDA	\$ 5,092,303	\$ 102,622,534	\$ 22,542,474	343%	15,287	32	31	42%
Edwina Benner Plaza	Sunnyvale	Santa Clara	TOD	N/N	PDA	\$ 9,606,560	\$ 112,229,094	\$ 44,846,337	367%	4,890	66	65	45%
St. Paul's Commons & Trinity Ave. Complete Streets	Walnut Creek	Contra Costa	TOD	N/N	PDA	\$ 7,679,331	\$ 119,908,425	\$ 19,814,020	158%	7,268	45	44	45%
Creekview Terrace	San Pablo	Contra Costa	ICP	Y/Y	PDA	\$ 10,867,494	\$ 130,775,919	\$ 44,185,352	307%	177,885	120	119	41%
Alameda Site A Family Apartments	Alameda	Alameda	ICP	N/Y	PDA	\$ 12,870,620	\$ 143,646,539	\$ 46,722,257	263%	125,614	70	69	45%
Alameda Site A Senior Apartments	Alameda	Alameda	ICP	N/Y	PDA	\$ 10,870,983	\$ 154,517,522	\$ 34,638,891	219%	125,589	60	59	43%
Heritage Point Affordable Housing/Retail Development	Richmond	Contra Costa	ICP	Y/Y	PDA	\$ 10,204,875	\$ 164,722,397	\$ 28,511,522	179%	9,495	42	41	43%
Veterans Square	Pittsburg	Contra Costa	ICP	Y/Y	PDA	\$ 5,687,619	\$ 170,410,016	\$ 17,412,946	206%	3,054	30	29	40%
South San Francisco Senior Affordable Housing/Connections to Caltrain	South San Francisco	San Mateo	ICP	N/Y	PDA	\$ 8,875,280	\$ 179,285,296	\$ 95,528,096	976%	8,821	81	16	50%
Renascent San Jose	San Jose	Santa Clara	ICP	Y/Y	no	\$ 14,979,486	\$ 194,264,782	\$ 68,871,430	360%	13,372	162	160	40%
Not Proposed for Endorsement													
Potrero Block X	San Francisco	San Francisco	ICP	N/N	PDA	\$ 9,250,000		\$ 60,335,627	552%	10,178	72	71	42%
Grayson Street Apartments	Berkeley	Alameda	ICP	N/N	PDA	\$ 3,755,326		\$ 14,891,452	297%	97,667	23	22	43%
Candlestick Point Sustainable Transportation, Transportation Amenities, and Transportation Demand Management	San Francisco	San Francisco	ICP	Y/Y	PDA	\$ 5,000,000		\$ 39,674,792	693%	4,359	-	-	N/A
Putting Down Routes: Connecting East Oakland	Oakland	Alameda	ICP	Y/N	PDA	\$ 2,182,647		\$ 6,530,647	199%	1,865	-	-	N/A
Treasure Island Intermodal Transit Hub Phase 1	San Francisco	San Francisco	ICP	Y/Y	PDA	\$ 12,055,858		\$ 35,566,925	195%	144,204	-	-	N/A
Windsor Transit Center Corridor and Intersection Improvements Project	Windsor	Sonoma	ICP	N/N	PDA	\$ 5,387,718		\$ 5,587,718	4%	1,574	-	-	N/A
Public Market Sustainable Transportation Project	Emeryville	Alameda	ICP	N/N	PDA	\$ 15,483,984		\$ 15,483,984	0%	206,653	-	-	N/A
Overall Totals						\$ 247,380,315		\$ 1,166,616,298			1,505	1,367	44%

*GHG Calculations submitted by applicants -- preliminary and not yet verified by Strategic Growth Council or Air Resources Board

Regional Principles for Prioritizing Final Applications under the Affordable Housing and Sustainable Communities Program

Overview

The Affordable Housing and Sustainable Communities (AHSC) final guidelines provide regional agencies an opportunity to advise on AHSC project selection. After an initial screening of concept applications for Plan Bay Area supportive elements, MTC staff in coordination with ABAG, will review full applications and make project recommendations to the Commission for approval and transmittal to the Strategic Growth Council (SGC). The role for regional agencies in this process is advisory, meaning that SGC has the ultimate project selection authority.

Regional Bid Target

Based on program results thus far, MTC proposes a regional program target of 40%, and will prioritize applications for up to 60% of the available funding. MTC will apply this cap for final applications, not concept applications, as project scopes and costs are expected to change between the initial concept and final application stages and we want to encourage a significant pool of applications.

