

THE BAY AREA PARTNERSHIP

Partnership Technical Advisory Committee

October 19, 2015, **1:30 p.m. – 3:30 p.m.**

MetroCenter, **1st Floor, Auditorium**

101 - 8th Street, Oakland, CA 94607

AGENDA

Estimated Time
for Agenda Item

1. Introductions (*Craig Tackabery, Chair*)
2. Review of Minutes from the May 18, 2015 PTAC Meeting (*Craig Tackabery, Chair*)
3. Partnership Reports:
 - Partnership Transit Finance Working Group
Chair: Ariel Espiritu Santo, SFMTA
(*The Partnership Transit Finance Working Group met on October 7, 2015*)
 - Partnership Programming and Delivery Working Group
Chair: Seana Gause, Sonoma County TA
(*The Partnership Programming and Delivery Working Group met on October 19, 2015*)
4. Committee Member Reports

1:30 p.m.

INFORMATION ITEMS / OTHER BUSINESS

1:40 p.m.

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

DISCUSSION ITEMS

1:45 p.m.

6. Region's Cap and Trade Framework* (*Kenneth Folan; kfolan@mtc.ca.gov*)
(*A presentation and discussion of proposed revisions to the region's Cap and Trade Funding Framework. Staff seeks Committee input and intends to present recommendations to the MTC Programming and Allocations Committee in December.*)
7. Legislative Report (*Rebecca Long, rlong@mtc.ca.gov*)
(*The Legislative Update can be found online at: <https://mtc.legistar.com/MeetingDetail.aspx?ID=399521&GUID=83D86C46-7E42-4B39-8116-DF948D6F62C8&Options=info&Search=>*)
8. OneBayArea Grant (OBAG) Cycle 2 Update* (*Mallory Atkinson; matkinson@mtc.ca.gov*)
(*Staff will present an update on the proposed OBAG Cycle 2 program*)
9. 2016 STIP Development Update* (*Kenneth Kao; kkao@mtc.ca.gov*)
(*Excerpts from the presentation at the Programming and Allocations Committee on September 9, 2015. The full presentation is available online at: <https://mtc.legistar.com/View.ashx?M=F&ID=4005937&GUID=3B8EAFBF-1A8A-4E21-AF7C-BF8EFA0D7CD8>*)
10. Plan Bay Area 2040 Draft Revenue Forecast* (*Bill Bacon; wbacon@mtc.ca.gov*)
(*Staff will present the draft revenue forecast of transportation fund sources for Plan Bay Area 2040*)
11. PTAC Work Plan Development (*Craig Tackabery, ctackabery@marincounty.org*)
(*The Chair will lead a discussion on the development of a work plan for the Committee.*)
12. Recommended Future Agenda Items (All)

13. Public Comment

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

J:\COMMITTEE\Partnership\2015 Meeting Calendar_WG_PTAC.xlsx|2015

** Monday July 20 PDWG meeting held in Auditorium

NOTE: SEPTEMBER LSRPDWG MEETING DATE CHANGED AND TO BE HELD IN THE AUDITORIUM

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

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

MTC Staff Liaison: Contact Kenneth Folan at 510.817.5804 or kfolan@mtc.ca.gov regarding this agenda.

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

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

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

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

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC)**MINUTES**

May 18, 2015

Page 1 of 2

1. Introductions

Chris Andrichak (2014 PTAC Chair) requested introductions and called the meeting to order.

2. Nominations and Election for 2015 PTAC Vice-Chair and 2nd Vice-Chair

Chris Andrichak (2014 PTAC Chair) turned over the Committee to Craig Tackabery (Marin Co.) to Chair for 2015. The Group nominated and elected Diane Feinstein (City of Fairfield) as 2015 Vice-Chair and Anthony Adams (Solano Co. TA) as the 2015 2nd Vice-Chair.

3. Partnership Reports:

Seana Gause (SCTA) summarized the May 14, 2015 Joint Partnership Local Streets and Roads/Programming and Delivery Working Group (LSRPDWG) meeting. The Group heard from the Federal Efficiencies Subcommittee (FES) and discussed technical studies and cultural resources delays while trying to obtain E-76 authorization. The LSRPDWG also heard presentations and discussed the proposed OneBayArea Grant (OBAG) program, Cycle 2.

4. Information Items:a. TIP Update

Adam Crenshaw (MTC) provided a TIP revision summary update.

5. Discussion Itemsa. Legislative Update

Rebecca Long (MTC) provided a legislative update reporting that the House and Senate each have two-month extensions proposed to extend MAP-21. Staff summarized SB16 (Beall) which proposes to increase transportation funding by \$3B/yr. MTC supports the proposed Bill with conditions. Staff reported on SB321 and AB194.

b. OBAG Cycle 2

Craig Goldblatt (MTC) summarized the proposed changes to Cycle 2 OBAG.

Comments from the attendees:

- *If revenue estimates come in higher than expected, will the North Bay be made whole?*
 - *Staff is considering options now, but will not make a determination until actual numbers are determined.*
- *How was the 9% overall funding determined?*
 - *Revenue assumptions take current and apply zero growth*
- *Re: Attachment 1: Local PDA Planning for OBAG 1 shows \$20M, but the note indicates it is being moved into the County CMA program. Feels a more accurate description should say \$347M is reduced to \$300M and a 14% reduction at the County CMA level. Escalating the Regional Program by 2% is something that should be discussed further.*
- *Re: Attachment 1: Regional Planning Activities escalation is confusing and should be clearly defined as an annual escalation.*

c. Plan Bay Area 2040 Financial Projections Assumptions/ Methodology

William Bacon (MTC) summarized the timeline and general financial projections assumptions for Plan Bay Area 2040.

6. WORKSHOP: Plan Bay Area 2040 Call for Projects and Needs Assessment Sponsor Training

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC)

MINUTES

May 18, 2015

Page 2 of 2

Recommended Agenda Items for Future Meetings:

- *Review PTAC's purpose*
- *Workplan for 2015*
 - *Plan Bay Area, based on Planning timeline milestone*
- *OBAG 2*

Proposed Next PTAC Meeting:

Monday, October 19, 2015

1:30 p.m. – 3:30 p.m.

MetroCenter, 1st Floor, Auditorium

101-8th Street, Oakland 94607



METROPOLITAN
TRANSPORTATION
COMMISSION

TRANSIT FINANCE WORKING GROUP (TFWG) MEETING AGENDA

WEDNESDAY, OCTOBER 7, 2015, 10:00 A.M. – 12:00 P.M.
METROCENTER, CLAREMONT CONFERENCE ROOM
101 EIGHTH STREET, OAKLAND, CA 94607

Estimated Time

Information Items / Other Items of Business:

- | | |
|--|-------|
| 1. Introductions | 3 min |
| 2. Approval of September 2, 2015 Minutes* | 2 min |
| 3. Legislative Update (<i>Rebecca Long, MTC</i>) | 5 min |
| 4. TIP Update* (<i>Adam Crenshaw, MTC</i>) | 5 min |
| 5. Prop 1B Update: Transit (PTMISEA) and Transit Security (CTSGP)* (<i>Kenneth Folan, MTC</i>) | 5 min |
| 6. ATP Update* (<i>Kenneth Kao, MTC</i>) | 5 min |
| 7. FY 2015-16 Fund Estimate Revision* (<i>William Bacon, MTC</i>) | 5 min |
| 8. Plan Bay Area 2040 Draft Revenue Forecast** (<i>William Bacon, MTC</i>) | 5 min |
| 9. FY 2015 AB664 Program* (<i>Shruti Hari, MTC</i>) | 5 min |
| 10. FTA LoNo Notice of Funding Availability* (<i>Glen Tepke, MTC</i>) | 5 min |
| 11. FTA's Proposed Rule for Transit Agencies to Achieve State of Good Repair* (<i>Melanie Choy, MTC</i>) | 5 min |

Discussion Items

- | | |
|--|--------|
| 12. OBAG Update* (<i>Mallory Atkinson, MTC</i>) | 10 min |
| 13. MTC's Cap and Trade Funding Framework* (<i>Kenneth Folan, MTC</i>) | 10 min |
| 14. First Draft of TCP Program/Update* (<i>Shruti Hari, MTC</i>) | 20 min |
| 15. Recommended Future Agenda Items (<i>All</i>) | |

Next Transit Finance Working Group Meeting:

Thursday, November 5, 2015

1:00 P.M. – 3:00 P.M.

Claremont Conference Room, MTC Metro Center

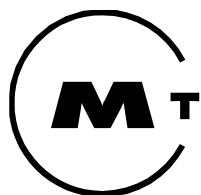
* = Attachment in Packet ** = Handouts Available at Meeting

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

Chair: Ariel Espiritu Santo, SFMTA

Vice-Chair: Lauren Gradia, Marin Transit

MTC Staff Liaison: Glen Tepke, MTC



METROPOLITAN
TRANSPORTATION
COMMISSION

PARTNERSHIP PROGRAMMING AND DELIVERY
WORKING GROUP MEETING
101 - 8th St., 1st Floor, Room 171
Monday, October 19, 2015
9:30 a.m. – 11:30 a.m.

