



Metropolitan Transportation Commission

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Agenda - Final-revised

Metropolitan Transportation Commission

Alfredo Pedroza, Chair Nick Josefowitz, Vice Chair

Wednesday, January 26, 2022

10:35 AM

REMOTE

Joint Meeting with the Bay Area Housing Finance Authority (BAHFA) The Metropolitan Transportation Commission is scheduled to meet jointly with the Bay Area Housing Finance Authority (BAHFA) on Wednesday, January 26, 2022 at 10:35 a.m. or immediately following the 8:35 a.m. MTC Executive Committee meeting, in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding COVID-19 and in accordance with the recently signed Assembly Bill 361 allowing remote meetings, this meeting will be accessible via webcast, teleconference, and Zoom for all participants. A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

The meeting webcast will be available at <https://mtc.ca.gov/whats-happening/meetings/live-webcasts>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Attendee Link: <https://bayareametro.zoom.us/j/89894947737>

iPhone One-tap: US: +13462487799,,89894947737# or +12532158782,,89894947737#

Join by Telephone (for higher quality, dial a number based on your current location) US:

+1 669 900 6833 or +1 408 638 0968 or +1 346 248 7799 or

+1 253 215 8782 or +1 646 876 9923 or +1 301 715 8592 or

+1 312 626 6799 or 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 898 9494 7737

International numbers available: <https://bayareametro.zoom.us/j/kcClrYDTe9>

Detailed instructions on participating via Zoom are available at:

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>. Committee members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial "*9". In order to get the full Zoom experience, please make sure your application is up to date.

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

Commission / BAHFA Roster:

Alfredo Pedroza (Chair), Nick Josefowitz (Vice Chair), Margaret Abe-Koga, Eddie Ahn, David Canepa, Cindy Chavez, Damon Connolly, Carol Dutra-Vernaci, Dina El-Tawansy*, Victoria Fleming, Dorene M. Giacomini*, Federal D. Glover, Sam Liccardo, Nate Miley, Gina Papan, David Rabbitt, Hillary Ronen, Libby Schaaf, James P. Spering, Amy R. Worth

***Non-Voting Members**

1. Call to Order / Roll Call / Confirm Quorum

A quorum of this Commission and BAHFA shall be a majority of its voting members (10).

2. Pledge of Allegiance / Acknowledgement of the Flag

3. Compensation Announcement (Clerk)

4. Joint MTC and BAHFA Consent Calendar:

- 4a.** [22-0038](#) MTC Resolution No. 4501, and BAHFA Resolution No. 6 - Providing for Remote Meetings Pursuant to Assembly Bill 361

Action: Commission Approval, and

BAHFA Approval

Attachments: [4a - 22-0038 - MTC-Reso-4501 - AB 361.pdf](#)
 [4a - 22-0038 - BAHFA-Reso-6 - AB 361.pdf](#)

5. Public Comment / Other Business

6. Adjourn Bay Area Housing Finance Authority and Continue with MTC Agenda

7. Chair's Report (Pedroza)

- 7a.** [22-0047](#) MTC Resolution No. 4503 - Resolution of Appreciation for Bob Alvarado on the occasion of his retirement.

Action: Commission Approval

- 7b.** [21-1581](#) Approval of Executive Director's Salary Increase

Action: Commission Approval

- 7c.** [22-0212](#) Approval of General Counsel's Salary Increase

Action: Commission Approval

8. Policy Advisory Council Report (Randi Kinman)

9. Executive Director's Report (McMillan)

[22-0039](#) Executive Director's Report
Action: Information
Attachments: [9 - 22-0039 - ED Report- MTC January 2022.pdf](#)

10. Commissioner Comments

11. Consent Calendar:

11a. [22-0040](#) Minutes of the December 15, 2021 meeting
Action: Commission Approval
Attachments: [11a - 22-0040 - Dec 15 Draft Commission Minutes.pdf](#)

Programming and Allocations Committee

11b. [21-1636](#) MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant program (OBAG 2), including programming \$12 million within the Regional Active Operations Management program and \$750,000 within the Safe & Seamless Mobility Quick-Strike program.
Action: Commission Approval
Attachments: [11b - 21-1636 - Reso 4202 - OBAG2 Revisions - Quick Strike.pdf](#)

11c. [21-1641](#) MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letter of No Prejudice to the Solano Transportation Authority for the I-80/680/SR-12 Interchange Project.
Action: Commission Approval
Attachments: [11c - 21-1641 - Reso 4412 - RM3 LONP Solano Transportation.pdf](#)

11d. [21-1639](#) MTC Resolution No. 4461, Revised. FY2020-21 Section 5311 Rural Area Formula Program Revisions.
Action: Commission Approval
Attachments: [11d - 21-1639 - Reso 4461 - 5311 Revisions.pdf](#)

11e. [21-1622](#) MTC Resolution No. 4462, Revised. Updates the Regional STA Program to add \$32,000 to support regional safety data acquisition.
Action: Commission Approval
Attachments: [11e - 21-1622 - Reso 4462 - Regional STA Program.pdf](#)

- 11f. [21-1623](#) MTC Resolution No. 4463, Revised. Updates to the Regional Measure 2 (RM2) Marketing Program.

Action: Commission Approval

Attachments: [11f - 21-1623 - Reso 4463 - RM2 Marketing Program Updates.pdf](#)

- 11g. [21-1618](#) MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-14.

Action: Commission Approval

Attachments: [11g - 21-1618 - Reso 4475 - TIP Amendment 2021-14.pdf](#)

Committee Reports

12. Programming and Allocations Committee (Rabbitt)

- 12a. [21-1637](#) MTC Resolution No. 4505. One Bay Area Grant (OBAG 3) Framework.

Adoption of MTC Resolution No. 4505, the One Bay Area Grant (OBAG 3) program framework, guiding the region's federal Surface Transportation Block Grant Program/Congestion Mitigation Air Quality Improvement Program (STP/CMAQ) funding for fiscal year (FY) 2022-23 through FY 2025-26.

Action: Commission Approval

Attachments: [12a - 21-1637 - OBAG3 Framework.pdf](#)

[12a - 21-1637 - OBAG3 Framework - Presentation.pdf](#)

- 12b. [21-1663](#) MTC Resolution No. 4509. Caltrain Right-of-Way Repayment to SamTrans.

Adoption of MTC Resolution No. 4509 approving the mechanics, timing and companion funding conditions for \$19.6 million repayment to SamTrans to satisfy an outstanding commitment from 2007.

Action: Commission Approval

Attachments: [12b - 21-1663 - Commission - Caltrain ROW Repayment.pdf](#)

[12b - 21-1663 - Caltrain Electrification Update.pdf](#)

13. Operations Committee (Dutra-Vernaci)

- 13a. [22-0008](#) Future Roles and Structure of the Bay Area Infrastructure Financing Authority (BAIFA)

Request for MTC to support in concept restructuring BAIFA, a joint powers authority composed of MTC and BATA, to: (1) allow BAIFA to serve as the tolling agency for State Route 37, subject to legislative authorization, and (2) provide enhanced regional transportation conduit financing.

Action: MTC Commission Approval

Attachments: [13a - 22-0008 - Future BAIFA Roles and Structure.pdf](#)

14. Public Comment / Other Business

15. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held at 9:35 a.m. remotely and by webcast on Wednesday, February 23, 2022. Any changes to the schedule will be duly noticed to the public.

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

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

Record of Meeting: Commission meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

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

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

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

Attachments are sent to Commission members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Commission. Actions recommended by staff are subject to change by the Commission.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	22-0038	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	12/14/2021	In control:		Metropolitan Transportation Commission	
On agenda:	1/26/2022	Final action:			
Title:	MTC Resolution No. 4501, and BAHFA Resolution No. 6 - Providing for Remote Meetings Pursuant to Assembly Bill 361				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	4a - 22-0038 - MTC-Reso-4501 - AB 361.pdf 4a - 22-0038 - BAHFA-Reso-6 - AB 361.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4501, and BAHFA Resolution No. 6 - Providing for Remote Meetings Pursuant to Assembly Bill 361

Recommended Action:

Commission Approval, and

BAHFA Approval

Metropolitan Transportation Commission

January 26, 2022

Agenda Item 4a - 22-0038

MTC Resolution No. 4501 Providing for Remote Meetings Pursuant to AB 361

Subject:

Approval of MTC Resolution No. 4501 Regarding Remote Meetings Pursuant to AB 361

Background:

AB 361, provides for continuing availability of remote meetings during the pandemic-related state of emergency in California. In order to invoke this option, governing boards of Brown Act bodies, or their authorized designated committees must make certain findings in support of remote meetings within 30 days of the first meeting occurring after October 1, 2021, and every 30 days thereafter. Attached for your review and approval is a resolution invoking AB 361 and providing for remote meetings retroactive to Oct. 1 of this year and prospectively for 30 days following the Commission's action.