Project Prioritization Process

MTC staff proposes to conduct a **project prioritization process, in coordination with ABAG staff**, to provide SGC with a set of regional priority projects, based on the following principles. Although these criteria are not “thresholds” that must be achieved, staff will look most favorably on applications achieving most to all of the following elements, which are listed here roughly in rank order of importance:

1. **Significant Greenhouse Gas Reduction (GHG).** Prioritize projects that demonstrate significant GHG reduction. While the SGC will employ a statewide methodology in the final applications for quantifying GHG benefits, MTC staff also reserves the right to conduct additional GHG analysis as needed using a regional methodology.
2. **Communities of Concern/Disadvantaged Communities.** Prioritize projects located in or providing benefits to the region’s Communities of Concern as well as CalEPA’s defined Disadvantaged Communities.
3. **Support Plan Bay Area’s Focused Growth Investment Strategies.** Develop priorities for each of the three project area types: Transit Oriented Development (TOD), Integrated Connectivity Project (ICP), and Rural Innovation Project Area (RIPA). Prioritize projects including affordable housing developments. Where applicable, prioritize ready-to go projects within Priority Development Areas (PDAs) in high growth jurisdictions and corridors that provide access to jobs and services. Prioritize projects providing both a greater share and total number of affordable units to address concerns about community stability and displacement. When applicable, also prioritize projects that provide funds for active Transit Oriented Affordable Housing (TOAH) projects, all of which have a strong nexus to transit and PDAs and have ownership of land for development. Projects that meet the criteria for TOAH and are at the same state of readiness will also be considered favorably.

- 4. Level of Housing Affordability.** For proposals including an affordable housing development as a capital project, prioritize projects in a manner consistent with the Strategic Growth Council's AHSC scoring criteria, which places the highest priority on rental restricted units for households at lower percentages of Area Median Income.
- 5. Support for the Region's Adopted Transit Priorities.** Prioritize projects that support the Commission's adopted transit priorities. These include the Regional Transit Expansion program of projects (Resolution 3434), Plan Bay Area's Next Generation Transit program, projects under the Core Capacity Challenge Grant program, projects that support the implementation of the Transit Sustainability Project, and recommendations of the Coordinated Public Transit-Human Services Plan.
- 6. Funding Leverage.** Prioritize projects leveraging other funding sources for local match.
- 7. OBAG Policy.** When applicable, OBAG's policy requirements should be applied to help determine a project's alignment with the SCS. These requirements include adherence with state and regional Complete Streets policies and General Plan Housing Element adoption and certification. These policies should be applied based on the jurisdiction of where the project is located (rather than whether the local jurisdiction is listed as co-applicant).

Item 5a - Attachment C
Affordable Housing and Sustainable Communities Program -- Bay Area Applications