AGENDA

<u>Topic</u>	<u>Estimated Time</u>
1. Introductions (<i>Seana Gause, PDWG Chair</i>)	5 min
2. Review of Working Group Minutes*	5 min
A. Joint Partnership Local Streets & Roads/ Programming and Delivery Working Group – September 21, 2015* (<i>Seana Gause, PDWG Chair</i>)	
3. Informational Items: (<i>“Memo Only” unless otherwise noted</i>)	
A. TIP Update* (<i>View the 2015 TIP at http://www.mtc.ca.gov/funding/tip/index.htm</i>)	
B. PMP Certification Status* (<i>Current PMP Certification status is available online at: http://mtc.ca.gov/services/pmp/</i>).	
4. Discussion Items:	
A. FY2015-16 Annual Obligation Plan* (<i>Adam Crenshaw, acrenshaw@mtc.ca.gov</i>)	10 min
B. OBAG Cycle 2 Update* (<i>Mallory Atkinson; matkinson@mtc.ca.gov</i>)	15 min
C. Active Transportation Program Update* (<i>Kenneth Kao, kkao@mtc.ca.gov</i>)	10 min
D. 2016 STIP Update* (<i>Kenneth Kao; kkao@mtc.ca.gov</i>) (<i>Excerpts from the presentation at the Programming and Allocations Committee on September 9, 2015. The full presentation is available online at: https://mtc.legistar.com/View.ashx?M=F&ID=4005937&GUID=3B8EAFBF-1A8A-4E21-AF7C-BF8EFA0D7CD8</i>)	10 min
E. 2015 PDWG Work Plan/FES Update (<i>Seana Gause, PDWG Chair; Jean Higaki, San Mateo C/CAG</i>)	10 min
i. Cultural Resources Studies	
ii. Training Needs	
iii. Delayed Projects	
F. Other Discussion Items (<i>All</i>)	5 min
i. State/Federal Program Announcements <ul style="list-style-type: none"> • Caltrans Planning Grant Information FY16-17* <i>(Caltrans released the Fiscal Year 2016-2017 round of federal and state planning grants on August 17, 2015. Applications are due to Caltrans on October 30, 2015)</i> • FHWA Office of Infrastructure: LTBP Program* <i>(FHWA Office of Infrastructure R&D completed the development of the LTBP Program - Bridge Portal Version 1. It is now available for use.)</i> 	
5. Recommended Agenda Items for Next Meeting: (<i>All</i>)	5 min

Partnership TAC and Working Groups					
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** Monday July 20 PDWG meeting held in Auditorium					
NOTE: SEPTEMBER LSRPDWG MEETING DATE CHANGED AND TO BE HELD IN THE AUDITORIUM					
TFWG Meeting Manager: Theresa Hannon, thannon@mtc.ca.gov					
LSRWG/PDWG/PTAC Meeting Manager: Marcella Aranda , marand@mtc.ca.gov					

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METROPOLITAN
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Memorandum

TO: Partnership Technical Advisory Committee

DATE: October 19, 2015

FR: Adam Crenshaw

RE: 2015 Transportation Improvement Program (TIP) Update

TIP Revisions 15-18 - Amendment (Proposed)

Amendment 15-18 adds one new non-exempt project, the Richmond-San Rafael Bridge Access Improvements project, to the 2015 TIP with a net increase in funding of approximately \$74 million. The addition of this project to the 2015 TIP requires a new Transportation-Air Quality Conformity Analysis on Plan Bay Area and the 2015 TIP. In accordance with MTC's public participation plan, this amendment and conformity analysis were released for public review and comment from June 18, 2015, to July 20, 2015. The final amendment and conformity analysis, comments received on these documents and staff's responses to comments were reviewed by the Planning Committee on September 11, 2015. Commission approval was received on September 23, 2015, Caltrans approval is expected in mid-October, 2015, and final federal approval is expected in early November, 2015.

TIP Revisions 15-17 - Amendment (Proposed)

Amendment 2015-17 makes revisions to 81 projects with a net increase in funding of approximately \$12 million. Among other changes, the revision:

- Archives 72 projects as they have been completed or all of the funding for the project has been obligated and deletes one project that will not move forward;
- Updates the scope and funding of the City of Napa's California Blvd. Roundabouts project to add a third roundabout and \$5.5 million in State Highway Operations and Protection Program (SHOPP) funds;
- Amends the preliminary engineering phase of the Marin County Transit District's (MCTD) Relocate Transit Maintenance Facility project into the TIP;
- Amends Bay Area Rapid Transit's exempt Ladders of Opportunity - Careers in Transit project into the TIP with \$750,000 in Federal Transit Administration Ladders of Opportunity Initiative funding; and
- Update the funding plans and back-up listings for the Caltrans managed SHOPP - Collision Reduction grouped listing to reflect the latest programming decisions.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements. Commission approval was received on September 23, 2015, Caltrans approval is expected in mid-October, 2015, and final federal approval is expected in early November, 2015.

TIP Revision 15-16 - Administrative Modification (Pending)

Administrative Modification 15-16 is under development.

TIP Revision 15-15 - Administrative Modification (Pending)

Administrative Modification 15-15 makes revisions to 83 projects with a net increase in funding of approximately \$74,000. Among other changes, this revision:

- Updates the funding plans of 78 Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and one Regional Transportation Improvement Program funded project to reconcile the TIP with past and planned obligations; and
- Update the funding plans of two projects to reflect the transfer of \$500,000 in CMAQ funds from the Sonoma Marin Area Rail Corridor project to the Clipper Fare Collection System program.

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

TIP Revision 15-14 – Amendment (Approved)

Amendment 15-14 makes revisions to 13 projects with a net increase in funding of approximately \$241 million. Among other changes, the revision:

- Updates the project listing for Bay Area Rapid Transit’s Station Modernization Program to expand the scope to include all stations in the system and reflect the programming of \$199 million in Proposition 1B funding and \$3.7 million in additional State Transportation Improvement Program funding;
- Updates the scope and funding of the Great Highway Restoration project to reflect changes to the second phase of the project;
- Updates the funding plans of two Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program funded projects;
- Update the funding plans and back-up listings for three Caltrans managed grouped listings to reflect the latest programming decisions; and
- Amends a new exempt joint San Francisco County Transportation Authority and BART project into the TIP with \$508,000 in Value Pricing Pilot Program funds.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements. Commission approval was received July 22, 2015. Caltrans approval was received July 28, 2015, and final federal approval was received on August 19, 2015.

TIP Revision 15-13 – Administrative Modification (Approved)

Administrative Modifications 15-13 revises 29 projects with a net increase in funding of approximately \$6.2 million. Among other changes, this revision:

- Updates the funding plans of nine Surface Transportation Program/ Congestion Mitigation and Air Quality Improvement Program funded projects to reflect the latest programming decisions;
- Splits out Palo Alto’s Local Priority Development Area (PDA) Planning project from the Santa Clara countywide Local PDA Planning project;
- Splits out the Value Pricing Pilot Program funded UC Berkeley Parking Price Auction Study from the Regional Planning Activities and Planning/ Programming/Monitoring (PPM) project;
- Updates the funding plan of VTA’s Regional Planning Activities and PPM project to reflect the award of \$200,000 in Federal Transit Administration (FTA) Ladders of Opportunity Initiative (LOI) grant funding;
- Updates the funding plans and back-up listings of three Caltrans managed State Highway Operation and Protection Program (SHOPP) grouped listing to reflect the latest information from Caltrans including the addition of \$13.3 million in SHOPP funds and programs \$23 million in SHOPP funds to the Freeway Performance Initiative project; and
- Updates the funding plans of three Non-Motorized Transportation Pilot Program (NMTTP) funded project to reflect the latest programming decisions.

This revision was approved into the FSTIP by the deputy executive director on August 28, 2015.

TIP Revision 15-12 – Administrative Modification (Approved)

Administrative Modification 15-12 makes revisions to 15 projects with a net increase in funding of approximately \$15 million. Among other changes, the revision:

- Updates the funding plans of two projects to reflect the programming of Active Transportation Program (ATP) funded projects;
- Updates the funding plan of the Highway Safety Improvement Program (HSIP) grouped listing to reflect the latest information from Caltrans and to transfer \$391,600 in HSIP funds to an individual listing;
- Updates the State Highway Operation and Protection Program (SHOPP) Minor Program grouped listing to reflect the latest information from Caltrans including the addition of \$8.6 million in SHOPP Minor funds;
- Updates the funding plans of three project to reflect recent changes to the State Transportation Improvement Program (STIP) including changing the fund source for \$3.7 million from STIP to Proposition 1B; and
- Updates the funding plans of two projects to reflect the programming of Federal Transit Administration 5307 funds.

This revision was approved into the FSTIP by the executive director on July 31, 2015.

TIP Revision 15-11 – Amendment (Approved)

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

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

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements. Commission approval was received on May 29, 2015, Caltrans approval was received June 5, 2015, and federal approval was received on June 29, 2015.

TIP Revisions 15-10 – Administrative Modification (Approved)

Administrative Modification 15-10 revises 18 projects with a net increase in funding of approximately \$6.6 million. Among other changes, this revision:

- Updates the funding plans of nine Active Transportation Program (ATP) funded projects, including changing the fund source of \$8.9 million in local funds to ATP funds;
- Updates the funding plan of MTC’s Regional Bike Sharing Program to change the fund source of \$7.7 million in ATP and \$7 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to local funds;
- Updates the funding plan and back-up listings of two State Highway Operations and Protection Program (SHOPP) funded grouped listings to reflect the latest information from Caltrans, including the addition of \$6.6 million in SHOPP funds;

- Updates the funding plan and back-up listing of the FTA 5311 Rural Area funded grouped listing to reflect the latest project information, including the addition of approximately \$300,000 in FTA 5311f and \$242,000 in local funds;
- Updates the funding plan and back-up listing of the Lifeline Cycle 4 FTA 5307 JARC funded grouped listing to reflect the latest project information, including the removal of approximately \$608,000 in local funds; and
- Updates the funding plan and back-up listing of the New Freedom Small Urban Area and Rural Program funded group listing to reflect the latest information, with no net change in funding.

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

TIP Revision 15-09 – Amendment (Approved)

Amendment 15-09 makes revisions to 26 projects with a net increase in funding of approximately \$117 million. Among other changes, the revision:

- Updates the funding plans of seven projects funded through the Transit Capital Priorities program, including the addition of \$6.6 million in Federal Transit Administration Section 5307 funding;
- Updates the scope of SFMTA’s Additional Light Rail Vehicles to Expand Muni Rail project to include 10 additional vehicles and increase the cost of the project by \$92 million to reflect the updated cost of the project;
- Updates the funding plans of two Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and update the scopes of two other STP/CMAQ funded projects to reflect the latest project changes;
- Adds one new grouped listing (GL: Lifeline Cycle 4 5307 JARC) and three new exempt projects to the TIP; and
- Deletes the non-exempt, not regionally significant, Masonic Avenue Complete Streets project from the TIP as it is not a federal project.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements. Commission approval was received on April 22, 2015, Caltrans approval was received on May 7, 2015, and federal approval was received June 3, 2015.