Issues:

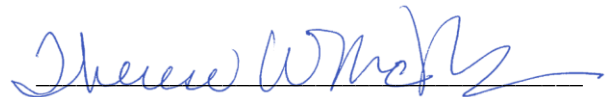
Findings in support of MTC Resolution No. 4501 are found in the attached. Given the continuing state of public health emergency and the improved public access afforded by holding public meetings of regional bodies in a virtual setting, the resolution under AB 361 is supportable.

Recommended Action:

The Commission is requested to adopt MTC Resolution No. 4501, authorizing its committees and related entities, to meet remotely pursuant to the provisions of AB 361.

Attachments:

- Attachment A: MTC Resolution No. 4501



Therese W. McMillan

Date: January 26, 2022
Referred By: Commission

ABSTRACT

Resolution No. 4501

This resolution makes findings pursuant to AB 361 to continue virtual public meetings for the Metropolitan Transportation Commission (MTC), its related entities and committees during the COVID-19 State of Emergency.

Further discussion of this subject is contained in the Metropolitan Transportation Commission Summary Sheet dated January 26, 2022.

Date: January 26, 2022
Referred By: Commission

RE: Findings Pursuant to AB 361 to Continue Virtual Public Meetings for the Metropolitan Transportation Commission (MTC), With its Related Entities and Committees, During the COVID-19 State of Emergency

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4501

WHEREAS, on March 4, 2020, the Governor of the State of California declared a state of emergency, as defined under the California Emergency Services Act, due to the COVID-19 pandemic; and

WHEREAS, the State of Emergency remains in effect; and

WHEREAS, beginning in March 2020, the Governor's Executive Order N-29-20 suspended Brown Act requirements related to teleconferencing during the COVID-19 pandemic provided that notice, accessibility, and other requirements were met, and the public was allowed to observe and address the legislative body at the meeting; and

WHEREAS, Executive Order N-08-21 extended the previous order until September 30, 2021; and

WHEREAS, the Metropolitan Transportation Commission (MTC) and its related entities and committees have conducted their meetings virtually, as authorized by the Executive Order, since March 17, 2020; and

WHEREAS, on September 16, 2021, the Governor signed into law AB 361, an urgency measure effective upon adoption, that provides flexibility to government bodies, allowing them to meet virtually without conforming to the Brown Act teleconferencing rules if: (i) the legislative body holds a meeting during a proclaimed state of emergency, and state or local officials have imposed or recommended measures to promote social distancing; (ii) the legislative body holds a meeting during a proclaimed state of emergency for the purpose of determining, by majority vote, whether, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; or (iii) the legislative body holds a meeting during a proclaimed state of emergency and has determined, by majority vote, that, as a

result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; and

WHEREAS, the San Francisco Public Health Department continues to recommend and/or require measures to promote social distancing in combination with other safety precautions when activities occur in shared indoor spaces to mitigate the risk of COVID-19 transmission; and

WHEREAS, recently, multiple COVID-19 variants have surged in the United States and are believed by medical experts to be more contagious than previous variants, and data has shown these variants to have increased transmissibility even among some vaccinated people; and

WHEREAS, due to uncertainty and concerns about recent COVID-19 variants and current conditions, many workplaces that had announced a return to regular in-person operations have pushed back the full return date; and

WHEREAS, virtual meetings have not diminished the public's ability to observe and participate and have expanded opportunities to do so for some communities; and

WHEREAS, given the heightened risks of the predominant variant of COVID-19 in the community, holding meetings with all members of the legislative body, staff, and the public in attendance in person in a shared indoor meeting space would pose an unnecessary and immediate risk to the attendees;

NOW, THEREFORE, BE IT RESOLVED, that the Metropolitan Transportation Commission hereby determines that, as a result of the emergency, meeting in person presents imminent risks to the health or safety of attendees; and be it further

RESOLVED, that in accordance with AB 361, based on the findings and determinations herein, meetings of MTC, its related entities and its committees will be held virtually, with Brown Act teleconferencing rules suspended; and be it further

RESOLVED, that this resolution shall be effective upon adoption and remain in effect for 30 days in accordance with AB 361.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission at a
duly called and noticed meeting held in
San Francisco, California and at other remote
locations, on January 26, 2022

**Bay Area Housing Finance Authority
BAHFA**

January 26, 2022

Agenda Item 4a - 22-0038

BAHFA Resolution No. 6 Providing for Remote Meetings Pursuant to AB 361

Subject:

Approval of BAHFA Resolution No. 6 Regarding Remote Meetings Pursuant to AB 361

Background:

AB 361, provides for continuing availability of remote meetings during the pandemic-related state of emergency in California. In order to invoke this option, governing boards of Brown Act bodies, or their authorized designated committees must make certain findings in support of remote meetings within 30 days of the first meeting occurring after October 1, 2021, and every 30 days thereafter. Attached for your review and approval is a resolution invoking AB 361 and providing for remote meetings retroactive to Oct. 1 of this year and prospectively for 30 days following the Bay Area Housing Finance Authority's action.

Issues:

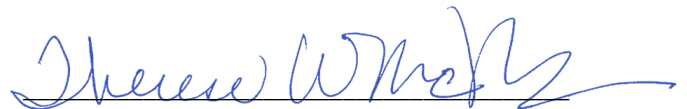
Findings in support of Resolution No. 6 are found in the attached. Given the continuing state of public health emergency and the improved public access afforded by holding public meetings of regional bodies in a virtual setting, the resolution under AB 361 is supportable.

Recommended Action:

The Bay Area Housing Finance Authority is requested to adopt Resolution No. 6, authorizing its committees and related entities, to meet remotely pursuant to the provisions of AB 361.

Attachments:

- Attachment A: BAHFA Resolution No. 6



Therese W. McMillan

Date: January 26, 2022
Referred By: BAHFA

ABSTRACT

Resolution No. 006

This resolution makes findings pursuant to AB 361 to continue virtual public meetings for the Bay Area Housing Finance Authority (BAHFA), its related entities and committees during the COVID-19 State of Emergency.

Further discussion of this subject is contained in the BAHFA Summary Sheet dated January 26, 2022.

Date: January 26, 2022
Referred By: BAHFA

RE: Findings Pursuant to AB 361 to Continue Virtual Public Meetings for the Bay Area Housing Finance Authority (BAHFA), With its Related Entities and Committees, During the COVID-19 State of Emergency

BAY AREA HOUSING FINANCE AUTHORITY
RESOLUTION NO. 006

WHEREAS, on March 4, 2020, the Governor of the State of California declared a state of emergency, as defined under the California Emergency Services Act, due to the COVID-19 pandemic; and

WHEREAS, the State of Emergency remains in effect; and

WHEREAS, beginning in March 2020, the Governor's Executive Order N-29-20 suspended Brown Act requirements related to teleconferencing during the COVID-19 pandemic provided that notice, accessibility, and other requirements were met, and the public was allowed to observe and address the legislative body at the meeting; and

WHEREAS, Executive Order N-08-21 extended the previous order until September 30, 2021; and

WHEREAS, the Bay Area Housing Finance Authority (BAHFA) and its related entities and committees have conducted their meetings virtually, as authorized by the Executive Order, since March 17, 2020; and

WHEREAS, on September 16, 2021, the Governor signed into law AB 361, an urgency measure effective upon adoption, that provides flexibility to government bodies, allowing them to meet virtually without conforming to the Brown Act teleconferencing rules if: (i) the legislative body holds a meeting during a proclaimed state of emergency, and state or local officials have imposed or recommended measures to promote social distancing; (ii) the legislative body holds a meeting during a proclaimed state of emergency for the purpose of determining, by majority vote, whether, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; or (iii) the legislative body holds a meeting during a proclaimed state of emergency and has determined, by majority vote, that, as a

result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; and

WHEREAS, the San Francisco Public Health Department continues to recommend and/or require measures to promote social distancing in combination with other safety precautions when activities occur in shared indoor spaces to mitigate the risk of COVID-19 transmission; and

WHEREAS, recently, multiple COVID-19 variants have surged in the United States and are believed by medical experts to be more contagious than previous variants, and data has shown these variants to have increased transmissibility even among some vaccinated people; and

WHEREAS, due to uncertainty and concerns about recent COVID-19 variants and current conditions, many workplaces that had announced a return to regular in-person operations have pushed back the full return date; and

WHEREAS, virtual meetings have not diminished the public's ability to observe and participate and have expanded opportunities to do so for some communities; and

WHEREAS, given the heightened risks of the predominant variant of COVID-19 in the community, holding meetings with all members of the legislative body, staff, and the public in attendance in person in a shared indoor meeting space would pose an unnecessary and immediate risk to the attendees;

NOW, THEREFORE, BE IT RESOLVED, that the Bay Area Housing Finance Authority hereby determines that, as a result of the emergency, meeting in person presents imminent risks to the health or safety of attendees; and be it further

RESOLVED, that in accordance with AB 361, based on the findings and determinations herein, meetings of BATA, its related entities and its committees will be held virtually, with Brown Act teleconferencing rules suspended; and be it further

RESOLVED, that this resolution shall be effective upon adoption and remain in effect for 30 days in accordance with AB 361.