Project Title	Applicant Organization	Joint Applicant(s)	City	County	Total AHSC Funds Requested	Specific Elements Description from Application (AHD= Affordable Housing Development, HRI= Housing-Related Infrastructure, STI= Sustainable Transportation Infrastructure, TRA= Transportation-Related Amenities, PRG= Programs)
Alameda Site A Senior Apartments	Eden Housing, Inc.	Alameda Point Partners	Alameda	Alameda	\$ 10,870,983	AHD: Eden's 60-unit Senior Community consists of 50 one, and 10 two-bedroom units, including one unrestricted manager's unit. These units will be affordable to senior households earning between 30 and 50 percent of Alameda County Area Median Income. STI: 129,150 square feet of pedestrian improvements, 60,300 square feet of bike lane improvements, and 72,700 square feet of dedicated bus rapid transit lanes within the project area.
Alameda Site A Family Apartments	Eden Housing, Inc.	Alameda Point Partners	Alameda	Alameda	\$ 12,870,620	AHD: 14 one, and 36 two-bedroom, and 20 three bedroom units, including one unrestricted manager's unit. These units will be affordable to family households earning between 30 and 50 percent of Alameda County Area Median Income. STI: 84,580 square feet of pedestrian improvements, 43,020 square feet of bike lane improvements, and 46,230 square feet of dedicated bus rapid transit lanes within the project area.
Grayson Street Apartments	Satellite Affordable Housing Associates	City of Berkeley	Berkeley	Alameda	\$ 3,755,326	AHD: new construction of a four story building on San Pablo Avenue in Berkeley with 23 one and two-bedroom apartments, including one manager's unit. The building will feature a gracious residential entry and lobby, a community room opening out onto a landscaped outdoor courtyard with views of the San Francisco Bay, a computer annex, services office, and exercise room. Nine units will be set-aside for youth transitioning out of the foster system and three units for people living with HIV/AIDS. The apartments will be targeted to residents earning up to 60% of the area median income. STI: purchase of a new hybrid bus to reduce GHG and improve peak frequency to service the 88 bus route that runs north and south bound along Sacramento and Market Street. PRG: 1) providing AC Transit bus passes to the 22 affordable units for three years and 2) creating a bicycle education program.
Public Market Sustainable Transportation Project	City Center RealtyPartners, L.P.	-	Emeryville	Alameda	\$ 15,483,984	STI: include installation of: roadways and sidewalks; curbs and gutters; traffic lights at Shellmound & Parcel B/A entrance; sidewalk/biofiltration planters; storm drains; water pipes and mains; and fire hydrant connections. Construction of a public plaza, striping of AC transit bus zones, cross walks, stop and arrow sign markings on ground, loading zone, traffic line, and bike lanes. TRA: installation of landscape features and irrigation system; light poles and fixtures; bike racks; bus shelters and guard rails; public benches; stop signs; and trash cans.
The Uptown Oakland Housing and Transportation Collaborative/Embarck Apartments	Resources for Community Development	City of Oakland	Oakland	Alameda	\$ 15,982,964	AHD: 100% of Embarck Apartments' 62 units will be affordable to residents with 30-50% area median income (AMI). The development consists of a mixture of 1 studio, 56 one-bedroom and 5 two-bedroom units, 31 of which will be reserved for disabled homeless veterans. HRI: 1. Allowable Structured Parking Costs for 30 parking spaces at less than half a space per unit at \$30,000 per space for a total of \$900,000; and 2. \$300,000 in impact fees required by local ordinance not to exceed 15 percent of the AHSC Program award. STI: 1-mile road diet along West Grand Avenue from Mandela Parkway to San Pablo Avenue, Class 1 bike lines on Adeline and MLK Jr, 40-foot hybrid bus to support the increased service levels of the adopted AC Transit Service Expansion Plan, adding bike channels along stairways at the 19th St BART station to promote multi-modal transport, and relamping 19th St station with over 3300 new high efficiency LED lights. TRA: BART will be adding new bike parking within the 19th St BART station. PRG: provision of free bus passes to the residents of Embarck Apartments for three years, partnership with Bike East Bay to provide three bike education workshops, provision of three years of membership for Bay Area Bike Share for all residents.
Lakehouse Connections	East Bay Asian Local Development Corporation	City of Oakland, UrbanCore Development	Oakland	Alameda	\$ 18,127,203	AHD: Lakehouse Affordable Apartments is part of a mixed-use, mixed-income development called Lakehouse Commons planned for the corner of E. 12th Street and Lake Merritt Blvd in Oakland. This is a joint venture between East Bay Asian Local Development Corporation (EBALDC), a non-profit developer of affordable housing, and UrbanCore, a for-profit firm with experience in affordable housing development. Parcel A will be developed into the Lakehouse Affordable Apartments and comprised of 90 separately funded, owned and operated units of permanently affordable housing. Parcel B will include 270 market rate units separately funded, owned and operated, with 18 units sub-leased for low/moderate income housing by EBALDC, as well as a 2,000 sq ft public cafe. A shared garage will be built on Parcel C, and an adjacent 3,000 square foot public open space will be developed as a neighborhood amenity. HRI: portion of podium parking (45 spaces) allocated to the affordable housing development. Demolition, site earthwork, shoring, utilities, asphalt, and site concrete to ready the site for construction and contribute streetscape improvements and a safer public right of way. Landscaping with native plants and trees. STI: pedestrian scale LED lights, crossing improvements, wayfinding, and bulb-outs. New bike share station with 19 docks and 10 bikes. Procurement of a new 40-foot hybrid bus to support the increased service levels of AC Transit's adopted Service Expansion Plan. New bike channels at two entrances of the Lake Merritt BART station. TRA: 50 pedestrian scale LED lights on International Blvd and E. 12th St between 1st and 11th. New accessible fare gate for the Lake Merritt BART station. PRG: AC Transit EasyPass and BikeShare Passes for residents.