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 (510) 817-5794 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 October 6, 2015

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

**Tentative 2015 TIP REVISION SCHEDULE - Sorted by Revision Request Submission Deadline
as of October 6, 2015**

REVISION TYPE	REVISION NUMBER	REVISION REQUEST SUBMISSION DEADLINE	MTC APPROVAL *	STATE APPROVAL *	FEDERAL APPROVAL *	APPROVAL STATUS	TIP REVISION FINAL APPROVAL DATE
2015 TIP Update	15-00	Mon, Apr 28, 2014	Wed, Sep 24, 2014	Fri, Nov 14, 2014	Mon, Dec 15, 2014	Approved	Mon, Dec 15, 2014
Amendment	15-02	Sat, Nov 1, 2014	Wed, Dec 17, 2014	Fri, Jan 9, 2015	Mon, Feb 2, 2015	Approved	Mon, Feb 2, 2015
Admin Mod	15-01	Fri, Nov 14, 2014	Mon, Dec 22, 2014	N/A	N/A	Approved	Mon, Dec 22, 2014
Admin Mod	15-03	Thu, Jan 1, 2015	Mon, Feb 9, 2015	N/A	N/A	Approved	Mon, Feb 9, 2015
Amendment	15-06	Thu, Jan 1, 2015	Wed, Feb 25, 2015	Fri, Feb 27, 2015	Tue, Apr 7, 2015	Approved	Tue, Apr 7, 2015
Admin Mod	15-04	Sun, Feb 1, 2015	Wed, Feb 25, 2015	N/A	N/A	Approved	Wed, Feb 25, 2015
Admin Mod	15-05	Sun, Mar 1, 2015	Thu, April 2, 2015	N/A	N/A	Approved	Thu, April 2, 2015
Amendment	15-09	Sun, Mar 1, 2015	Wed, Apr 22, 2015	Thu, May 7, 2015	Wed, Jun 3, 2015	Approved	Wed, Jun 3, 2015
Admin Mod	15-07	Wed, Apr 1, 2015	Tue, May 5, 2015	N/A	N/A	Approved	Tue, May 5, 2015
Amendment	15-11	Wed, Apr 1, 2015	Wed, May 27, 2015	Fri, Jun 5, 2015	Mon, Jun 29, 2015	Approved	Mon, Jun 29, 2015
Admin Mod	15-08	Fri, May 1, 2015	Mon, Jun 1, 2015	N/A	N/A	Approved	Mon, Jun 1, 2015
Admin Mod	15-10	Mon, Jun 1, 2015	Thu, Jul 2, 2015	N/A	N/A	Approved	Thu, Jul 2, 2015
Amendment	15-14	Mon, Jun 1, 2015	Wed, Jul 22, 2015	Tue, Jul 28, 2015	Wed, Aug 19, 2015	Approved	Wed, Aug 19, 2015
Air Quality Conformity Amendment	15-18	Mon, Jun 1, 2015	Wed, Sep 23, 2015	TBD	TBD	Pending	TBD
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	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin Mod	15-15	Tue, Sep 1, 2015	Mon, Oct 5, 2015	N/A	N/A	Approved	Mon, Oct 5, 2015
Admin Mod	15-16	Thu, Oct 1, 2015	Fri, Oct 30, 2015	N/A	N/A	Pending	TBD
Amendment	15-21	Thu, Oct 1, 2015	Wed, Nov 18, 2015	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin Mod	15-19	Sun, Nov 1, 2015	Mon, Nov 30, 2015	N/A	N/A	Pending	TBD
Admin Mod	15-20	Tue, Dec 1, 2015	Wed, Dec 30, 2015	N/A	N/A	Pending	TBD
Amendment	15-24	Tue, Dec 1, 2015	Wed, Jan 27, 2016	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD

TBD - To Be Determined

N/A - Not Applicable / Not Required

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

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



**METROPOLITAN
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Agenda Item 6

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Memorandum

TO: Partnership Technical Advisory Committee

DATE: October 19, 2015

FR: Kenneth Folan, MTC Staff

RE: Region's Cap and Trade Framework

Staff seeks Partnership Technical Advisory Committee (PTAC) input on proposed revisions to the region's Cap and Trade Framework. The proposed revisions are being presented to the Programming and Allocations Committee (PAC) on October 14, 2015, and are summarized in the attached memorandum and presentation.

After input from PTAC, the Policy Advisory Council, transit operators and stakeholders, staff intends to return in December 2015 to PAC with recommended revisions to the framework.

Attachments

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PTAC\Cap_and_Trade.docx

Metropolitan Transportation Commission Programming and Allocations Committee

October 14, 2015

Agenda Item 3a

Cap and Trade Funding Framework Update

Subject: A presentation and discussion of proposed revisions to the region’s Cap and Trade Funding Framework

Background: Adopted in July 2013, Plan Bay Area included a \$3.1 billion reserve from future Cap and Trade revenues over 28 years (through 2040). In December 2013, MTC approved a Cap and Trade Funding Framework (MTC Resolution No. 4130) establishing a set of investment categories and initial funding amounts in anticipation of (then) future legislation. With legislation enacted in 2014, followed by program guidelines and the completion of the first rounds of the various Cap and Trade funding programs, staff is presenting revised alternatives for the framework. Because revenues are higher and there is more certainty about the process, staff proposes revisions to the original framework including added funding.

The amount of future revenues to be generated through State Cap and Trade allowance auctions will depend upon allowance price and the number of allowances sold at the auctions. Staff assumes \$2.5 billion in statewide annual funding for FY2015-16 and beyond. This amount is in line with recent auction results and is consistent with the long range plan revenue estimates, but is slightly higher than the enacted FY2015-16 state budget. Using this assumption, Table 1 shows estimated statewide cap and trade revenue by program for the statewide categories for FY2015-16 and beyond. If the recent state legislative negotiations related to a transportation funding package resume, transportation may secure some of the 40% uncommitted funds in FY 2015-16, but this could remain an unknown for several years.

Table 1: Statewide Cap and Trade Programs, FY2015-16 and Beyond (\$ millions)

Statewide Revenue Framework		FY2015-16 and Beyond – Annual Funding	State Agency
Total Generations	%	\$2,500	
Transit & Intercity Rail Capital Program	10%	\$250	CalSTA
Low Carbon Transit Operations Program	5%	\$125	Caltrans, CARB
Affordable Housing and Sustainable Communities Program	20%	\$500	SGC/HCD
Uncommitted Funding	40%	\$1,000	Unknown
High Speed Rail	25%	\$625	HSRA

Table 2 (on the next page) summarizes the current and proposed revised framework.

Table 2: Summary of MTC Framework by Category, Amount, and State Cap and Trade Category (\$ millions, 2015-2040)

MTC Framework Category	MTC Framework Adopted Amount (28-years)	MTC Framework Proposed Amount (25-years)	Proposed Bay Area Share of Statewide Program
Core Capacity*	\$875	\$2,000	33% of TIRCP
Transit Operating	\$500	\$1,136	37% of LCTOP (54% of Rev and 19% of Pop-based)
OBAG	\$1,050	\$3,750	30% of AHSC
Climate Initiatives	\$275	TBD	TBD of 40% Uncommitted
Goods Movement	\$450	TBD	TBD of 40% Uncommitted
High Speed Rail	-	TBD	TBD of High Speed Rail
Total	\$3,150	\$6,886	

* 24-year estimate due to FY2015-16 advanced programming

Additional information for each program is below.

Program Details:

Transit and Intercity Rail Capital Program

Background

The Transit and Intercity Rail Capital Program (TIRCP) is a statewide competitive program to fund capital and operational improvements to modernize California's transit systems and reduce emissions of greenhouse gases. The California State Transportation Agency (CalSTA) is responsible for the overall administration of the program, including project evaluation and the development of a program of projects. The initial funding cycle provided \$24 million in FY2014-15 funds and \$200 million in FY2015-16 funds, for a total of \$224 million.

Based on the direction to prioritize projects that support investment in the Core Capacity Challenge Grant Program, MTC endorsed three projects for the 2015-2016 funds: SFMTA's Expansion of its Light Rail Vehicle Fleet; AC Transit's Re-Opening and Rehabilitation of the Division 3/Richmond Operating Facility; and VTA's BART Berryessa Station Campus Area Project. The following projects were awarded funds by CalSTA: SFMTA Light Rail Vehicles: \$41 million; SMART Rail Car Capacity: \$11 million; Capitol Corridor Travel Time Reduction: \$5 million. The region received roughly 25% of the statewide program, a share we believe we can improve on going forward given the robustness of the region's transit network and demand.

Proposed Revision

Based on the initial funding cycle and Cap and Trade auction proceeds to date, staff is recommending increasing the region’s Cap and Trade target amount for the TIRCP category from \$875 million to \$2 billion. This revised estimate assumes \$2.5 billion in annual statewide Cap and Trade proceeds over 24 years, and a 33% Bay Area share of all TIRCP program awards. The 24-year period, as opposed to a 25-year period for the other Cap and Trade programs, is used because the FY2015-16 TIRCP funds have already been awarded.

With the additional \$1.1 billion in projected TIRCP revenue, staff recommends increasing the amounts for most of the identified core capacity projects, assigning an additional \$675 million to the BART to San Jose Phase 2 project, and establishing a \$200 million reserve for future projects, as shown below in Table 3. Staff recommends a substantial augmentation for the BART to San Jose Phase 2 project based on the following:

1. The goal of the TIRCP program is the reduction of greenhouse gases through the modernization of the state’s transit system. Based on results of a Plan Bay Area project assessment, the project’s greenhouse gas reduction potential was the highest for all transit expansion projects in the region.
2. The project has a proven track record of leveraging local, regional, state and federal funds, including the state’s Traffic Congestion Relief Program and the federal New Starts program for the first phase of the extension to Berryessa.
3. Transportation Secretary Brian Kelly has emphasized his agency’s interest in funding “transformative” projects. We believe connecting the region’s largest city to our major passenger rail network is just such a project.

Table 3. Adopted and Proposed Transit and Intercity Rail Program (TIRCP) Framework (\$ millions, 24 years)

TIRCP	Adopted (MTC Res. 4030)	Proposed (24 years)
BART: Train Control	126	250
SFMTA: Fleet Enhance & Expand	400	481
SFMTA: Facilities	67	67
AC Transit: Fleet Expansion	45	90
AC Transit: Facilities	162	162
VTA: BART to San Jose	75	750
<i>Subtotal listed projects</i>	875	1,800
Potential other projects*		200
Projected Revenue		2,000

*Could be added over time, depending on actual revenues or project needs/timing.

Low Carbon Transit Operating Program

Background

The Low Carbon Transit Operating Program (LCTOP) provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. Funding is assigned based on the revenue and population-based State Transit Assistance formula.