BAY AREA HOUSING FINANCE AUTHORITY

Alfredo Pedroza, Chair

The above resolution was entered into by the Bay Area Housing Finance Authority at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on January 26, 2022



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0047 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 12/15/2021 **In control:** Metropolitan Transportation Commission
On agenda: 1/26/2022 **Final action:**
Title: MTC Resolution No. 4503 - Resolution of Appreciation for Bob Alvarado on the occasion of his retirement.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4503 - Resolution of Appreciation for Bob Alvarado on the occasion of his retirement.

Recommended Action:

Commission Approval



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-1581 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 11/15/2021 **In control:** Executive Committee
On agenda: 1/26/2022 **Final action:**
Title: Approval of Executive Director's Salary Increase
Sponsors:
Indexes:
Code sections:
Attachments:

Date	Ver.	Action By	Action	Result
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Subject:
Approval of Executive Director's Salary Increase

Recommended Action:
Commission Approval



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0212 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 1/21/2022 **In control:** Metropolitan Transportation Commission
On agenda: 1/26/2022 **Final action:**
Title: Approval of General Counsel's Salary Increase
Sponsors:
Indexes:
Code sections:
Attachments:

Date	Ver.	Action By	Action	Result
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Subject:
Approval of General Counsel's Salary Increase

Recommended Action:
Commission Approval



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0039 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 12/14/2021 **In control:** Metropolitan Transportation Commission

On agenda: 1/26/2022 **Final action:**

Title: Executive Director's Report

Sponsors:

Indexes:

Code sections:

Attachments: [9 - 22-0039 - ED Report- MTC January 2022.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Executive Director's Report

Recommended Action:
Information



EXECUTIVE DIRECTOR'S REPORT

Metropolitan Transportation Commission
January 26, 2021

Remembrances

MTC staff were recently notified that former MTC staff member Peg Yamada and former Policy Advisory Committee member Dr. Michelle Hernandez have passed away. They were outstanding team members and will be remembered fondly.

Retirements

Brian Mayhew – Brian started with MTC in October 1999 as a Section Director. His last day with MTC was January 7, 2022 as the Chief Financial Officer in the Executive Office.

Sue Woo – Sue started with MTC in June 2000 as an Associate Financial Analyst. Her last day with MTC was January 14, 2022 as the Section Director in the Treasury and Revenue section.

New Appointments

Kevin Curtis– Kevin started with MTC on January 10th as a General Services Unit Assistant in the Administration and Facilities Services section.

Waleed Al Eadelat– Waleed started with MTC on January 10th as an Associate Project Engineer (Asset Management/Bridge Engineering) in the Field Operations and Asset Management section.

Komal Dayal– Komal started with MTC on January 10th as a Junior Financial Analyst in the Treasury and Revenue section.

Roger Dominguez– Roger started with MTC on January 10th as a FasTrak Program Coordinator, Tolling Operations in the Electronic Payments section.

Megan Nangle– Megan was rehired with MTC on January 10th as a Transportation Project Manager in the Field Operations and Asset Management section.

Joel Shaffer– Joel started with MTC on January 24th as an Associate Planner/Engineer- Active Transportation in the Design and Project Delivery section.

Darya Shtykalo– Darya started with MTC on January 24th as a 511 Project Manager in the Technology Services section.

Kenji Anzai– Kenji started with MTC on January 24th as a Transit Funding Programs Analyst in the Funding Policy and Programs section.

Key Updates

COVID-Related Activities

A reminder that all Covid-19 related reporting items can be found on our MTC webpage. We provide monthly updates on all related activities, and statistics that are affecting the region. The website address is below:

<https://www.mtc.ca.gov/covid>

New Policy Advisory Council

A new 27-member Policy Advisory Council was sworn in for a four-year term (2022-25) at a virtual orientation and introduction session on January 12. Check out the [new member bios on the MTC website](#).

New BART Park-and-Rides

Park-and-rides for Albany and Fruitvale BART stations are now open, following five years of planning. There will be two months of free parking to encourage people to use them.

Toll Increases and Violation Penalty Decreases

All signage has been updated to reflect the voter-approved \$1 toll increase that took effect on January 1 on the region's seven state-owned toll bridges. The toll system was also updated, and a public awareness campaign is in effect.

BATA has also lowered violation penalties at Bay Area toll bridges. Retroactive to January 1, the cost for an initial penalty notice has dropped to \$5 from \$25, and for the second penalty to \$10 from \$45; for a combined notice of \$15, down from \$70.

Clipper® START

The Clipper START® pilot program, which provides fare discounts to adults with lower incomes for single rides on 21 transit systems around the Bay Area, has been extended through July 2023..

Bay Area Housing Finance Authority

The Bay Area Housing Finance Authority has hired its first director! Kate Hartley will serve as the first Director of this newly formed section. She will manage ABAG's and MTC's expanded regional housing portfolio and leverage both legislative and financial support to advance BAHFA's work plan.

A link to the official MTC/ABAG announcement is below:

<https://mtc.ca.gov/news/mtc-abag-tap-bay-area-housing-veteran-kate-hartley-director-regional-housing-finance-authority>

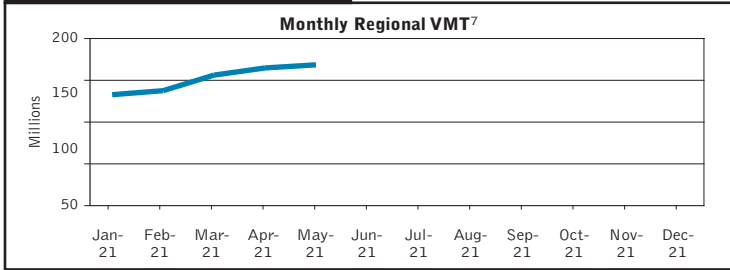
Items to Note

The American Council for an Energy-Efficient Economy (ACEEE) recently announced that the Bay Area Regional Energy Network (BayREN) was one of five local government programs to receive no-cost technical assistance as part of their Energy Equity for Renters Initiative (<https://www.aceee.org/energy-equity-for-renters>). This program not only seeks to bring efficiency and affordability efforts in reducing energy costs, but it seeks to incorporate renter protections into both mandatory policies and voluntary programs. It seeks to accomplish this by ensuring that residents are not faced with higher energy costs, or rent increases because of energy upgrades, but that they are also not displaced as a result of those upgrades to their buildings.