Item 5a - Attachment B
Affordable Housing and Sustainable Communities Program -- Bay Area Applications

Project Title	Applicant Organization	Joint Applicant(s)	City	County	Total AHSC Funds Requested	Specific Elements Description from Application (AHD= Affordable Housing Development, HRI= Housing-Related Infrastructure, STI= Sustainable Transportation Infrastructure, TRA= Transportation-Related Amenities, PRG= Programs)
Empyrean & Harrison Hotel Housing and Transportation Improvements	Resources for Community Development	City of Oakland	Oakland	Alameda	\$ 16,807,556	AHD: acquisition and substantial renovation of two historic Single Room Occupancy buildings within a block of each other in downtown Oakland. Harrison Hotel is as an historic building that consists of 80 SRO units, 59 of which are reserved for the disabled and formerly homeless population and 13 are restricted to disabled persons. The 7-story elevator system will be improved or replaced and energy efficient improvements, like solar upgrades, will be installed to ensure the building's long term sustainability. Empyrean Towers currently consists of 96 SRO units, most of which do not have bathrooms and with no kitchen facility in the building. All of the major building systems need updating, including electrical, heating, plumbing and the roof. RCD's plans to substantially rehabilitate the entire building, including repair or replacement all of the major systems, seismic and accessibility upgrades, and a re-configuration of the all of the units to create 65 studio and one bedroom units. Common areas will include the addition of bicycle storage, improved trash management and a new community room and kitchen. The target population will be working adults, seniors and disabled persons making 30-60% AMI. STI: new Class 2 bike lane will be installed on Clay between 7th and 17th. New Bay Area Bike Share station with 19 docks, 10 bikes, one payment kiosk and one map will be located within a block of the housing site. Procurement of a new AC Transit 40-foot hybrid bus to run along the new L19 route. PRG: provision of free bus passes to the residents of Empyrean Towers and Harrison Hotel for three years. Partnership with Bike East Bay to provide three bike education workshops. Provision of three years of membership for Bay Area Bike Share for all residents.
Putting Down Routes: Connecting East Oakland	City of Oakland		Oakland	Alameda	\$ 2,182,647	STI: continuous Class 1 bike lane and pedestrian path on MacArthur between High St & Richards Rd, connecting under the freeway, calming traffic and providing a safe passage for bikes and peds near freeway on-ramps. Sited between High St and Seminary Ave along MacArthur Blvd, the LAMMPS improvements will enhance pedestrian and bicycle connectivity via approximately 1.2 miles of bike path, rebuilding of defunct sidewalks, eliminating poor crosswalk conditions, and installing traffic lights for traffic calming, visibility and safety. Pedestrian amenities including LED pedestrian lighting, signage, drought tolerant landscaping, and reconstructed intersections. Construct 0.6 miles of Class 2 bike lanes from Camden to Bancroft. TRA: In conjunction with the LAMMPS bikeway improvement, 0.7 miles of wayfinding, signage, and street-scraping will be added along 55th Avenue between Camden and Bancroft to enhance east-west travel. Paving improvements.
Coliseum Connections	UrbanCore Development, LLC	City of Oakland	Oakland	Alameda	\$ 14,844,762	AHD: 110-unit multifamily residential project to be developed on an existing BART owned parking lot adjacent to the Coliseum BART station. Half of all units will be restricted affordable at 50-60% AMI. The remaining 55 units will be "workforce units"(60-100% AMI), affordable to individuals and families that are highly "housing insecure" (spend more than half of income on rent) but not served by traditional affordable housing. HRI: construction of a new pedestrian walkway connecting the community to the neighboring BAT station. Per the City's standards, curb, gutter, and sidewalk improvements along with street landscaping were needed. Enhanced recycling design. Energy efficiency and green building items required to comply with the City's Green Building Ordinance. STI: new class 2 bicycle lanes along Edgewater Drive between Hegenberger north to its terminus near the San Francisco Bay Trail. Critical BRT infrastructure and accessibility amenities such as Ticket Vending Machines and Walking Deterrent Domes, and procurement of new hybrid bus. New bike channels to two areas of the Coliseum BART station. TRA: pedestrian scale lighting improvements along 69th Avenue from Snell to International Blvd. PRG: three years of AC Transit passes for residents.
Veterans Square	Domus Development, LLC	City of Pittsburg	Pittsburg	Contra Costa	\$ 5,687,619	AHD: 28 one-bedroom units and 2 two-bedroom units. The AHD project will be 100% affordable with the exception of one unrestricted manager's unit. Rents will range from 30% AMI to 50% AMI. The ground floor will contain an on-site management office, 30 parking spaces, 18 bicycle parking spaces, a landscaped courtyard, and a community room for residents. HRI: construction of the parking garage required to be provided for the residents of the Veterans Square AHD. STI: construct a 1.4 mile segment of Class 1 and Class 2 bike facilities on Railroad Avenue, from East 10th Ave to the Delta-De Anza Trail. The trail would create a safe route along Railroad Avenue for bicyclists and pedestrians travelling from the Delta-De Anza Trail to Old Town (downtown) Pittsburg. PRG: Tri Delta Transit to offer a monthly bus pass program to residents of Veterans Square
Heritage Point Affordable Housing/Retail Development	Community Housing Development Corporation	Contra Costa County Dept. of Conservation and Development, Contra Costa County Public Works Dept.	Richmond	Contra Costa	\$ 10,204,875	AHD: 42 affordable units and retail space. The building will be built in four stories, podium method, 42 parking spaces and on-site; property management offices, enclosed and secured bike storage facility, and retail space for a grocery store and flex space for future expansion. HRI: capital improvements required as a condition of approval. Site acquisition, site preparation, utilities, surface improvements, landscape and amenities, residential parking, impact fees, low impact designs and urban greening. STI: Three blocks of sidewalk widening improvements on the east side of Fred Jackson Way, between Grove and Wildcat Canyon Regional Trail, including addition of a bike lane, installation of accessible ramps, removal of barriers on sidewalks (i.e., sidewalk gaps, power poles, etc.) and planting street trees and other calming measures. One block of street improvements to sidewalks to include the removal of barriers to transportation stops; gaps and poles which block access, shared bike lanes, handicap ramps. TRA: Work within the center street median to develop the public bike parking station for those community residents who use public transit, Health Center, and/or Senior Center. Median will have a LED sign installed. Lighting will be updated for better Health and Safety. Benches and informational kiosk will be installed. PRG: 3-Year educational residential training program on mode-shifting; AC Transit bus pass purchase program and 2 shared bikes for day rentals; Criteria Air Pollutants program coordinator.