Based on a \$500 million Plan Bay Area commitment to support transit operations, the Commission established a framework based on a formula that provides 40% of the funding to three core capacity transit operators (AC Transit, BART, and SFMTA) and 60% to the remaining transit operators. The formula for distribution within the two operator categories is as follows: 50% based on ridership; 25% based on low-income ridership; and 25% based on minority ridership.

Proposed Revision

Based on the recently completed FY2014-15 LCTOP funding round and input from transit operators and stakeholders, staff recommends releasing two alternatives for stakeholder input and returning in December with a preferred alternative. The two proposed alternatives are summarized below and detailed in Attachment A. The alternatives below are limited to population-based funds. The operators are expected to receive an estimated \$835 million in revenue-based funds.

Proposed Alternatives for LCTOP – \$302 Million – Population-based Funds

1. Maintain Existing Framework with remaining funds for regional initiatives
<ul style="list-style-type: none">• \$89 million to existing framework as complement to revenue-based funds and maintain minimum \$500 million commitment• \$100 million to Transit Performance Initiative (TPI) Investment-like MTC discretionary program, for transit operators• \$113 million to seamless transit/regional coordination programs (ex: Clipper[®] 2.0, low-income fares, hub signage and wayfinding, 511, other)
2. 1/3 Distribution to North Counties/ Small Operators, with 1/3 regional program and 1/3 discretionary TPI Investment-like program
<ul style="list-style-type: none">• \$102 million to North Counties/ Small Operators (distributed by population-based formula, as complement to revenue based funds)• \$100 million to TPI Investment-like MTC discretionary program, for transit operators• \$100 million to seamless transit/regional coordination programs (ex: Clipper[®] 2.0, low-income fares, hub signage and wayfinding, 511, other)

Both alternatives above fund customer focused transit improvements. Roughly 1/3 of the funds are directed towards transit operators for a TPI-like regional discretionary program to invest in projects that reduce transit travel times and improve customer experience. Another 1/3 of the funds support a more seamless transit experience by strengthening regional coordination such as the next generation of Clipper, low-income fares, better signage and wayfinding, and traveler information.

Alternative #1 applies the remaining funds to meet the established framework, which is based on percentages of overall, low-income and minority ridership and includes revenue-based funds. However, the annual amounts for some operators under this program are likely to be quite small and may not be most useful given the state guidelines. Alternative #2 reinforces transit operating funds for the North Counties and Small Operators, in balance to the TPI-like program and revenue-based funding which typically have been focused more on larger operators.

Affordable Housing and Sustainable Communities Program

Background

The Affordable Housing and Sustainable Communities program (AHSC) is administered by the Strategic Growth Council, and distributes 20% of the state's Cap and Trade auction proceeds. Under the current program guidelines, Metropolitan Planning Organizations (MPOs) have a role at both stages in the application review process: 1) during the preliminary concept proposal stage, MPOs review proposed projects for support of Sustainable Communities Strategy (SCS) implementation, and 2) during full application review, MPOs consult and provide project recommendations for SGC consideration. For the first round of AHSC, MTC was actively involved in both stages. All concept proposals from the region were confirmed as SCS-supportive by MTC staff, and 13 projects were recommended by the Commission during the full application review, based on approved regional principles. Bay Area awards totaled \$47 million across 11 projects or 39% of statewide funding awarded.

During summer 2015, SGC conducted a review of the first round of AHSC and released draft revised guidelines in mid-September. After several public workshops, SGC expects to approve revised guidelines in the winter. It is likely that several important components of the program will be under consideration for revision. Staff will monitor and participate in these discussions, advocating for a continued role for MPOs, increased transparency in the scoring process, increased technical assistance to applicants, and other pertinent issues that arise. Depending on revisions to the AHSC guidelines, MTC may find itself with a different role in the application review process. Staff may propose an update to the regional principles following the adoption of the program guidelines.

Proposed Revisions

- Increase the region's AHSC target amount from \$1 billion to \$3.75 billion, equal to a 30% share of the total estimated statewide amount available to this program over a 25-year period. This target is consistent with Round One awards for the Bay Area but recognizes that future rounds may provide more funding to other regions.
- Continue to advocate for Bay Area projects in the AHSC program, monitor program and provide technical assistance to potential Bay Area applicants.
- Funding is complementary to OBAG, with focus on affordable housing and Transit Oriented Development transit projects.
- Formalize principles used for FY14-15 program. (Attachment A)

Climate Initiatives and Goods Movement

Background

In 2013, MTC staff had anticipated funding being available from Cap and Trade for goods movement and climate initiative-type programs. However, no such programs were identified in the state legislation passed in 2014, although 40% of the funds remain uncommitted (are not assigned to specific categories or uses). Because of this uncertainty, staff proposes some changes in these categories.

Recommendations

- Remove reference and funding for Climate Initiatives and Goods Movement, replace with To-Be-Determined Cap and Trade programs from the 40% uncommitted funds.
- Continue to advocate for funding for specific projects or programs as opportunities arise.
 - Climate pilot program evaluation is being finalized. If funding is available, projects could be drawn from the best-performing pilots.
 - Goods Movement Plan and Freight Emission Reduction Plan could serve to guide freight projects.

High Speed Rail

Background

The statewide program includes a 25% share for High Speed Rail. Given the regional commitment to funding the Caltrain Electrification Program (the 9-Party MOU), which already includes funding from state High Speed Rail bonds (Proposition 1A), the region may consider whether the Cap & Trade High Speed Rail program presents funding opportunities for the Caltrain Modernization Program and both High Speed Rail and Caltrain service into the Transbay Transit Center.

Recommendations

- Continue coordination with High Speed Rail Authority on Bay Area segment and interoperability with existing services
- Continue to advocate for funding for specific projects or programs as opportunities arise

Issues: Staff seeks Committee direction on a revised Cap and Trade framework. Additional input will be gathered from the MTC Policy Advisory Council, partner agencies and interested stakeholders. Based on the Committee direction and additional input, staff intends to present recommendations to this Committee in December.

Recommendation: None. Information and discussion only.

Attachments: Attachment A: AHSC Program Principles from FY2014-15
Attachment B: Powerpoint Presentation

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Regional Principles for Prioritizing Final Applications under the Affordable Housing and Sustainable Communities Program (Approved for FY2014-15)

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

In the final application process, MTC proposes to **cap total regional priorities at 150%-200% of the regional population share of the State**. This is equivalent to roughly **\$35-45 million** for the first year. 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 intends to analyze projects 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.** Prioritize ready-to-go TOD 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. Per SGC criteria, TOD projects must be served by “qualifying high quality transit” (headways under 15 minutes during peak times). 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. Staff will also consider high-performing Integrated Connectivity Projects (ICPs), which require “qualifying transit” or one route departing two or more times during peak hours.

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).



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Agenda Item 3

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Memorandum

TO: Bay Area Partnership Board

DATE: October 2, 2015

FR: Anne Richman, Director, Programming and Allocations

RE: One Bay Area Grant Program Cycle 2 Proposal

Background

The inaugural One Bay Area Grant Program (OBAG 1) was approved by the Commission in May 2012 (MTC Resolution No. 4035) to better integrate the region's discretionary federal highway funding program with California's climate statutes and the Sustainable Communities Strategy (SCS). OBAG 1 supported *Plan Bay Area*, the region's Regional Transportation Plan / SCS, by incorporating the following program features:

- Targeting project investments into Priority Development Areas (PDA);
- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing;
- Supporting open space preservation in Priority Conservation Areas (PCA);
- Providing a larger and more flexible funding pot to the county-level Congestion Management Agencies (CMAs) to deliver transportation projects in categories such as transportation for livable communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing specific funding opportunities for Safe Routes to School (SRTS).

The successful outcomes of this program are outlined in the "One Bay Area Grant Report Card," which was presented to the MTC Planning Committee in February 2014 (http://files.mtc.ca.gov/pdf/OBAG_Report_Card.pdf).

With only two years remaining of the OBAG 1 cycle (FY2015-16 and FY2016-17), preparations are well underway for the development and implementation of the next round of OBAG. Commission consideration of the OBAG 2 program proposal is anticipated at the November meeting.

Recommendations

Considering the positive results achieved to date in OBAG 1, staff recommends only minor revisions for OBAG 2. Listed below are principles that have guided the proposed program revisions:

1. Maintain Realistic Revenue Assumptions:

OBAG 2 funding is based on anticipated future federal transportation program apportionments. In recent years, the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement programs (STP/CMAQ) have not grown, and changes in the federal and state programs (such as elimination of the Transportation Enhancement (TE) program) have resulted in decreases that were not anticipated when OBAG 1 was developed. For OBAG 2, a 2% annual escalation rate above current federal

revenues is assumed, consistent with the mark-up of the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act by the Senate Environment and Public Works Committee. Even with the 2% escalation, revenues for OBAG 2 are 4% less than revenues for OBAG 1, due to the projections of OBAG 1 being higher than actual revenues, and the fact that OBAG 1 included Transportation Enhancement (TE) funds which are no longer available to be included in OBAG 2.

2. Support Existing Programs and maintain Regional Commitments while Recognizing Revenue Constraints:

The OBAG Program as a whole is expected to face declining revenues from \$827 million in OBAG 1 to \$790 million in OBAG 2. Therefore, staff recommends no new programs and to strike a balance among the various transportation needs supported in OBAG 1.

- a. The regional pot of funding decreases by 4%. With the exception of regional planning activities (that grows to account for escalation) and the Priority Conservation Area (PCA) program (that receives additional funds redirected from an OBAG 1 project), all other funding programs are either maintained at or decreased from their OBAG 1 funding levels.
- b. The OBAG 2 county program decreases by 4%. As compared to the county program under OBAG 1, largely the same planning and project type activities are proposed to be eligible under OBAG 2.

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

Table 1. OBAG 2 Funding Proposal

OBAG 2 Programs	OBAG 2 Proposed Funding (million \$, rounded)
Regional Planning Activities	\$10
Pavement Management Program	\$9
Regional Priority Development Area (PDA) Planning	\$20
Climate Change Initiatives	\$22
Priority Conservation Area (PCA) Program	\$16
Regional Active Operational Management	\$170
Regional Transit Priorities	\$189
County CMA Program	\$354
OBAG 2 Total	\$790

3. Support the Plan Bay Area’s Sustainable Communities Strategy (SCS) by Linking OBAG Funding to Regional Housing Needs Allocation (RHNA), Housing Production, Affordable Housing, and Smart Growth Goals: OBAG 2 continues to support the SCS for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs). A few changes are proposed for OBAG 2, to further improve upon the policies that have worked well in OBAG 1 (see also Attachments 2 and 3).