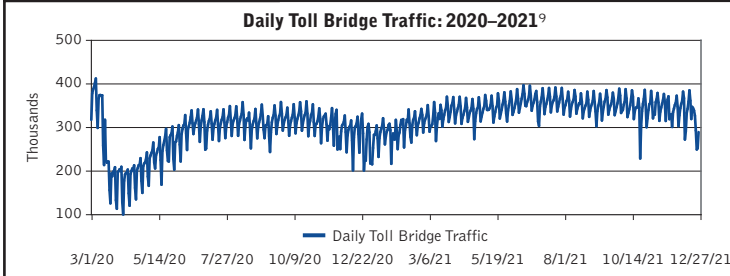


Therese W. McMillan

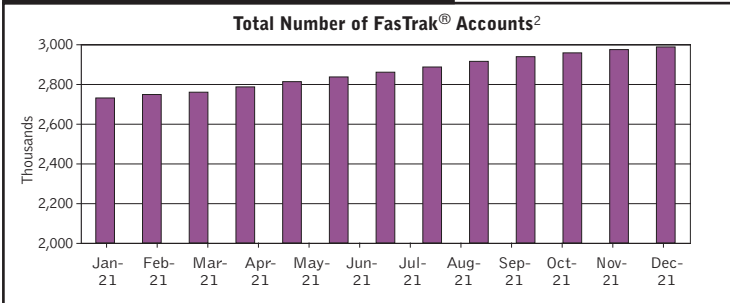
VMT in COVID-19 Pandemic



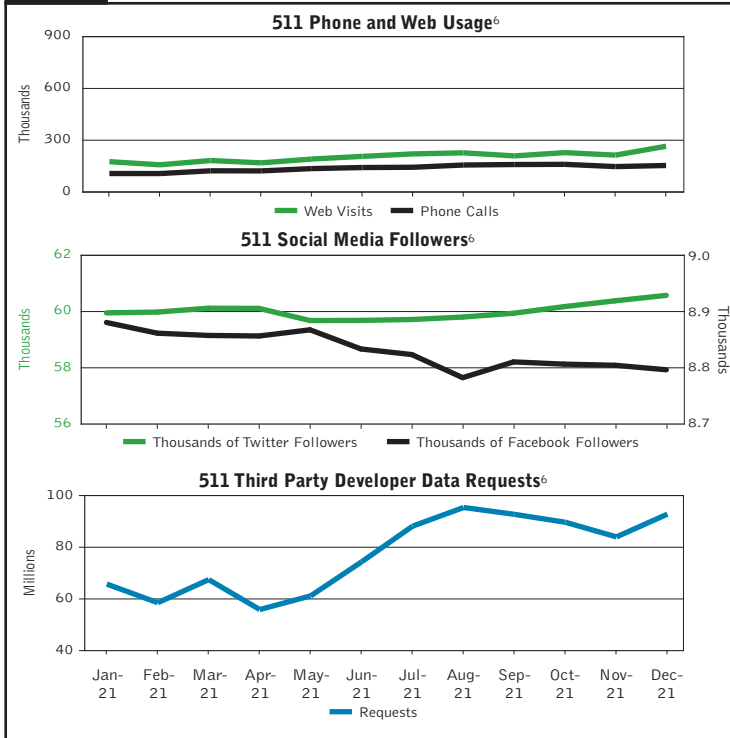
Toll Bridge Crossings



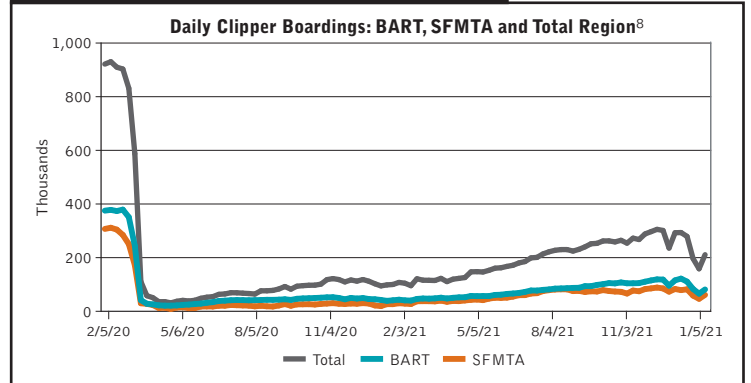
FasTrak® Electronic Toll Collection¹



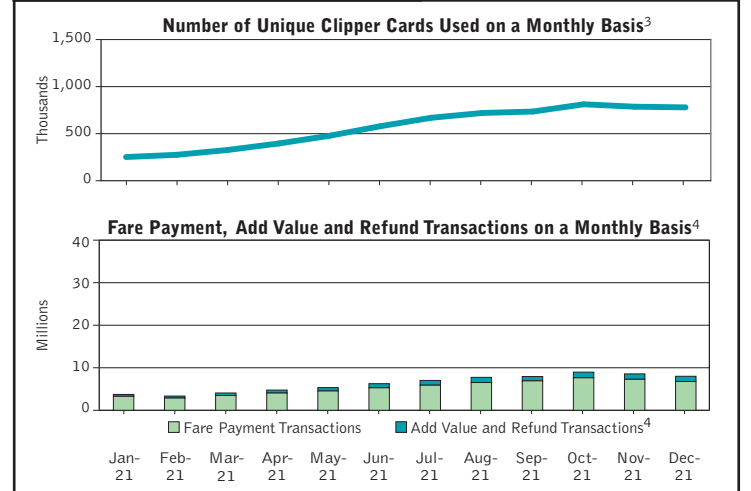
511



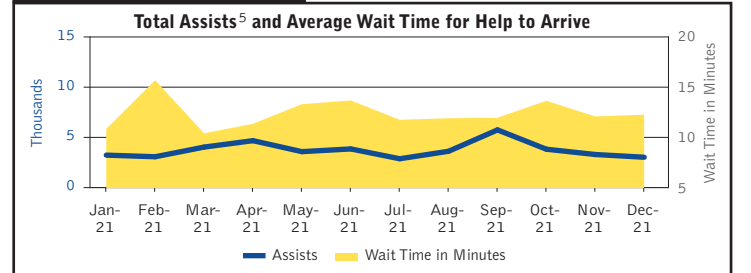
Transit Ridership in COVID-19 Pandemic



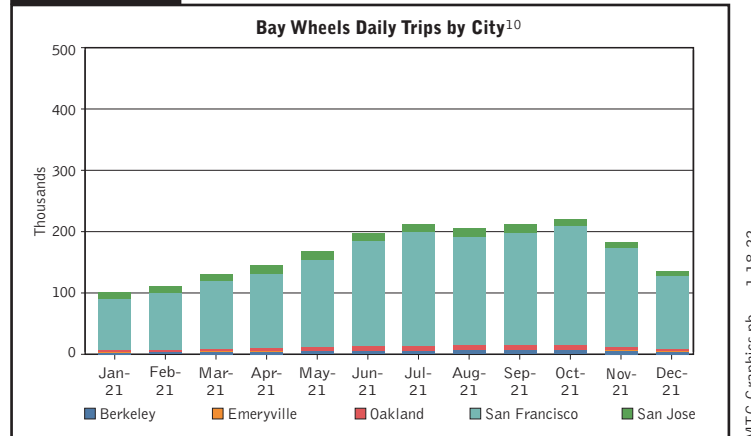
Clipper® Fare Payment System



Freeway Service Patrol



Bay Wheels



Notes: 1 MTC, as the Bay Area Toll Authority (BATA), assumed responsibility for FasTrak® customer service operations in Jan. 2004. Figures are cumulative.
2 Number of debit accounts opened through BATA service center; each account may represent more than one toll tag issued.
3 New category as of September 2003; data collected since Aug. 2002
4 As of November 2009, refund transactions are counted with add value transactions. This chart includes refunds in the Add Value bars for the past 12 months.

5 FSP Assist numbers for the most current month are a best estimate, and may be subject to change. Final assist numbers are available at the end of the month, and the report is updated accordingly.
6 511 now tracks two new types of data in addition to call and web usage: social media followers and developer data requests.
7 VMT data through May 2021 from StreetLight Data.
8 Clipper-paid boardings recorded on Wednesdays of each week.

9 Daily crossings in the toll-paid direction on the Bay Area's seven state-owned toll bridges. Does not include Golden Gate Bridge.
10 Please note that Lyft is resolving a data reporting issue starting 11/23 so the trip totals for November may be lower than actual usage.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0040 **Version:** 1 **Name:**
Type: Minutes **Status:** Commission Approval
File created: 12/14/2021 **In control:** Metropolitan Transportation Commission
On agenda: 1/26/2022 **Final action:**
Title: Minutes of the December 15, 2021 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [11a - 22-0040 - Dec 15 Draft Commission Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the December 15, 2021 meeting

Recommended Action:
Commission Approval



Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Minutes

Metropolitan Transportation Commission

Alfredo Pedroza, Chair Nick Josefowitz, Vice Chair

Wednesday, December 15, 2021

9:00 AM

REMOTE

Call Remote Meeting to Order

1. Roll Call / Confirm Quorum

Present: 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Sperling, and Commissioner Worth

Absent: 4 - Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, and Commissioner Liccardo

Non-Voting Commissioners Present: Commissioner El-Tawansy and Commissioner Giacopini

2. Pledge of Allegiance / Acknowledgement of the Flag

3. Compensation Announcement (Clerk)

4. Joint MTC and BAHFA Consent Calendar:

- 4a. [21-1533](#) MTC Resolution No. 4499, and BAHFA Resolution No. 5 - Providing for Remote Meetings Pursuant to AB 361

Action: Commission Approval, and

BAHFA Approval

Upon the motion by Commissioner Worth and the second by Commissioner Glover, the Commission unanimously adopted MTC Resolution No. 4499. The motion carried by the following vote:

Aye: 11 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Sperling and Commissioner Worth

Absent: 7 - Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Fleming, Commissioner Liccardo and Commissioner Schaaf

Upon the motion by Commissioner Worth and the second by Commissioner Spering, the Commission unanimously adopted BAHFA Resolution No. 005. The motion carried by the following vote:

Aye: 10 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth

Absent: 8 - Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Connolly, Commissioner Fleming, Commissioner Liccardo, Commissioner Miley and Commissioner Schaaf

5. Public Comment / Other Business

6. Adjourn Bay Area Housing Finance Authority and Continue with MTC Agenda

7. Chair's Report (Pedroza)

7a. [21-1391](#) MTC Resolution No. 4490 - Resolution of Appreciation for Assemblymember David Chiu on the occasion of his retirement.

Action: Commission Approval

Commissioner Ahn arrived during agenda item 7a.

The Commission adopted resolutions in agenda items 7a, 7b, and 7c in a single motion, second, and vote.

Upon the motion by Commissioner Spering and the second by Commissioner Worth, the Commission unanimously adopted MTC Resolution No. 4490. The motion carried by the following vote:

Aye: 15 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 3 - Commissioner Canepa, Commissioner Chavez and Commissioner Liccardo

- 7b. [21-1534](#) MTC Resolution No. 4495 - Resolution of Appreciation for Brian Mayhew on the occasion of his retirement from MTC.

Action: Commission Approval

Commissioner Connolly, Commissioner Fleming, Commissioner Miley, and Commissioner Schaaf arrived during agenda item 7b.

Upon the motion by Commissioner Spering and the second by Vice Chair Josefowitz, the Commission unanimously adopted MTC Resolution No. 4495.

Aye: 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Ahn, Commissioner Canepa, Commissioner Chavez and Commissioner Liccardo

- 7c. [21-1535](#) MTC Resolution No. 4496 - Resolution of Appreciation for Susan Woo on the occasion of her retirement from MTC.