Item 5a - Attachment B
Affordable Housing and Sustainable Communities Program -- Bay Area Applications

Project Title	Applicant Organization	Joint Applicant(s)	City	County	Total AHSC Funds Requested	Specific Elements Description from Application (AHD= Affordable Housing Development, HRI= Housing-Related Infrastructure, STI= Sustainable Transportation Infrastructure, TRA= Transportation-Related Amenities, PRG= Programs)
Creekview Terrace	Domus Development, LLC	City of San Pablo	San Pablo	Contra Costa	\$ 10,867,494	AHD: total of 120 units for low-income seniors, broken down into 24 studio apartments, 87 one-bedroom apartments, 8 two-bedroom apartments, and one three-bedroom manager's apartment. Building features and amenities have been designed to include an on-site management office, lobby, community room, landscaped plaza, laundry facilities, elevators, 60 secured bike parking spaces and 73 vehicle parking spaces in a five-story contemporary building. STI: San Pablo Connectivity Project includes the Wildcat Creek Restoration and Greenway Trail Project and the San Pablo Blvd Signal Priority Intersection Plan. The trail is located adjacent to Creekview Terrace AHD. The trail will run along the northern bank of Wildcat Creek from Church Lane to Vale Road. The STI will restore 1,800 linear feet of degraded urban creek, add an estimated 72,000 square feet of native riparian stream bank habitat, improve aquatic and terrestrial wildlife habitat conditions, and develop 1,800 linear feet of Wildcat Creek Trail into a Class I bike/pedestrian path. The Signal Priority Intersection Plan is being led by AC Transit and will provide Church Lane, Vale, and San Pablo Dam Road intersections a priority signal infrastructure for AC Transit buses. PRG: Transit Passes Program: each unit will receive a free AC Transit bus pass for period of 30 years.
St. Paul's Commons & Trinity Ave. Complete Streets	Resources for Community Development	City of Walnut Creek	Walnut Creek	Contra Costa	\$ 7,679,331	AHD: 4-story building with 45 apartments which will be affordable for at least 55 years to low- and very-low income residents earning 30% to 60% of the Area Median. In addition to the property manager's office, laundry, and secure bicycle storage for each unit, the ground floor will provide a 7,000 sq. ft. community center leased back to and run by St. Paul's Episcopal Church. HRI: abating any lead or asbestos prior to demolition of the existing structures, widening the sidewalk in front of the development to ten feet, building a trash enclosure, adding a sidewalk street light, following storm water protocols, controlling traffic during construction, incorporating energy efficiency measures such as solar power, energy efficient lighting, insulation, and appliances; drought resistant landscaping and irrigation in the public areas to achieve urban greening; recycling facilities and secure bicycle storage to reduce the development's environmental impact; and low-VOC paint to provide a healthier environment for occupants. The fire marshal requires an emergency vehicle access (EVA) easement in order for fire equipment to reach the rear of the building. The HRI budget includes acquisition costs for the area of the EVA as well as demolition, grading, erosion control, and concrete work to build the fire lane. STI: complete the pedestrian network and calm traffic in the immediate vicinity of St. Paul's Commons. Improve an existing heavily used mid-block crosswalk adjacent to St. Paul's Commons and construct a second new mid-block crosswalk further east closer to California Blvd. Both crosswalks will include new bulb-outs, rapid rectangular flashing beacons, and ADA improvements to improve visibility for pedestrian, bicycle, transit and motorists. PRG: Bus Passes: RCD will provide Contra Costa County Connection bus passes for free to every household for 3 years at St. Paul's Commons. Bicycle Education Workshops.