- a. PDA Investment targets remain at OBAG 1 levels: 50% for the four North Bay counties and 70% for the remaining counties.
- b. PDA Investment Growth Strategies should play a strong role in guiding the County CMA project selection and be aligned with the Plan Bay Area update cycle.
- c. Three alternatives are under consideration for the county OBAG 2 distribution formula in response to a Commission request at the July Programming and Allocations Committee meeting (see Table 2).

Table 2. OBAG Distribution Factor Alternatives

	Population	Housing Production	Housing RHNA	Housing Affordability
OBAG 1	50%	25%	25%	50%
OBAG 2 <i>Affordable Housing</i>	50%	30%	20%	60%
OBAG 2 <i>Affordable + Moderate</i>	50%	30%	20%	60%*
OBAG 2 <i>Housing Production</i>	50%	50%	0%	60%

*Includes moderate as well as low and very low income levels for RHNA and housing production.

Also, the distribution formula is proposed to be based on housing over a longer time frame, considering housing production between 1999 and 2006 (weighted 30%) and between 2007 and 2014 (weighted 70%) in order to mitigate the effect of the recent recession and major swings in housing permit approvals (see Table 3).

Table 3. Housing Production Trends

County	Total Housing Production ¹			
	1999-2006		2007-2014	
Alameda	33,697	15.9%	19,615	15.9%
Contra Costa	47,956	22.6%	16,800	13.6%
Marin	5,772	2.7%	1,543	1.3%
Napa	5,245	2.5%	1,434	1.2%
San Francisco	17,439	8.2%	20,103	16.3%
San Mateo	10,289	4.9%	8,169	6.6%
Santa Clara	52,018	24.5%	44,823	36.4%
Solano	18,572	8.8%	4,972	4.0%
Sonoma	20,971	9.9%	5,639	4.6%
Totals	211,959	100.0%	123,098	100.0%

¹ OBAG 1 total housing production numbers were based on the number of permits issued from 1999-2006. OBAG 2 total housing production numbers are based on the number of permits issued over a longer period from 1999-2006 (weighted 30%) and from 2007-2014 (weighted 70%) and have not been capped to RHNA allocations.

The resulting alternative county distribution formulas are presented in Attachment 2.

4. Continue Flexibility and Local Transportation Investment Decision Making:

OBAG 2 continues to provide the discretion and the same base share of the funding pot (40%) to the CMAs for local decision-making. Also, two previously regional programs, Safe Routes to Schools and the Federal-Aid Secondary (rural roads) programs, have been consolidated into the county program with funding targets to ensure that these programs continue to be funded at specified levels.

5. Cultivate Linkages with Local Land-Use Planning:

As a condition to access funds, local jurisdictions need to continue to align their general plans' housing and complete streets policies as part of OBAG 2 and as separately required by state law (see Attachment 3).

Complete Streets Requirements

Jurisdictions have two options for demonstrating complete streets compliance, which must be met by January 31, 2016:

- a. Adopt a Complete Streets Resolution incorporating MTC's nine required complete streets elements; or
- b. Adopt a significant revision to the circulation element of a General Plan after January 1, 2011 that complies with the California Complete Streets Act of 2008.

Housing Element Requirements

Jurisdictions must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. Furthermore, under state statute, applicable jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. Jurisdictions receiving OBAG 2 funding must comply with this statute during the entire OBAG 2 funding period or risk de-programming of OBAG 2 funding.

6. Continue Transparency and Outreach to the Public Throughout the Project Selection Process:

CMAs will continue to report on their outreach process as part of their solicitation and selection of projects for OBAG 2. Each CMA will develop a memorandum addressing outreach, coordination and Title VI civil rights compliance.

Outreach and OBAG 2 Development Schedule

To date, MTC staff has made presentations on the OBAG 2 framework to the Policy Advisory Council, Programming and Allocations Committee, the Partnership Technical Advisory Committee and associated working groups. Comments received to date have been reviewed and revisions have been made to the proposal as a result of this stakeholder feedback. Comment letters and summarized stakeholder feedback have been posted at <http://www.mtc.ca.gov/funding/obag2/>.

The final OBAG 2 program is anticipated to be presented to the Commission in November for adoption, which will subsequently kick off the CMAs' project solicitation process. Commission approval of OBAG 2 regional programs and CMA project submittals is anticipated for December 2016 (see Attachment 4 for full schedule).

Other Noted Program Revisions

Regional Safe Routes to School (SRTS) Program: In December 2014, the Committee approved adding a fifth-year (FY 2016-17) to OBAG 1 in order to address program shortfalls due to lower than expected apportionments. After closing those shortfalls, the balance was directed to continue time-critical operations and planning programs at lower levels than prior years. A number of committee members expressed interest in restoring funding up to the SRTS annual funding level of \$5 million. Staff has identified cost savings from prior cycles of federal funding, and is seeking consensus from the Committee to increase FY2016-17 SRTS funding from \$2.7 million to \$5.0 million. Staff will bring back the programming action to the Commission in November. For OBAG 2, recommended funding levels for the program are \$5 million per year (\$25 million total).

Available OBAG 1 Funding from Bikeshare Program: With the transition of the Bikeshare program to a public-private partnership model, \$6.4 million in OBAG 1 funds that were programmed to Bikeshare are now available for reprogramming. Staff proposes to augment the PCA program, providing an additional \$3.2 million each to the North Bay and Regional programs. The revised PCA program total of \$16 million is 60% higher than OBAG 1 funding levels – the only category proposed for such significant growth in OBAG 2.

MTC staff invites discussion and direction on any remaining issues as the OBAG 2 programming policies and procedures are being finalized.



Anne Richman

OBAG 2 Program Considerations		OBAG 1	OBAG 2
Regional Programs		(millions)	
1. Regional Planning Activities	<ul style="list-style-type: none"> Continue regional planning activities for ABAG, BCDC and MTC with 2.0% annual escalation from final year of OBAG 1 	\$8	\$10
2. Pavement Management Program	<ul style="list-style-type: none"> Maintain PMP implementation and PTAP at OBAG 1 funding level 	\$9	\$9
3. PDA Planning and Implementation	<ul style="list-style-type: none"> Maintain Regional PDA/TOD Planning and Implementation at OBAG 1 levels Focus on cities with high risk of displacement 	\$20	\$20
4. Climate Initiatives Program	Continue climate initiatives program to implement the SCS	\$22	\$22
5. Priority Conservation Area (PCA)	<ul style="list-style-type: none"> Increase OBAG 1 Programs: \$8M North Bay & \$8M Regional Program for the five southern counties and managed with the State Coastal Conservancy \$6.4M redirected from OBAG 1 regional bicycle sharing savings. Reduce match requirement from 3:1 to 2:1. MTC funding to be federal funds. Support State Coastal Conservancy to use Cap and Trade and other funds as potential fund source for federally ineligible projects. Regional Advance Mitigation Program (RAMP) activities eligible for funding 	\$10	\$16
6. Regional Operations	<ul style="list-style-type: none"> Freeway Performance Initiatives, Incident Management, Transportation Management System, 511, Rideshare Focus on partnerships for implementation, key corridor investments, and challenge grant to leverage funding 	\$184	\$170
7. Transit Priorities Program	<ul style="list-style-type: none"> BART Car Phase 1 Clipper Next Generation System Transit Capital Priorities (TCP), Transit Performance Initiatives (TPI) 	\$201	\$189
		\$454	\$436
Local Programs			
❖ Local PDA Planning	Eliminate Local PDA Planning as a separate program. <ul style="list-style-type: none"> PDA planning eligible under County program. 	\$20	-
❖ Safe Routes to School (SRTS)	Managed by CMAs. Provide Safe Routes To School grants to local jurisdictions. <ul style="list-style-type: none"> Maintain Safe Routes to School – Add to county shares. Use FY 2013-14 K-12 school enrollment formula \$25M minimum not subject to PDA investment requirements. Counties may opt out if they have their own county SRTS program 	\$25	-
❖ County Federal-Aid Secondary (FAS)	Managed by CMAs. Provide FAS funding to Counties. <ul style="list-style-type: none"> Fully fund county FAS requirement (\$2.5 M per year). Funding not included in OBAG 1 because FAS requirement had been previously satisfied. \$13M guaranteed minimum not subject to PDA investment requirements 	-	-
		\$45	-
County CMA Programs			
❖ County CMA Program	<ul style="list-style-type: none"> Local PDA Planning optional through CMA County OBAG Program SRTS included in County OBAG program (use K-12 school enrollment formula) FAS included in County OBAG program (use FAS formula) Adjustment to ensure county planning is no more than 50% of total amount CMA Planning Base with 2.0% annual escalation from final year of OBAG 1 County CMA 40% of base OBAG program (not including CMA Planning Base) 	-	-
		-	\$25
		-	\$13
		-	\$1
		\$36	\$39
		\$291	\$276
		\$327	\$354
Program Total		\$827	\$790

**OBAG 2
STP/CMAQ
County Final Distribution
October 8, 2015**

Attachment 2

Option	Population	Housing RHNA	Housing Production	Weighting within RHNA and Housing Production		
				Very Low + Low Income RHNA and Housing Production	Very Low + Low + Moderate Income RHNA and Housing Production	Total Housing Production
OBAG 1 Distribution	50%	25%	25%	50%	-	50%
OBAG 2 Affordable Housing	50%	20%	30%	60%	-	40%
OBAG 2 Affordable + Moderate	50%	20%	30%	-	60%	40%
OBAG 2 Production Housing Only	50%	0%	50%	60%	-	40%

Final county distribution includes SRTS & FAS and adjusted so a county CMA's base planning is no more than 50% of total