Action: Commission Approval

Commissioners Connolly, Fleming, Miley, and Schaaf arrived during agenda item 7.

Upon the motion by Commissioner Spering and the second by Vice Chair Josefowitz, the Commission unanimously adopted MTC Resolution No. 4496.

Aye: 15 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 3 - Commissioner Canepa, Commissioner Chavez and Commissioner Liccardo

8. Policy Advisory Council Report (Randi Kinman)

No report was given in Randi Kinman's absence.

9. Executive Director's Report (McMillan)

- 9a. [22-0035](#) Executive Director's Report

Action: Information

10. Commissioner Comments

Vice Chair Josefowitz left during agenda item 10.

11. Consent Calendar:

Upon the motion by Commissioner Spering and the second by Commissioner Abe-Koga, the Commission unanimously approved the Consent Calendar by the following vote:

Aye: 14 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 4 - Vice Chair Josefowitz, Commissioner Canepa, Commissioner Chavez and Commissioner Liccardo

11a. [21-1536](#) Minutes of the November 17, 2021 meeting

Action: Commission Approval

11b. [21-1392](#) MTC Resolution No. 3983, Revised. Amendments to the Clipper® Operating Rules

Action: Commission Approval

Presenter: David Weir

Administration Committee

11c. [21-1615](#) MTC Resolution No. 4506 - California Housing & Community Development \$20 million grant application

Action: Commission Approval

Presenter: Daniel Saver

Programming and Allocations Committee

11d. [21-1487](#) MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant (OBAG 2) program to reprogram \$4,613,000 of unprogrammed balances to various projects in the Santa Clara County Program.

Action: Commission Approval

Presenter: Thomas Arndt

- 11e. [21-1500](#) MTC Resolution Nos. 4465, Revised; and 4466, Revised. Allocation of \$17 million in FY2021-22 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to Santa Rosa, Solano Transportation Authority (Solano TA), and WETA to support transit operations and capital projects.

Action: Commission Approval

Presenter: Cheryl Chi

- 11f. [21-1560](#) MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-12

Action: Commission Approval

Presenter: Adam Crenshaw

Committee Reports

12. Administration Committee (Glover)

- 12a. [21-1489](#) MTC Resolution No. 1058 - Updates to Commission Procedures Manual

Updates to the Commission Procedures Manual (MTC Resolution 1058) to: increase Policy Advisory Council Members' meeting stipends; adopt more inclusive language by replacing the word "citizen"; specify that public notice associated with Regional Transportation Plan revisions must comply with applicable law and the MTC Public Participation Plan; and clarify provisions related to the Joint MTC ABAG Legislation Committee.

Action: Commission Approval

Presenter: Ky-Nam Miller

Aleta Dupree was called to speak.

Upon the motion by Commissioner Glover and the second by Commissioner Dutra-Vernaci, the Commission unanimously adopted MTC Resolution No. 1058. The motion carried by the following vote:

Aye: 14 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Sperling and Commissioner Worth

Absent: 4 - Vice Chair Josefowitz, Commissioner Canepa, Commissioner Chavez and Commissioner Liccardo

- 12b. [21-1504](#) MTC Resolution No. 4458, Revised - FY 2021-22 Overall Work Program (OWP), Amendment No. 2

A request that the Committee refer MTC Resolution No. 4458, Revised, Amendment No. 2, amending the FY 2021-22 Overall Work Program (OWP) to the Commission for approval.

Action: Commission Approval

Presenter: Brian Mayhew

Upon the motion by Commissioner Glover and the second by Commissioner Abe-Koga, the Commission unanimously adopted MTC Resolution No. 4458, Revised. The motion carried by the following vote:

Aye: 14 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 4 - Vice Chair Josefowitz, Commissioner Canepa, Commissioner Chavez and Commissioner Liccardo

- 12c. [21-1503](#) MTC Resolution No. 4459, Revised - MTC FY 2021-22 Agency Operating and Capital Budgets

A request that the Committee refer MTC Resolution No. 4459, Revised, the MTC FY 2021-22 Operating and Capital Budgets to the MTC Commission for approval.

Action: Commission Approval

Presenter: Brian Mayhew

Aleta Dupree was called to speak.

Jason Bezis was called to speak.

Upon the motion by Commissioner Glover and the second by Commissioner Dutra-Vernaci, the Commission unanimously adopted MTC Resolution No. 4459, Revised. The motion carried by the following vote:

Aye: 14 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 4 - Vice Chair Josefowitz, Commissioner Canepa, Commissioner Chavez and Commissioner Liccardo

12d. [21-1546](#) MTC Resolution No. 4358, Revised - ABAG Operational Advance for Liquidity and Cash Flow

A request that the Committee authorize the referral of MTC Resolution No. 4358, Revised to the Commission for approval to extend the \$8 million ABAG Operational Advance for Liquidity and Cash Flow through December 2023.

Action: Commission Approval

Presenter: Brian Mayhew

Upon the motion by Commissioner Glover and the second by Commissioner Dutra-Vernaci, the Commission unanimously adopted MTC Resolution No. 4358, Revised. The motion carried by the following vote:

Aye: 14 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 4 - Vice Chair Josefowitz, Commissioner Canepa, Commissioner Chavez and Commissioner Liccardo

13. Programming and Allocations Committee (Rabbitt)

Programming and Allocations Committee Chair Rabbit was not in attendance for the December 8 meeting and at his request, Committee Vice Chair Papan gave the report on his behalf.

13a. [21-1493](#) MTC Resolution No. 4488, Revised. 2022 Regional Transportation Improvement Program (RTIP) Program of Projects.

Program of Projects for the 2022 Regional Transportation Improvement Program (RTIP), totaling approximately \$141 million in new programming for the Bay Area.

Action: Commission Approval

Presenter: Karl Anderson

Upon the motion by Commissioner Papan and the second by Commissioner Glover, the Commission unanimously adopted MTC Resolution No. 4488, Revised. The motion carried by the following vote:

Aye: 14 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 4 - Vice Chair Josefowitz, Commissioner Canepa, Commissioner Chavez and Commissioner Liccardo

14. Joint MTC Legislation Committee and ABAG Legislation Committee (Liccardo)

14a. [21-1557](#) Final Proposed 2022 Joint Advocacy Program

Proposed Final 2022 Joint Advocacy Program for MTC and ABAG, expressing the agencies' state and federal legislative priorities.

Action: ABAG Executive Board Approval
MTC Commission Approval

Presenter: Rebecca Long

Jason Bezis was called to speak.

Upon the motion by Chair Pedroza and the second by Commissioner Dutra-Vernaci, the Commission unanimously adopted the Final Proposed 2022 Joint Advocacy Program. The motion carried by the following vote:

Aye: 14 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 4 - Vice Chair Josefowitz, Commissioner Canepa, Commissioner Chavez and Commissioner Liccardo

15. Public Comment / Other Business

Aleta Dupree was called to speak.

Jason Bezis was called to speak.

16. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held at 9:35 a.m. remotely and by webcast on Wednesday, January 26, 2022. Any changes to the schedule will be duly noticed to the public.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-1636 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 12/1/2021 **In control:** Programming and Allocations Committee
On agenda: 1/12/2022 **Final action:**
Title: MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant program (OBAG 2), including programming \$12 million within the Regional Active Operations Management program and \$750,000 within the Safe & Seamless Mobility Quick-Strike program.

Sponsors:

Indexes:

Code sections:

Attachments: [11b - 21-1636 - Reso 4202 - OBAG2 Revisions - Quick Strike.pdf](#)
[2d - 21-1636 - Reso 4202 - OBAG2 Revisions - Quick Strike.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant program (OBAG 2), including programming \$12 million within the Regional Active Operations Management program and \$750,000 within the Safe & Seamless Mobility Quick-Strike program.

Presenter:

Thomas Arndt

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 12, 2022

Agenda Item 2d - 21-1636

MTC Resolution No. 4202, Revised

Subject:

Revisions to the One Bay Area Grant program (OBAG 2), including programming \$12 million within the Regional Active Operations Management program and \$750,000 within the Safe & Seamless Mobility Quick-Strike program.

Background:

The OBAG 2 program adopted by the Commission establishes the commitments and policies for investing Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement program (CMAQ) funds for regional and county programs from FY 2017-18 through FY 2021-22.

This month, staff recommends approving the following revisions to the regional programs:

- Direct \$12 million in unprogrammed Freeway Performance Program funds to MTC's Bay Bridge Forward 2020 Preliminary Engineering project. This project represents the next phase in the Bay Bridge Forward effort, part of a series of projects that focus on improvements on congested state-owned bridge corridors and corridor approaches in the region using a variety of multi-modal demand management strategies. This programming action leverages \$7 million in existing OBAG 2 funds to proceed with pre-construction activities for the near-term Bay Bridge Forward project, which is identified as an Accelerated Action item from the Blue Ribbon Transit Transformation Action Plan. An additional \$5 million will be used to advance the preliminary engineering for additional, mid-term Bay Bridge Forward improvements.
- Reprogram \$750,000 from SCTA's Sonoma Integration and Coordination Implementation Planning project as part of a funding arrangement with SCTA to free-up non-federal funds to complete this planning study. The resulting balance in STP funds will be directed towards other Blue Ribbon Transit Recovery Actions Plan investments through future Commission action. This funding arrangement also includes the revised distribution of American Rescue Plan (ARP) Federal Transit Administration (FTA) funds among Sonoma County transit operators, as described in Agenda Item 2i.