Candlestick Point Sustainable Transportation, Transportation Amenities, and Transportation Demand Management	Law Office of Patrick R. - Sabelhaus	-	San Francisco	San Francisco	\$ 5,000,000	STI: construction of bus rapid transit (BRT) lanes, a cycletrack, an expanded pedestrian network, and a transit plaza. These improvements are a subset of the larger Candlestick Point Hunters Point Shipyard (CPHPS2) project, which is intended to achieve a near doubling of the current mode share of transit in the vicinity of the development. The Project includes the first phase of a new BRT route in southeastern San Francisco that will connect Hunters Point Shipyard, Candlestick Point, and key destinations and destinations and transit hubs in San Francisco. TRA: streetscape improvements such as lighting, street furniture, publicly accessible bicycle racks, street trees and other elements that combine to create a safe, walkable pedestrian realm. The TRA also include the relocation of the Alice Griffith Community Garden. PRG: Transportation Demand Management (TDM) Program that is designed to reduce use of single-occupant vehicles (SOVs) and to increase the use of rideshare, transit, bicycle, and walk modes for trips to and from, as well as within, the development area.
Potrero Block X	BRIDGE Housing Corporation	-	San Francisco	San Francisco	\$ 9,250,000	AHD: development of Block X, a 72 unit affordable housing building. The existing infill site will allow the developer to minimize relocation in the Potrero Terrace/Annex Master Plan. HRI: off-site infrastructure associated with Block X. This includes Connecticut St. from the northern crosswalk of 26th St. to and including the southern crosswalk of the 25th St. intersection. All sidewalks will be replaced and drought tolerant planting and trees will be installed. Two bulb outs which create a necking down of 25th St. STI: extend the pedestrian network improvements from Connecticut St. to Texas St. for the full width of 25th St, excluding the portion included in the HRI.
455 Fell	Mercy Housing California	SFMTA	San Francisco	San Francisco	\$ 16,056,563	AHD: New construction of a 108- unit affordable housing development with 1 studio, 57 one-bedroom units, 42 two-bedroom units, and 8 three-bedroom units. All units are deed restricted to residents earning 30% to 60% of Area Median Income (AMI). Community space with a community kitchen, lobby, management office space, meeting rooms, computer rooms, common laundry facilities, and children's play area. There will be a community garden that is ADA accessible. STI: Improved pedestrian safety and access to transit/services via pedestrian bulbout, landscaped center medians, and ADA upgrades at High-Collision Location & top neighborhood-prioritized intersection. Travel lane reductions (from 3 to 2) on Oak and Fell in each direction to provide for angled parking, wide pedestrian bulbouts, and traffic calming.
Dunleavy Plaza Apartments	Mission Housing Development Corporation	-	San Francisco	San Francisco	\$ 2,821,572	AHD: Rehabilitation of 49 units of affordable housing for low to very low income households. Energy efficiency, water conservation, and green improvements. PRG: 1) creating multi-language educational outreach tools such as printed materials, community bulletin boards, videos, and translation services to assist residents with limited English language skills to better understand active transportation and transit ridership options, 2) providing hands-on and interactive activities such as guided group walking and transit rider "field" trips to connection points (hospital, grocery store, community centers, schools, etc) to help residents become more familiar with alternative modes of transportation, 3) establishing a resident bike share program