	Population 2014	1 OBAG 1	2 Affordable	3 Affordable+Moderate	4 Production Only
OBAG Cycle		OBAG 1	OBAG 2	OBAG 2	OBAG 2
Adjustments		Final Distribution	Final Distribution	Final Distribution	Final Distribution
Scenario		Final Distribution	Affordable	Affordable+Moderate	Production Only
RHNA Years (2007-2014)		Draft RHNA	Final RHNA	Final RHNA	No RHNA
Housing Production - 1999-2006		1999-2006 (Capped)	1999-2006 (Uncapped) 30%	1999-2006 (Uncapped) 30%	1999-2006 (Uncapped) 30%
Housing Production - 2007-2014		-	2007-2014 (Uncapped) 70%	2007-2014 (Uncapped) 70%	2007-2014 (Uncapped) 70%
Housing Affordability		Affordable	Affordable	Affordable+Moderate	Affordable
Alameda	21.2%	19.7%	20.1%	19.8%	19.2%
Contra Costa	14.6%	14.2%	13.7%	14.7%	14.1%
Marin	3.4%	3.3%	2.8%	2.8%	3.0%
Napa	1.9%	2.3%	2.2%	2.2%	2.2%
San Francisco	11.3%	11.7%	12.9%	12.3%	13.4%
San Mateo	10.0%	8.4%	8.5%	8.5%	7.9%
Santa Clara	25.2%	27.2%	27.7%	27.1%	27.3%
Solano	5.7%	5.9%	5.2%	5.5%	5.4%
Sonoma	6.6%	7.2%	7.1%	7.2%	7.7%

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- 1: OBAG1 final distribution after applying adjustments and SRTS & FAS categories
2. Affordable Housing Production Weighted - Proposed Distribution
3. Affordable AND Moderate Production Housing Weighted - Proposed Distribution
4. Affordable Housing Production Only - Proposed Distribution

NOTE: Figures have changed since initial July proposal due to updated housing data and changing 1999-2006 from capped to uncapped

OBAG 2 County Program Considerations

❖ **County Generation Formula**

- Continue existing PDA investment targets of 50% for North Bay counties and 70% for all others.
- Consider housing production over a longer time frame, between 1999 and 2006 (weighted 30%) and between 2007 and 2014 (weighted 70%).
- Adjust the county generation formula. Three alternatives are under consideration for the distribution formula:

OBAG Distribution Factor Alternatives

	Population	Housing Production	Housing RHNA	Housing Affordability
OBAG 1	50%	25%	25%	50%
OBAG 2 <i>Affordable Housing</i>	50%	30%	20%	60%
OBAG 2 <i>Affordable + Moderate</i>	50%	30%	20%	60%*
OBAG 2 <i>Housing Production</i>	50%	50%	0%	60%

*Includes moderate as well as low and very low income levels for RHNA and housing production.

❖ **Housing Element**

- Housing element certified by California Department of Housing and Community Development (HCD) by May 31, 2015.
- Annual report on housing element compliance.

Missed Deadline for Certified Housing Element

Jurisdiction	County
Fairfax	Marin
Half Moon Bay	San Mateo
Monte Sereno	Santa Clara
Dixon	Solano

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

- For OBAG 1, jurisdictions are required to have either a complete streets policy resolution **or** a general plan that complies with the Complete Streets act of 2008 by January 31, 2013.
- For OBAG 2, jurisdictions are required to have either a complete street policy resolution **or** a circulation element of the general plan updated after January 1, 2011 that complies with the Complete Streets Act of 2008. The deadline for compliance with this requirement is January 31, 2016. This modified approach focuses on the local complete streets resolution while acknowledging the jurisdictions that have moved forward with an updated circulation element in good faith of the requirements anticipated for OBAG 2.

❖ **PDA Investment and Growth Strategy**

- Currently, OBAG 1 requires an annual update of the PDA investment and growth strategy. For OBAG 2, updates are required every four years with an interim status report after two years. The update would be coordinated with the countywide plan updates to inform Regional Transportation Plan (RTP) development decisions. The interim report addresses needed revisions and provides an activity and progress status.

❖ **Public Participation**

- Continue using the Congestion Management Agency (CMA) self-certification approach and alter documentation submittal requirements to require a CMA memorandum encompassing three areas: public outreach, agency coordination and Title VI.

❖ **Other**

- BAAQMD "Healthy Places" type considerations allowed, but not required.

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

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Metropolitan Transportation Commission Programming and Allocations Committee

September 9, 2015

Item Number 2h

Resolution No. 4208

Subject: Policies, Procedures and Project Selection Criteria for the 2016 Regional Transportation Improvement Program (RTIP)

Background: MTC is responsible for developing the region's funding priorities for the Regional Transportation Improvement Program (RTIP), and for submitting the proposed projects to the California Transportation Commission (CTC) for adoption into the State Transportation Improvement Program (STIP). Resolution No. 4208 establishes MTC's policies, procedures, criteria, schedule and budget for the 2016 RTIP, which is due to the CTC by December 15, 2015. The 2016 STIP covers the fiscal years 2016-17 through 2020-21.

Because the state recently lowered the price-based portion of the gas tax by six cents per gallon, the 2016 STIP statewide only has \$46 million in new programming capacity over the next five years. Therefore, the 2016 RTIP provides essentially no new project capacity to the nine-county MTC-region. New projects and funding may not be added during this STIP cycle. Action by the state legislature during the special session may affect the level of STIP funding; if there are any major statutory changes, staff will provide an update at the Commission meeting.

Despite the lack of new programming capacity in the 2016 RTIP, sponsors have the opportunity to update project funding plans and schedules. In order to meet the CTC deadline, the Congestion Management Agencies (CMAs) must submit their final project nominations to MTC by November 4, 2015. This Committee will review the final project listing on December 9, 2015. The Commission is scheduled to consider adoption of the final 2016 RTIP at its December 16, 2015 meeting, via amendment to this resolution.

The attached guidance for the 2016 RTIP is similar to MTC's policies and procedures for previous RTIP programming cycles. However, the 2016 guidance does reflect changes to the CTC STIP guidelines (see Attachment 1), and proposes a few MTC policy changes as presented in Attachment 2.

Issues: None.

Recommendation: Refer MTC Resolution No. 4208 to the Commission for approval.

Attachments: Attachment 1 – CTC STIP Guideline Changes
Attachment 2 – Proposed MTC Policy Changes
MTC Resolution No. 4208

CTC STIP Guideline Changes

- **RTIP and Project-Level Performance Evaluation: Updated Metrics**
The 2016 STIP Guidelines include updated performance evaluation metrics suggested for the RTIP-level and project-level evaluations. These metrics are based on a joint study by the Strategic Growth Council (SGC) and the San Diego Association of Governments (SANDAG), which recommended a cohesive and consistent set of performance measures for statewide use. MTC staff supported this list of performance measures, as they are clearly defined and already analyzed for MTC's Regional Transportation Plan.
- **Governor's Executive Orders: Drought and Greenhouse Gas Reduction**
The 2016 STIP Guidelines also acknowledge the recent Governor's Executive Orders pertaining to the drought and greenhouse gas reduction goals. All projects in the RTIP should consider measures to promote water conservation in light of the drought (such as for highway landscaping projects), and should consider how the proposed project will reduce greenhouse gas emissions. The CTC, Caltrans, and the regional agencies will work on a standard model to calculate emissions reductions and cost benefits for future STIP cycles.

Proposed MTC Policy Changes:

• **Regional ITIP Principles and the ITSP**

As part of the 2014 RTIP, MTC adopted four principles for setting regional priorities for the Interregional Transportation Improvement Program (ITIP):

- Support high cost-benefit ratio projects on the State Highway System (such as Freeway Performance Initiative (FPI) type projects);
- Support High-Occupancy Vehicle (HOV) lane gap closures, with emphasis on those that support the Regional Express Lane Network;
- Support high speed rail early investments and intercity/commuter rail; and
- Support future goods movement and trade corridors.

MTC supported these principles in a comment letter to Caltrans regarding the 2015 Interregional Transportation Strategic Plan (ITSP), which was adopted by the CTC in August. Since there is no new programming capacity in the 2016 STIP, the region will continue to work with Caltrans on programming opportunities in future ITIP cycles.

• **Regional Priorities Discussion**

While the 2016 STIP contains no new programming capacity, MTC's 2016 RTIP includes a discussion on previous regional priorities to memorialize and help guide future RTIP programming. They include:

- In the 2014 RTIP, MTC programmed \$27 million to the I-680/SR-4 Interchange project (Contra Costa County) and \$4 million to the I-680 Freeway Performance Initiative project (Alameda and Contra Costa Counties), as part of the ARRA Backfill related to the Caldecott Tunnel Fourth Bore project. If any funds are de-programmed from those projects, the RTIP funds will be re-programmed to a regional priority project(s) at MTC's discretion.
- Reservation of San Francisco County STIP shares for Central Subway and Freeway Performance Initiative (FPI)/Columbus Day Initiative (CDI) projects.
- Reservation of Alameda County STIP shares for the AC Transit East Bay Bus Rapid Transit (BRT) project.

• **Eligibility for Regional Advance Mitigation Program Projects**

As a part of the Update to *Plan Bay Area*, MTC is exploring implementing a Regional Advance Mitigation Program (RAMP). RAMP would mitigate certain environmental impacts from collections of planned transportation projects, rather than mitigating on an inefficient per-project level. RTIP funds may be used to implement RAMP, including purchasing mitigation land bank credits, establishing a greenfield mitigation site, and purchasing conservation land easements and their endowments, as allowed under state and federal law. In instances where RTIP funds are not eligible for RAMP implementation, MTC encourages sponsors to exchange RTIP funds with eligible non-federal funds for RAMP. Such exchanges must be consistent with MTC's fund exchange policy, MTC Resolution No. 3331.



TO: Joint MTC Planning Committee with the ABAG
Administrative Committee

DATE: October 2, 2015

FR: MTC Executive Director

RE: Plan Bay Area 2040 Draft Revenue Forecast

Background

In June 2015 MTC staff shared with stakeholders proposed financial projections assumptions and methodology for Plan Bay Area 2040 (Plan) as well as a first look at a possible revenue scenario for the Plan. Since the spring MTC staff have worked to develop a draft revenue forecast for the Plan based upon the assumptions methodology. The draft revenue forecast, which is summarized in Table 1 below, draws upon data from MTC, transit operators, local jurisdictions, congestion management agencies, and other stakeholders. The funds in the Plan are divided into six categories: federal, state, regional, local, anticipated/unspecified, and other. Each section of this memo details key issues impacting revenue from its relevant category. Table 1 also provides a comparison of total revenues between the previous Regional Transportation Plan/Sustainable Communities Strategy, Plan Bay Area, which was adopted in 2013 and the draft Plan Bay Area 2040 forecast. Total revenue in year-of-expenditure (YOES) dollars for the 24 year Plan period of FY 2016-17 to FY 2039-40 is currently projected to be \$287 billion.