Issues:

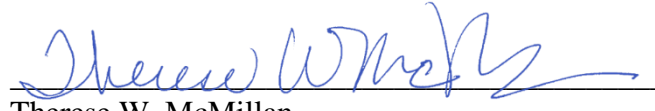
None.

Recommendation:

Refer MTC Resolution No. 4202, Revised to the Commission for approval.

Attachments:

MTC Resolution No. 4202, Revised, Attachment B-1


Therese W. McMillan

Date: November 18, 2015
W.I.: 1512
Referred by: PAC
Revised: 07/27/16-C 10/26/16-C 12/21/16-C
03/22/17-C 04/26/17-C 05/24/17-C
06/28/17-C 07/26/17-C 09/27/17-C
10/25/17-C 11/15/17-C 12/20/17-C
01/24/18-C 02/28/18-C 03/28/18-C
04/25/18-C 05/23/18-C 06/27/18-C
07/25/18-C 09/26/18-C 11/28/18-C
12/19/18-C 01/23/19-C 02/27/19-C
03/27/19-C 06/26/19-C 07/24/19-C
09/25/19-C 10/23/19-C 11/20/19-C
02/26/20-C 05/27/20-C 07/22/20-C
09/23/20-C 11/20/20-C 01/27/21-C
02/24/21-C 04/28/21-C 05/26/21-C
06/23/21-C 07/28/21-C 09/22/21-C
11/17/21-C 12/15/21-C 01/26/22-C

ABSTRACT

Resolution No. 4202, Revised

Adoption of the project selection policies and project programming for the second round of the One Bay Area Grant program (OBAG 2). The project selection criteria and programming policy contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP) for the OBAG 2 funding period.

The resolution includes the following attachments:

- Attachment A – OBAG 2 Project Selection Criteria and Programming Policy
- Attachment B-1 – OBAG 2 Regional Program Project List
- Attachment B-2 – OBAG 2 County Program Project List

On July 27, 2016, Attachment A, and Attachments B-1 and B-2 were revised to add additional funding and projects to the OBAG 2 framework, including \$72 million in additional Fixing America's Surface Transportation Act (FAST) funding, and to incorporate housing-related policies.

On October 26, 2016, Attachment A, and Attachment B-1 were revised to clarify language related to the North Bay Priority Conservation Area (PCA) Program in Attachment A and to deprogram \$2,500,000 from the Water Emergency Transportation Authority (WETA) Ferry Service Enhancement Pilot within the Regional Active Operational Management Program.

ABSTRACT

MTC Resolution No. 4202, Revised

Page 2

On December 21, 2016, Attachments B-1 and B-2 were revised to redirect \$417,000 in un-programmed balances from the Regional Active Operational Management program to MTC's Spare the Air Youth within the Climate Initiatives Program; divide MTC's Rideshare Program into three subcomponents totaling \$10,000,000: \$720,000 for Rideshare Implementation, \$7,280,000 for the Carpool Program, and \$2,000,000 for the Vanpool Program; direct \$1,785,000 from 511 Next Gen to the Commuter Benefits program; direct \$1,000,000 in un-programmed balances to SMART's Multi-Use Pathway; transfer \$1,000,000 from MTC's Casual Carpool project to MTC's Eastbay Commuter Parking project within the Bay Bridge Forward program, as the former will be funded with non-federal funds; transfer \$500,000 from the Freeway Performance Initiative program and \$500,000 in un-programmed balances to US 101/Marin Sonoma Narrow's B2 Phase 2 project in the Regional Active Operational Management Program; shift \$40,000,000 from the BART Car Replacement/Expansion project to the Golden Gate Bridge Suicide Deterrent project and \$13 million from MTC's Clipper project to un-programmed balances within the Transit Priorities program as part of a RM2 funding action to address a cost increase on the Golden Gate Bridge Suicide Deterrent project; and program \$5,990,000 to Alameda County's Safe Routes to School Program in the County Program.

On March 22, 2017, Attachment B-1 was revised to program \$17,000,000 in un-programmed balances within the Regional Transit Priorities Program to MTC's Clipper Program, as part of the FY17 Transit Capital Priorities program.

On April 26, 2017, Attachment B-2 was revised to program \$1,655,000 to the Sonoma Safe Routes to School program; and redirect \$1,000 from Contra Costa Transportation Authority's Planning Activities Base to its discretionary balance and \$1,000 from San Francisco County Transportation Authority's Planning Activities Base to its discretionary balance to address an inconsistency between amounts programmed to planning activities in Appendix A-3 and reflect actual amounts obligated for planning.

On May 24, 2017, Attachment B-1 was revised to redirect \$1,237,000 from 511 Next Gen to AOM Implementation within the Regional Active Operational Management program to reflect re-organization of staff between program elements; direct \$18,000,000 in Arterial/Transit Performance to the Program for Arterial System Synchronization (\$5,000,000) and the Next Gen Arterial Operations Program (\$13,000,000) within the Regional Active Operational Management program; direct \$19,000,000 from the Transportation Management System (TMS) Field Equipment Devices Operations and Maintenance to TMS Implementation (\$2,910,000), Performance-Based Intelligent

ABSTRACT

MTC Resolution No. 4202, Revised

Page 3

Transportation Systems Device Maintenance and Rehabilitation (\$5,940,000), Transportation Management Center Asset Upgrade and Replacement (\$4,000,000), I-880 Communication Upgrade and Infrastructure Gap Closures (\$4,000,000) and a Detection Technology Pilot (\$5,000,000) within the Regional Active Operational Management program; and remove \$290,556 in un-programmed balances from the Regional Active Operational Management program to address over-programming in a previous cycles of the STP/CMAQ regional programs.

On June 28, 2017, Attachments B-1 and B-2 were revised to reprogram \$1,000,000 from the SMART Pathway – 2nd to Andersen to San Rafael's Grand Ave Bike/Pedestrian Improvements within the Regional Climate Initiatives program as part of a funding exchange within the City of San Rafael, conditioned on San Rafael committing \$1 million in non-federal funds to the construction of the pathway, and a resolution of local support for the use of federal funds on the Grand Ave project, and TAM approval of the redirection of local measure funds between the projects; split out \$8,729,000 from the 511 Next Gen program to 511 Implementation within the Regional Active Operational Management program; program \$1,250,000 to Golden Gate Bridge Highway and Transportation District for the Bettini Transit Center as part of the Marin County Program; and program \$2,617,000 within the San Mateo County Program to the San Mateo County Office of Education for the SRTS program, including \$223,000 in supplemental funds from San Mateo's discretionary balance.

On July 26, 2017, Attachment B-1 was revised to program \$12,000,000 to the US 101 Marin Sonoma Narrows project as part of a fund exchange agreement with Sonoma County Transportation Authority; \$11,000,000 in exchange funds are added to the program for tracking purposes, with the final \$1 million in exchange funds to be identified through a future Commission action.

On September 27, 2017, Attachment B-1 was revised to change the name of the Next Gen Arterial Operations Program (NGAOP) to Innovative Deployment for Enhanced Arterials (IDEA) to reflect program rebranding and additional focus on advanced technologies; program \$4,160,000 to Incident Management Implementation and \$8,840,000 to I-880 Integrated Corridor Mobility project within the Regional Active Operational Management program; split out the Connected Vehicles/Shared Mobility program into the Connected Vehicles/Automated Vehicles program for \$2,500,000 and the Shared Use Mobility program for \$2,500,000; and program \$16,000,000 for three corridors within the Freeway Performance Program, with \$8,000,000 for I-680, \$3,000,000 for I-880, and \$5,000,000 for SR-84.

ABSTRACT

MTC Resolution No. 4202, Revised

Page 4

On October 25, 2017, Attachment B-1 was revised to program \$10,000,000 to the Bay Area Air Quality Management District for the Spare the Air program, in lieu of the Electric Vehicle Programs within the Regional Climate Initiatives Program, conditioned on the Air District contribution of an additional \$10 million to advance implementation of electric vehicles within the region.

On November 15, 2017, Attachment B-2 was revised to program \$200,000 in the Alameda County Program to the I-580 Corridor Study, to support a joint corridor study between Alameda County Transportation Commission (ACTC) and MTC; \$122,000 within the Napa County Program to Napa Valley Transportation Authority (NVTa) for the Napa County Safe Routes to School (SRTS) Program; and \$300,000 within the Contra Costa County Program to San Ramon for the San Ramon Valley Street Smarts Program.