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Yosemite Apartments	Tenderloin Neighborhood Development Corporation	SFMTA	San Francisco	San Francisco	\$ 5,092,303	AHD: comprehensive rehabilitation of the Yosemite Apartments, a 6-story building consisting of 31 studio and 1 one-bedroom units as well as a ground floor commercial space. The goal of the Project is to complete a comprehensive rehabilitation to address the physical needs, disability access deficiencies, and seismic safety issues in order to preserve long-term quality of the property, and also the long-term affordability. The Developer will place income restrictions on the property, with ten units at 25% AMI, and the balance at 50% AMI. Specifics of the rehabilitation include: full apartment renovations, upgrades to the elevator and mechanical systems, window replacement, and repairs to the exterior with attention to preservation of the building's numerous historic details. STI: three permanent pedestrian street-crossing enhancements (curb extensions, or "bulb-outs"). PRG: training program teaching people from diverse backgrounds to be aware of surroundings, how to find safety, what to do if you are being attacked, and how to get help. By partnering with TNDC, TSP will be able to offer its training courses at more and/or larger venues. AHSC funding will provide 8 classes per year for three years.
Treasure Island Intermodal Transit Hub & Phase 1	Treasure Island Community Development (TICD)	Treasure Island Development Authority (TIDA)	San Francisco	San Francisco	\$ 12,055,858	STI: Improvements for pedestrians and bicyclists include: 4.0 miles of new sidewalks, 2.5 miles of new Class 1 bike lanes, 1.8 miles of new Class 2 bike lanes, 0.7 miles of new mixed-use paths, 14 new intersections with crosswalks, traffic controls and traffic calming, 3 signalized intersections, 11 stop-controlled intersections, 5 intersections with speed tables, 12 intersections with curb-extensions (bulb-outs), 2 new mid-block crosswalks, 1 crosswalk with ped activated signal, 1 crossing with ped activated flashing beacons, Bikesharing pod with approximately 20 bikes. Improvements for transit include: Three new bus stops to serve SFMTA, AC Transit and on-island shuttles, Three new buses for AC Transit service to Oakland. TRA: Complete streets improvements include: LED streetlights to illuminate all new walkways and bikeways, Custom wayfinding for pedestrians and cyclists, Street furniture, Benches and other seating, Waste receptacles, Bike racks. Intermodal Transit Hub station area improvements include: Public transit plaza and park, 62,000 square foot plaza, Three bus/shuttle shelters, Lighting, Seating, Drought-tolerant landscaping, Stormwater gardens, Bike racks and lockers, Custom wayfinding signage. PRG: vanpool service for existing and future residents.
South San Francisco Senior Affordable Housing/Connections to Caltrain	City of South San Francisco	Beacon Communities, Inc.	South San Francisco	San Mateo	\$ 8,875,280	AHD: construct eighty one (81) units of affordable senior housing on city-owned sites in the heart of downtown South San Francisco. Eighty one (81) units will be comprised of seventy one (71) units restricted to 50% AMI and nine (9) units are restricted to 30% AMI or below. Additionally, the applicant commits to set aside 20% of the units for seniors with disabilities and two units for formerly homeless seniors. STI: design and construction for the installation of intersection bulb-outs with LID treatments, high visibility ladder crosswalks, ADA ramps and pedestrian crossings, median pedestrian refuge islands, installation of shared bicycle lane markings with "green" color with "sharrows" markings and signage.
St. James Station TOD	First Community Housing	City of San Jose	San Jose	Santa Clara	\$ 12,889,611	AHD: This 135 unit building will offer 118 studio units, 16 one-bedroom units at 30-50% of AMI and 1 unrestricted manager's unit. The design calls for five stories of residential units over one level of parking for a density of 207 dwelling units per acre. North San Pedro Apartments will provide much needed permanent supportive housing for 49 chronically homeless Veterans as well as 60 special needs individuals through VHP and VASH project based vouchers. STI: proposed class 1 off-street pedestrian connections to Downtown San José. Upgrade sidewalks and ramps at Bassett and North 1st Street. Adding class 3 bicycle lanes to Bassett Street using painted Sharrows and new signage. Support ADA upgrades and retrofits to existing sidewalks and ramps joining North San Pedro area to the rest of Downtown San José. TRA: expand the "Walk [San Jose] Wayfinding" program into the North San Pedro District. Install LED street lighting to blocks joining N San Pedro area to the rest of Downtown San José. Add artistic energy efficient LED lighting and public art under the Coleman overpass. Install street trees along blocks joining the North San Pedro area to the rest of Downtown. PRG: ActiveTransit: support the scaled expansion of San José's Viva Calle Program. Transit Ridership EcoPass: expansion of a Transit Ridership Program for all residents of the affordable housing development, North San Pedro Apartments. The EcoPass will provide free for all residents free access to all VTA bus, rapid bus and light rail routes within the County.