Schedule

The draft revenue forecast will not be finalized until shortly before the Plan is adopted in 2017. It will be updated to reflect additional local revenues submitted through the call for projects, local value capture proposals submitted by congestion management agencies (CMAs), and possible new revenue sources approved before 2017 (including new county or transit operator ballot measures).

Table 1. Draft Plan Bay Area 2040 Revenue Estimate (in Billions \$)

Revenue Category	Plan Bay Area Revenue FY 12-13 to FY 39-40 (YOES)	Plan Bay Area 2040 Revenue FY 16-17 to FY 39-40 (YOES)	Difference (%)
Federal Funds Total	\$33.5	\$24.9	-26%
State Funds Total*	\$45.6	\$54.9	20%
Regional Funds Total	\$36.9	\$37.2	1%
Local Funds Total	\$148.3	\$153.8	4%
Anticipated/Unspecified Total	\$14.0	\$14.0	0%
Other**	\$13.7	\$2.5	-82%
TOTAL	\$291.8	\$287.3	-2%

**Plan Bay Area 2040 includes anticipated funding for the Bay Area segment of the California High Speed Rail (HSR) project which was not included in Plan Bay Area. It also assumes a “Fuel Augmentation Measure” placeholder in light of current negotiations in the State Legislature.*

***Note that the significant difference is due to the assignment of regional gas tax, Cap and Trade, and county managed express lane revenues to other categories in Plan Bay Area 2040 as compared to Plan Bay Area. “Other” now includes only San Francisco cordon congestion pricing.*

Attachment 1 contains projections for each revenue source included in the plan. The below sections of the memo discuss some of the key issues underlying the Plan Bay Area 2040 Draft Revenue Forecast.

General Assumptions

The Plan revenue forecast is based on the following time frame and inflation assumptions:

- Time Frame – The Plan covers a time period from FY 2016-17 through FY 2039-40 (24 years). All revenue projections are prepared in escalated year of expenditure dollars (YOES).
- Inflation Rate – The Plan assumes a 2.2% inflation rate, the same inflation rate as the 2013 Plan. This rate is consistent with ten year inflation forecasts for the Bay Area from the California Department of Finance, the U.S. Federal Reserve, and the federal Office of Management and Budget (OMB).

Federal Funds

Federal fund sources included in the revenue forecast are assumed to increase at a 2% annual growth rate for the period from FY 2016-17 to FY 2021-22 and at a 3% annual growth rate for the remainder of the Plan. These growth rates are applied to a base year of the actual federal funds received in the region in FY 2013-14.

- New Starts, Small Starts, and Core Capacity

The draft revenue forecast includes a total \$5.3 billion for Federal Transit Administration (FTA) Section 5309 Fixed-Guideway Capital Investment Grants, usually referred to as the New Starts and Small Starts programs. The revenue forecast for the New/Small Starts program is based upon an analysis of the amount of funding the Bay Area has received from the programs over the last ten years which amounts to an average of nearly 8% of the overall national program. This represents a significant increase to the Bay Area share of the national program over the 5% share that was assumed in Plan Bay Area.

The \$5.3 billion includes \$670 million in committed New Starts funding for remaining needs on the Central Subway and BART to Berryessa projects and \$50 million in committed Small Starts funding for remaining needs on the Van Ness BRT and SMART to Larkspur projects. This \$720 million in committed New/Small Starts funding is separate from the \$660 million New/Small Starts Reserve established in Plan Bay Area. The draft revenue forecast does not propose any policy for use of uncommitted New/Small Starts funds. Development of New/Small Starts and Core Capacity priorities will take place in a separate discussion prior to adoption of the Plan in 2017.

With the approval of MAP-21 in 2012 the FTA added an additional project type eligible for funding through the New Starts and Small Starts programs. MAP-21 included language authorizing the FTA to award New Starts and Small Starts funds to “Core Capacity” projects “which expand capacity by at least 10% in existing fixed-guideway transit corridors that are already at or above capacity, or are expected to be at or above capacity within five years.” Over the Plan period MTC expects the Bay Area will perform well with Core Capacity-type projects given the age of fixed-guide way in our transit systems.

State Funds

The majority of state funds for transportation are based on various motor vehicle fuel taxes. Assumptions underlying the prices and level of consumption for motor vehicle fuel used in the financial projections strive to be consistent with those assumptions used by MTC’s travel model. Fuel price and consumption assumptions are based on figures and growth rates developed jointly by MTC, the Southern California Association of Governments (SCAG), the San Diego Association of Governments (SANDAG), and the Sacramento Area Council of Governments (SACOG), California’s four largest metropolitan planning organizations (MPOs). These joint assumptions will be used by each of the four MPOs in the development of their updated regional plans.

Table 2. MPO Agreement Fuel Assumptions

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

Table 2 shows the fuel assumptions from the MPO agreement for 2015 and 2035 (the final year of the MPO agreement). For the period from 2035 to 2040 a linear growth rate was used to project price and consumption for the remaining years of the Plan period. The significant projected decrease in motor vehicle fuel consumption is due to a variety of factors including higher federal Corporate Average Fuel Economy (CAFE) standards, increased market share of alternative fuel vehicles, and turnover/replacement of the existing auto fleet with more fuel efficient vehicles. It is important to note that consumption forecasts for diesel fuel are expected to increase slightly over the course of the Plan, not decrease, therefore revenues generated from diesel fuel taxes (e.g., State Transit Assistance) are not expected to be significantly affected.

- **State Transportation Improvement Program (STIP)**

The STIP consists of two main parts, the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP). The RTIP is the 75% regional share of the capital improvement program that includes projects on and off the state highway system. The ITIP is the 25% interregional share that focuses on projects in the state that cross metropolitan boundaries or are generally more regional in scope. The STIP draft revenue forecast totals \$3.8 billion over the Plan period, with \$3.1 billion in RTIP funds and \$0.7 billion in ITIP funds.

The forecast is a significant decrease in anticipated RTIP revenues from Plan Bay Area which totaled \$6.0 billion. This decrease is due to several factors including the projected 42% decrease in motor vehicle fuel consumption in California over the Plan period which significantly reduces

overall state fuel tax revenues. Additionally the California Transportation Commission’s (CTC) 2016 STIP Fund Estimate shows only \$46 million available statewide in the period that includes the first three years of the Plan. The 2016 STIP Fund Estimate is used for the initial three years of the Plan with the forecast for the remaining 21 years consistent with the above fuel consumption assumptions. Further, the STIP is negatively affected by the diversion of truck weight fees to the state General Fund to pay bond debt.

- Cap and Trade

The draft revenue forecast currently includes projections for the various state Cap and Trade programs consistent with \$2.5 billion in annual statewide generations, which the Cap and Trade auctions are currently generating. Table 3 below provides details on the assumed Bay Area shares for the various Cap and Trade programs. This forecast for existing statutory Cap and Trade programs is consistent with the draft Cap and Trade Framework update which will be presented at the October MTC Programming and Allocations Committee. The share assumptions detailed in Table 3 are based upon either state statute (for the Low Carbon Transit Operations Program) or upon MTC’s analysis of the results of the first year of state awards for the other programs. The revenue forecast also includes \$1.5 billion in revenue from the 40% of Cap and Trade revenues which have not been programmed by the state Legislature. This forecast is based on the assumption that 1/3 of the 40% un-programmed Cap and Trade funds will benefit transportation projects and that of those funds the Bay Area will receive its population share of 19%. The \$1.5 billion assumes half or \$760 million of this amount will be dedicated to goods movement projects in the region.

Table 3. Cap and Trade Bay Area Shares (in Billions \$)

Cap and Trade Program	Revenue	Bay Area % Share of Total
Affordable Housing & Sustainable Communities Program (transportation projects)	\$0.5	9% (30% of the 30% of total AHSC funds benefiting transportation projects)
Cap & Trade High Speed Rail	\$1.3	19%
Low Carbon Transit Operations Program Population-Based	\$0.3	19%
Low Carbon Transit Operations Program Revenue-Based	\$0.8	54%
Transit and Intercity Rail Capital Program	\$1.8	30%
40% Un-programmed Cap and Trade Funds <ul style="list-style-type: none"> ▪ Goods Movement - \$760 million total over Plan period 	\$1.5	6.3% (19% of 33% of total un-programmed funds benefiting transportation projects)
TOTAL	\$6.2	N/A

- **High Speed Rail**

The Plan will include the California High Speed Rail (HSR) project, the first time this major statewide initiative has been included in the regional transportation plan. The revenue forecast includes \$9 billion in funds for the HSR project and supporting connectivity projects in the Bay Area. These funds are assumed based upon the Bay Area's track-mile share of the total HSR project, consistent with the 2014 HSR Business Plan. Fund sources include Cap and Trade funds for HSR, Proposition 1A funds, and future state funding from other sources.

- **New State Revenue Sources**

In June 2015 when sharing the proposed financial assumptions for the Plan, MTC had proposed including a placeholder state revenue source due to discussions about increased transportation funding between the Legislature and Governor Brown. This placeholder measure was expected to generate over \$7.5 billion in revenue for the State Highway Operations and Protection Program (SHOPP) and for local streets and roads over the Plan period. Although negotiations during the special legislative session which adjourned for the time being in September did not yield a successful funding measure, the special session will continue when the Legislature reconvenes in 2016 and staff is hopeful that the Legislature will approve a measure in the short term. To reflect this modest but not cockeyed optimism, staff has retained a placeholder amount. The placeholder amount has been reduced to approximately \$6.4 billion in order to reflect that the measure may be less robust or timely than some of the legislative proposals from earlier in the year in terms of revenue generation.

Regional Revenues

The majority of the regional revenue for the Plan is attributed to bridge tolls and the AB 1107 sales tax in the three BART district counties.

- **\$2 Bridge Toll Increase** – The 2013 Plan included a \$1 increase in bridge tolls starting in FY 2017-18. The draft Plan revenue forecast is assuming a \$2 increase in FY 2019-20.
- **10¢ Regional Gas Tax** – As with the 2013 Plan, the Plan revenue forecast includes a 10¢ regional gas tax beginning in FY 2017-18.

Local Revenues

The major local fund sources in the Plan include transit fare revenues, street and road local revenue, and sales tax based revenues.