On December 20, 2017, Attachments A, Appendix A-3, B-1, and B-2 were revised to program \$334 million in the County Program to local and county projects recommended by the nine Congestion Management Agencies (CMAs); redirect \$10,248,000 from BART Car Replacement/Expansion to Clipper within the Regional Transit Priorities Program; revise the CMA Planning Activities funding amounts to reflect the supplementary funds requested by several CMAs through their County Programs; and clarify the program details for the Local Housing Production Incentive program (also known as the *80K by 2020 Challenge Grant*).

On January 24, 2018, Attachment B-1 was revised to redirect \$4,100,000 from Performance-Based ITS Device Maintenance and Rehabilitation to I-880 Communication Upgrade and Infrastructure Gap Closures, within the Transportation Management System program.

On February 28, 2018, Attachments B-1 and B-2 were revised to program \$13 million in Innovative Deployments to Enhance Arterials (IDEA) program grants within the Regional Active Operational Management Program; redirect \$822,000 within Contra Costa County's Safe Routes to School Program (SRTS) for future SRTS projects; program \$2,813,000 to San Francisco SRTS Non-Infrastructure Program within the San Francisco County Program; and clarify MTC exchange fund projects.

On March 28, 2018, Attachment B-1 was revised to distribute the \$1.5 million Community-Based Transportation Planning Program among the nine county Congestion Management Areas

ABSTRACT

MTC Resolution No. 4202, Revised

Page 5

(CMAs); clarify the limits of three Freeway Performance Program projects within the Regional Active Operational Management Program; and reflect the programming of \$30,000 in MTC exchange funds for Bay Area Greenprint Functionality Improvements, as part of the PCA program.

On April 25, 2018, Attachment B-1 was revised to program \$8,200,000 in Priority Conservation Area (PCA) grants within the North Bay PCA Program; \$3,400,000 to Sonoma County Transportation Authority (SCTA) for the Marin Sonoma Narrows B2 Phase 2 project, as part of an exchange agreement in which an equal amount of SCTA's future Regional Transportation Improvement Program (RTIP) funds will be programmed at MTC's discretion; \$7,288,000 in PDA Planning and Implementation grants; and \$500,000 to MTC for PDA Implementation.

On May 23, 2018, Attachments B-1 and B-2 were revised to change the project sponsor from MTC to VTA for the IDEA Program project at the Veteran's Administration Palo Alto Medical Center; redirect funds within the Santa Clara County OBAG 2 County Program to reduce San Jose's West San Carlos Urban Village Streetscape Improvements by \$2,050,000, redirecting \$1,000,000 from the project to Santa Clara's Saratoga Creek Trail Phase 1 and \$1,050,000 to Saratoga's Prospect Rd Complete Streets project; and direct an additional \$25,000 in unprogrammed balances within Santa Clara County OBAG 2 County Program to Saratoga's Prospect Rd Complete Streets project.

On June 27, 2018, Attachments B-1 and B-2 were revised to program \$800,000 to MTC's Carsharing Implementation and \$325,000 to Targeted Transportation Alternatives within the Climate Initiatives Program; redirect from MTC's 511 NextGen program \$8,271,000 to 511 Implementation, \$2,000,000 to Contra Costa Transportation Authority's (CCTA's) I-80 Central Ave Interchange Improvements project, and \$380,000 to an unprogrammed balance within the Regional Active Operational Management program; clarify the scope of MTC's Freeway Performance Program I-880 to reflect the project limits of I-80 to I-280; and redirect \$1,394,000 from Vallejo's Local Streets Rehabilitation project to Fairfield's Heart of Fairfield project within the Solano County Program.

On July 25, 2018, Attachment B-1 was revised to program \$1,600,000 to Santa Clara Valley Transportation Authority (VTA) for the SR 85 Transit Guideway Study as part of a fund exchange agreement; remove Rohnert Park's \$65,000 Central Rohnert Park PDA/Creekside Neighborhood Subarea Connector Path Technical Assistance grant from the Regional PDA

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Planning Grant program as it will be funded through a prior cycle; reduce the funding for Windsor's PDA Planning and Implementation Staffing Assistance grant by \$85,000 as this project will receive an equivalent amount of funds through a prior cycle; a total of \$150,000 balance created by these two revisions was returned to the Regional PDA Planning Grant Program un-programmed balance.

On September 12, 2018, Attachments B-1 and B-2 were revised to program \$3,000,000 within the Freeway Performance Program to the US 101 corridor in San Mateo and Santa Clara counties; direct an additional \$6,000,000 within the Freeway Performance Program to the I-680 corridor within Contra Costa County, \$4,000,000 of which is part of an exchange agreement with Contra Costa Transportation Authority (CCTA); redirect \$15,000 within the Innovative Deployment for Enhanced Arterials (IDEA) program from IDEA Technical Assistance to VTA's IDEA grant at the Veterans Affairs Palo Alto Medical Center; redirect \$48,000 from MTC's Clipper to the BART Car Replacement/Expansion project within the Transit Priorities program to reflect program amounts previously adopted through the Transit Capital Priorities (TCP) program; revise the amount programmed to VTA's SR 85 Transit Guideway Study within Regional Strategic Initiatives to \$1,200,000 to reflect amount previously approved; redirect \$1,214,000 from Berkeley's North Shattuck Avenue Rehabilitation project to its Southside Complete Streets and Transit Improvements project within the Alameda County Program; from Sunnyvale's East Sunnyvale Area Sense of Place Improvements, redirect \$1,000,000 to Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements and \$1,140,000 to the Safe Routes to School program balance within the Santa Clara County Program; and program \$4,500,000 available from a previous funding cycle to the following projects within Regional Strategic Initiatives: \$617,000 to Novato's Pavement Rehabilitation (for Downtown Novato SMART Station) as part of a local funding exchange, \$1,120,000 to the Transportation Authority of Marin (TAM) for the Old Redwood Highway Multi-Use Pathway project, \$763,000 for San Rafael's Grand Ave Bridge project, and \$2,000,000 to TAM for the US 101 Marin Sonoma Narrows project.

On November 28, 2018, Attachment B-1 was revised to make adjustments related to the MTC/SCVTA Funding Exchange Agreement MTC Resolution No. 4356 and to the MTC/CCTA Funding Exchange Agreement MTC Resolution No. 4357, and to program \$4,000,000 in MTC exchange funds in accordance with MTC Resolution 3989, to the following projects: \$619,000 to CCTA for Innovative Deployment for Enhanced Arterials; \$621,000 to the city of Walnut Creek for innovative Deployment for Enhanced Arterials; \$500,000 to the city of Richmond for the

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Richmond-San Rafael Bridge Bikeway Access; \$1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and \$1,100,000 to MTC for Napa Valley Transportation Demand.

On December 19, 2018, Attachments B-1 and B-2 were revised to redirect \$5,200,000 from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the I-880 ICM Northern Segment project within the Regional Active Operational Management Program; clarify the Diridon Integrated Station Area Concept Plan project within the Regional Priority Development Planning and Implementation Program to reference Santa Clara Valley Transportation Authority (VTA) as a project partner; within the Santa Clara County Program, redirect \$794,000 in unprogrammed balances to Sunnyvale's East Sunnyvale Sense of Place Improvements, clarify the remaining unprogrammed balance is discretionary, and clarify the division of funding for Santa Clara's Saratoga Creek Trail Phase 1 project between the county's Safe Routes to School program and its discretionary program.

On January 23, 2019, Attachment B-2 was revised to redirect \$15,980,000 within the San Francisco County Program from the Better Market Street project to the Central Subway project.

On February 27, 2019, Attachment B-1 was revised to change the fund source of \$3,779,849 programmed to the Golden Gate Bridge Suicide Deterrent in Surface Transportation Block Grant Program (STP) funds to federal Highway Infrastructure Program (STP Bump) funds provided in the Consolidated Appropriations Act, 2018. Of the \$3,779,849 freed up by this swap, \$1,000,000 is returned to the region's STP/CMAQ balance to help address the CMAQ shortfall as a result of the region becoming attainment for carbon monoxide (CO) and therefore receiving less CMAQ funds which are distributed based on air quality status. The remaining \$2,779,849 is held for future Commission action.

On March 27, 2019, Attachment A, Appendix A-8, Appendix A-10, and Attachment B-1 were revised to clarify provisions pertaining to the interim status report requirements for Priority Development Area (PDA) Investment & Growth Strategies; change the recipient of the Concord IDEA project from CCTA to the City of Concord and reduce the MTC Exchange funding from \$619,000 to \$589,000; and redirect the \$30,000 in MTC Exchange funds to a new MTC-led Concord IDEA project.

On June 26, 2019, Attachment B-2 was revised to program \$822,000 in unprogrammed Safe Routes to School Program (SRTS) balances within the Contra Costa County Program to six

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existing projects; and to redirect \$251,000 within the San Mateo County Program from Atherton's Middlefield Road Class II Bike Lanes to its James Avenue Rehabilitation.