Item 5a - Attachment B
Affordable Housing and Sustainable Communities Program -- Bay Area Applications

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Renascent San Jose	Charities Housing	City of San Jose	San Jose	Santa Clara	\$ 14,979,486	AHD: 162 unit development in which 160 studio apartments will serve as permanent supportive housing for chronic homeless individuals and small families. HRI: conditions of approval that will occur on and off-site, and will make improvements to community safety and open space -- A new traffic signal and cross walks at Baltic Way. STI: Coyote Creek Trail (CCT) project will directly fund the completion of design and construction for approximately 2.0 miles of a 2.8 mile long critical class I multi-use trail linkage currently under development along the Regional Trail. TRA: approximately 100 new street trees and/or landscaping using drought tolerant and native species of plants and trees. PRG: Ranger Ride-along Program provides improved policing, outreach, and equipment to improve trail safety and encourage residents to utilize more than 57 miles of existing class 1 trails for active transportation, commuting, and recreation; Active Transportation Program to expand the Good Karma Bikes program to offer free bicycle maintenance classes and services to residents and general public; Transit Ridership Program will provide VTA's ECO Passes to 100 % of the residents for 15 years.
Edwina Benner Plaza	MidPen Housing Corporation	City of Sunnyvale	Sunnyvale	Santa Clara	\$ 9,606,560	AHD: Edwina Benner Plaza is a new construction affordable housing project on a 1.32 acre parcel at 460 Persian Drive in Sunnyvale, CA. The project's 66 units for families and homeless households includes 1, 2 and 3-bedroom units, all 100% affordable and regulated at between 20 and 60% of Area Median Income. HRI: associated costs are required by the project's conditions of approval; 87 parking spaces, utility connections, on-site sidewalk and streetscape amenities, utility connections and project impact fees. STI: convert a critical and currently unsafe passage (Persian Drive between Morse and Borregas Avenues) within the vicinity of Edwina Benner Plaza to a pedestrian-friendly, green street. These improvements will also create new rain gardens (bio-retention areas). PRG: Transit Ridership initiative led by Valley Transportation Authority (VTA) that will encourage residents of the AHD to take transit and use active transportation. The principal component of the proposed program is to provide all residents with a free VTA Eco Pass, which can be used to take all VTA bus lines and light rail lines.
Windsor Transit Center Corridor and Intersection Improvements Project	Town of Windsor	SMART	Windsor	Sonoma	\$ 5,387,718	STI: safety upgrades to the intersection of Windsor River Road and Windsor Road would include all CPUC-required safety improvements and associated infrastructure needed to accommodate the required safety equipment. The four existing crosswalks would be relocated from their existing locations in front of the crossing gates to behind them and the associated new curb ramps would meet current ADA standards. Vehicular crossing gates and controls would be replaced and new pedestrian crossing gates installed. Existing traffic signal controls and railroad pre-emption interconnect equipment will be replaced as required by the CPUC for the intersection to operate safely during train passage. TRA: several active transportation mode amenities. Bike parking would provide as much parking as can be comfortably accommodated within the project limits, with bicycle parking facility types being identified through the results of the State-funded SMART Stations Bicycle Parking Infrastructure Plan to be completed later in 2016. Benches for transit riders to wait for the new train and/or the existing bus services.
Total					\$ 247,380,315	