- **Sales Taxes**

The revenue forecast includes revenues generated by county transportation sales taxes, transit district sales taxes, and the Transportation Development Act's (TDA) Local Transportation Fund ¼ cent sales tax which is collected in each Bay Area county. The forecast also includes revenues expected from the reauthorization of county and transit district sales taxes which are currently set to expire during the Plan period. Forecasts for county transportation sales taxes and transit district sales taxes are developed directly by the sales tax administering agencies. Estimates for county sales tax and transit district measures were submitted by each county sales tax agency. These estimates are used in the revenue forecast to maintain consistency with sales tax expenditure and strategic plans. To maintain consistency, TDA growth rates also assume the same growth rates as

those provided by the sales tax authorities in their respective counties. Table 4 below details the projected sales tax growth rates for county and transit district measures and TDA.

Table 4. Projected Sales Tax Growth Rates

County	Average Sales Tax Growth Rate
Alameda	1.23%
Contra Costa	3.83%
Marin	2.00%
Napa	0.36%
San Francisco	3.57%
San Mateo/SamTrans	1.00%
Santa Clara/VTA	2.80%
Solano*	1.94%
Sonoma	4.00%
SMART	2.85%
AB 1107**	2.56%

**Sales tax forecast for Solano County is based on a ten year retrospective analysis of actual TDA receipts.*

***AB 1107 forecast is the weighted average of projected growth rates for Alameda, Contra Costa, and San Francisco counties.*

- Value Capture

Following the Plan Bay Area 2040 call for projects and after county project budgets/targets are reduced to conform with forecasted revenue, MTC will allow project sponsors to propose revenue generated through value capture strategies such as Enhanced Infrastructure Financing Districts (EIFD), assessment districts, community facilities districts (Mello-Roos), and public-private partnerships for inclusion in the Plan’s revenue forecast. Proposals would be evaluated based on feasibility of implementation and likelihood of estimated revenue generation. Proposals would also require endorsement by the project sponsor’s CMA or transit board. The goal of this process is to encourage project sponsors without a fully funded project to explore innovative methods to complete their project’s funding plan. A workshop will be held for project sponsors and Congestion Management Agency staff in December 2015, to provide more information on value capture concepts and tools for evaluating value capture opportunities.

Anticipated/Unspecified

Anticipated/unspecified represents funding that is likely to become available from federal or state sources over the course of the Plan period, but is unspecified in terms of source or expenditure requirements. Reasonably anticipated revenues differ from new, specific revenue that would be generated under local or regional control such as sales tax reauthorizations or regional bridge toll increases. An example of this revenue would be the American Recovery and Reinvestment Act (ARRA) transportation funding that was distributed by the federal government in FY 2009 in response to the national recession as well as Proposition 1B funding approved statewide by voters in 2006. The revenue forecast includes \$14 billion in anticipated/unspecified revenues. This estimate is

based upon a historical analysis of revenue sources that materialized over a fifteen year period from FY 2001-02 through FY 2015-16.

Other

This category includes committed revenues associated with the proposed congestion pricing projects in downtown San Francisco and on Treasure Island which were included in the 2013. Revenues from these two sources may be modified based on the results of the Plan Bay Area 2040 call for projects.

Next Steps

This draft revenue forecast will inform the next phases of the Plan development process including the eventual development of a preferred, fiscally constrained scenario. The financial projections, however, will not be finalized until shortly before the adoption of the Plan in 2017, in order to allow for updates to revenue estimates based on legislative or economic changes.



Steve Heminger

SH: bb

Attachments

Attachment A – Plan Bay Area 2040 Draft Revenue Forecast by Source

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Attachment A
PLAN BAY AREA 2040 DRAFT REVENUE FORECAST BY SOURCE
In Billions of Year of Expenditure \$

Revenue Source	Plan Bay Area 2040 Total Revenue	Plan Bay Area 2040 Total Committed Revenue	Plan Bay Area 2040 Total Discretionary Revenue
FEDERAL			
FHWA Construction of Ferry Boats & Ferry Terminal Facilities Formula Program	\$ 0.04	\$ 0.04	\$ -
FHWA/FTA Section 5303 Metropolitan Planning	\$ 0.03	\$ 0.03	\$ -
FHWA Congestion Mitigation & Air Quality (CMAQ) Improvement Program	\$ 2.35	\$ -	\$ 2.35
FHWA Highway Safety Improvement Program (HSIP)	\$ 0.31	\$ 0.31	\$ -
FHWA Surface Transportation Program (STP)	\$ 2.94	\$ -	\$ 2.94
FTA Passenger Ferry Grant Program	\$ 0.10	\$ 0.10	\$ -
FTA Sections 5307 & 5340 Urbanized Area Formula (Capital)	\$ 7.25	\$ -	\$ 7.25
FTA Section 5309 Fixed-Guideway Capital Investment Grants - New Starts and Core Capacity	\$ 4.67	\$ 0.67	\$ 4.00
FTA Section 5309 Fixed-Guideway Capital Investment Grants - Small Starts	\$ 0.65	\$ 0.05	\$ 0.60
FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities	\$ 0.16	\$ -	\$ 0.16
FTA Section 5311 Non-Urbanized Area Formula	\$ 0.06	\$ -	\$ 0.06
FTA Section 5337 State of Good Repair Formula	\$ 5.91	\$ -	\$ 5.91
FTA Section 5339 Bus & Bus Facilities Program	\$ 0.44	\$ -	\$ 0.44
Federal Total	\$ 24.91	\$ 1.20	\$ 23.70
STATE			
Active Transportation Program (ATP) - State Program	\$ 0.28	\$ -	\$ 0.28
Affordable Housing & Sustainable Communities Program	\$ 0.54	\$ 0.54	\$ -
High Speed Rail	\$ 9.26	\$ 8.40	\$ 0.86
Cap & Trade 40% Uncommitted Funds	\$ 0.76	\$ -	\$ 0.76
Cap & Trade Goods Movement (from 40% Uncommitted Funds)	\$ 0.76	\$ 0.76	\$ -
Fuel Tax Augmentation Measure	\$ 6.38	\$ 6.38	\$ -
Gas Tax Subvention	\$ 9.52	\$ 9.52	\$ -
Low Carbon Transit Operations Program Population-Based	\$ 0.29	\$ -	\$ 0.29
Low Carbon Transit Operations Program Revenue-Based	\$ 0.80	\$ 0.80	\$ -
Proposition 1B	\$ 0.01	\$ 0.01	\$ -
State Highway Operations & Protection Program (SHOPP)	\$ 13.75	\$ 13.75	\$ -
State Transit Assistance (STA) Population-Based	\$ 1.79	\$ -	\$ 1.79
State Transit Assistance (STA) Revenue-Based	\$ 5.12	\$ 5.12	\$ -
Transit and Intercity Rail Capital Program	\$ 1.80	\$ 1.20	\$ 0.60
State Transportation Improvement Program (STIP): Regional Transportation Improvement Program (RTIP) County Shares	\$ 3.11	\$ 0.14	\$ 2.97
STIP: Interregional Road/Intercity Rail (ITIP)	\$ 0.73	\$ 0.12	\$ 0.61
State Total	\$ 54.91	\$ 46.75	\$ 8.16

REGIONAL				
2% Toll Revenues	\$	0.09	\$	0.09
5% State General Funds	\$	0.09	\$	0.09
Active Transportation Program (ATP) - Regional Program	\$	0.31	\$	0.31
AB 1107 ½-cent Sales Tax in three BART counties (25% MTC Administered Share)	\$	2.61	\$	2.61
AB 1107 ½-cent Sales Tax in three BART Counties (75% BART Share)	\$	7.82	\$	7.82
AB 1171	\$	0.25	\$	0.25
AB 434 (Transportation Fund for Clean Air – Regional) – 60% of funding	\$	0.37	\$	0.37
AB 664	\$	0.38	\$	0.38
BATA Base Toll Revenues	\$	3.59	\$	3.59
Bridge Toll Increase - \$2.00	\$	5.60	\$	5.60
Regional Express Lane Network Revenues	\$	5.40	\$	5.40
Regional Gas Tax Increase - 10¢	\$	3.97	\$	3.97
Regional Measure 2 (RM2)	\$	3.10	\$	3.10
RM1 Rail Extension Reserve	\$	0.29	\$	0.29
Service Authority for Freeway and Expressways (SAFE)	\$	0.15	\$	0.15
Seismic Retrofit	\$	3.18	\$	3.18
Regional Total	\$	37.19	\$	23.60
LOCAL				
AB 434 (Transportation Fund for Clean Air – County Program Manager) – 40% of funding	\$	0.25	\$	0.25
County Sales Tax Measures	\$	31.62	\$	31.62
County Sales Tax Measures - Reauthorizations	\$	5.85	\$	5.85
County Vehicle Registration Fees	\$	1.02	\$	1.02
County Vehicle Registration Fees - Reauthorization	\$	0.03	\$	0.03
Express Lane Revenue (county managed)	\$	3.00	\$	3.00
Golden Gate Bridge Toll	\$	3.43	\$	3.43
Land Sales & Other Developer Revenues	\$	1.00	\$	1.00
Local Funding for Streets and Roads	\$	14.76	\$	14.76
Property Tax/Parcel Taxes	\$	5.27	\$	5.27
San Francisco Municipal Transportation Agency (SFMTA) General Fund	\$	10.50	\$	10.50
SMART Sales Tax in Marin and Sonoma Counties	\$	0.54	\$	0.54
SMART Sales Tax in Marin and Sonoma Counties - Reauthorization	\$	0.64	\$	0.64
Transit Fare Revenues	\$	37.10	\$	37.10
Transit Non-Fare Revenues	\$	23.50	\$	23.50
Transportation Development Act (TDA)	\$	12.38	\$	12.38
Other Local	\$	2.90	\$	2.90
Local Total	\$	153.79	\$	140.74
ANTICIPATED/UNSPECIFIED				
Anticipated/Unspecified	\$	14.00	\$	14.00
Anticipated/Unspecified Total	\$	14.00	\$	14.00
OTHER				
San Francisco Treasure Island/Cordon Pricing	\$	2.50	\$	2.50
Other Total	\$	2.50	\$	2.50
GRAND TOTAL	\$	287.29	\$	214.80
<i>Plan Bay Area (2013) Total Revenue</i>	<i>\$</i>	<i>291.82</i>	<i>\$</i>	<i>213.62</i>
				<i>78.20</i>