On July 24, 2019, Attachment A was revised to delegate authority to the Executive Director or designee to sign Letters of Understanding for the exchange of STP/CMAQ funds with other regions, within certain conditions and limitations, and to delegate to a Committee of the Commission the authority to approve exchanges beyond these conditions and limitations.

On September 25, 2019, Attachments B-1 and B-2 were revised to clarify that the \$300,000 programmed to Alameda County Transportation Commission (ACTC) within the Community Based Transportation Plan (CBTP) Updates program will be directed to its Congestion Management Agency (CMA) Planning program as part of an internal fund exchange within ACTC; redirect \$9.6 million from 511 Implementation to 511 Next Gen within the Bay Area 511 Traveler Information Program; within the Freeway Performance Program redirect \$625,000 in from MTC's SR 84 (US 101 to I-880) to the environmental phase of MTC's I-580 WB HOV Lane Extension project and change the project sponsor of the I-80/Central Ave. Interchange Improvements project from the Contra Costa Transportation Authority (CCTA) to City of Richmond; within the Innovative Deployment to Enhance Arterials (IDEA) program, clarify that LAVTA is a partner agency for the Dublin Category 2 IDEA project; within the Transportation Management Systems (TMS) program, change the name of the overall program to Connected Bay Area, redirect \$2 million from the Detection Technology Pilot project and \$1.8 million from the Performance-Based ITS Device Maintenance and Rehabilitation project to provide an additional \$3.8 million to the I-880 Communications Upgrade and Infrastructure Gap Closures project; within the Incident Management program, redirect \$1 million from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the Northern Segment; within the San Francisco County program, redirect \$3,366,000 from John Yehall Chin Elementary Safe Routes to School (SRTS) Improvement; and within the Santa Clara County program, redirect \$1 million from Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements project to Cupertino's McClellan Rd Separated Bike Lane project, and program \$1,346,000 in unprogrammed discretionary balances to Campbell's Harriet Ave Sidewalk project and Los Gatos Shannon Rd Complete Streets project.

On October 23, 2019, Attachment B-1 was revised to redirect \$3 million from MTC's Detection Technology Pilot project to establish the InterConnect Bay Area grant program within the Connected Bay Area program; direct \$5 million (\$4 million Solano County and \$1 million other

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North Bay counties) within the Housing Incentive Pool program to establish the Sub-HIP program, with specific projects to be recommended through future programming actions; and program \$1 million to BART for AB2923 Implementation from unprogrammed balances within the PDA Planning & Implementation program.

On November 20, 2019, Attachments B-1 and B-2 were revised to program \$6,023,000 in MTC exchange funds in accordance with MTC Resolution No. 3989 to 13 projects within the Priority Conservation Area (PCA) Grants program; and within the Contra Costa County program, redirect \$1,025,000 from Brentwood's Various Streets and Roads Preservation project to Pittsburg's Pavement Improvements project, redirect \$618,000 from San Pablo's Market Street Pavement Rehabilitation project to Giant Road Pavement Rehabilitation project; and revise the name of Walnut Creek's Ygnacio Valley Road Rehabilitation project to reflect the latest proposed scope of work.

On February 26, 2020, Attachments A, B-1, and B-2 were revised to program \$1 million to MTC for SR 37 corridor planning in Marin, Napa, Solano, and Sonoma Counties and \$3 million to MTC for I-80 corridor planning from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge (SFOBB) Toll Plaza within the Freeway Performance Program; revise the name of the Concord Willow Pass Road Rehabilitation and Safe Routes to School project within the Contra Costa County Program to reflect the project's current scope; and clarify language within the OBAG 2 Project Selection Criteria and Programming Policy to reflect the Commission adoption of Housing Incentive Pool (HIP) program guidelines, MTC Resolution No. 4348.

On May 27, 2020, Attachment B-1 was revised to clarify the scope of MTC's Freeway Performance Program planning-only project on I-80 extends from Carquinez Bridge in Contra Costa to Fremont Street in San Francisco; change the sponsor for three projects within the Regional Priority Conservation Area (PCA) Grant program; and to redirect \$104,000 in the North Bay Priority PCA Grant program from Novato's Carmel Open Space Acquisition project to Novato's Hill Area National Recreation Area, as the former project has been cancelled.

On July 22, 2020, Attachment B-1 was revised to program \$5 million to five projects in Solano, Marin, Napa, and Sonoma Counties within the Housing Incentive Pool Pilot Program (Sub-HIP) and program \$1 million to the Napa Valley Forward Traffic Calming and Multimodal Improvements project within the Freeway Performance Program (FPP); and incorporate \$7,681,887 in federal Highway Infrastructure Program apportionment provided through the

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MTC Resolution No. 4202, Revised

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Department of Transportation Appropriations Act, 2020 to the Golden Gate Bridge Suicide Deterrent.

On September 23, 2020, Attachment B-2 was revised to redirect \$2,000,000 from Napa's Silverado Trail Five-way Intersection Improvement project to Napa Valley Transportation Authority's Vine Transit Bus Maintenance Facility within the Napa County Program, and \$1,394,000 from Fairfield's Heart of Fairfield Improvements to its Cadenasso Dr. repaving project within the Solano County Program.

On November 20, 2020, Attachment B-1 was revised to program \$1,000,000 to SFCTA for the environmental phase of the Yerba Buena Island/Treasure Island Multi-Use Pathway project within the Priority Conservation Area (PCA) Grants program, with payback from BATA at a future date; \$647,000 in MTC exchange funds in accordance with MTC Resolution No. 3989 to four projects within the Priority Conservation Area (PCA) Grants program; and to clarify the project sponsor of the Old Redwood Highway Multi-Use Pathway project as Larkspur, rather than the Transportation Authority of Marin (TAM).

On January 27, 2021, Attachments A and Attachment B-1 were revised, and Appendix A-11 was added, to incorporate additional funding into the OBAG 2 framework, including \$52.9 million in STP/CMAQ program balances made available through FY2018-FY2020 appropriations of Federal Highway Infrastructure Program (FHIP) funds, and a \$1.5 million balance redirected from the Cycle 1 STP/CMAQ Climate Initiatives program, as part of the Safe & Seamless Mobility Quick-Strike program.

On February 24, 2021, Attachment B-1 was revised to program a total of \$7.91 million in Federal Highway Infrastructure Program (FHIP) funds provided in the Consolidated Appropriations Act, 2021, and project savings from previous STP/CMAQ cycles to the Golden Gate Bridge Highway and Transportation District (GGBHTD) for shareable costs of an increase to the Golden Gate Bridge Suicide Deterrent System. Because the final FFY 2021 FHIP amount is not yet available at the time of the Commission meeting, the final split between the two fund sources will be adjusted by staff as a technical change, with the total amount not to exceed \$7.91 million.

On April 28, 2021, Attachment B-1 was revised to change the fund source of \$13,942,852 from Federal Highway Infrastructure Program (FHIP) funds to Surface Transportation Block Grant

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(STP) funds for the Gate Bridge Highway and Transportation District (GGBHTD) for the Golden Gate Bridge Suicide Deterrent System project; program \$61,708,245 in STP/CMAQ funds, and \$13,942,852 in FHIP funds redirected from the GGB suicide deterrent system, to the Transportation Authority of Marin (TAM) for the US-101 Marin-Sonoma Narrows Segment B7 project as part of the SB1/RMS alternative funding plan; and program \$99,840,510 in STP/CMAQ funds to the Solano Transportation Authority (STA) for the Solano I-80 Express Lanes project as part of the SB1/RMS alternative funding plan. The programmed funding to TAM and STA serves as a loan to the project sponsors to permit the projects to move to construction while Regional Measure 3 funds are unavailable. The loaned funds shall be repaid to MTC as non-federal funds and will be subject to future OBAG programming.

On May 26, 2021, Attachment B-1 and Appendix A-11 were revised to program \$34,593,076 in Federal Highway Infrastructure Program funds made available through federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) to augment the Regional Safe and Seamless Mobility Quick-Strike program framework; and to program \$7,775,000 in Priority Development Area (PDA) Planning and Implementation grants and \$87,000 in Regional PDA Supportive Studies within the Regional PDA Planning and Implementation program.

On June 23, 2021, Attachment B-1 was revised to program \$83,118,000 to various local and regional projects within the Regional Safe and Seamless Mobility Quick-Strike program; and program \$1,000,000 in project savings from previous fund cycles to VTA's Diridon Station Planning and Studies project as part of the Regional Strategic Initiatives program.

On July 28, 2021, Attachments A, B-1, and B-2 were revised to: temporarily increase the delegated authority amount the Executive Director may authorize for STP/CMAQ exchanges from \$2 million per region to \$100 million in total for federal fiscal year 2020-2021; to program \$4,667,000 to AC Transit for Bus Purchases and to reflect changes in program amounts and projects proposed for MTC regional exchange funds (in accordance with MTC Resolution No. 3989) as part of the funding arrangement for the Solano I-80 Express Lanes project; to program \$1,750,000 within the Regional Safe and Seamless Mobility Quick-Strike program; to transit integration planning efforts in Solano, Sonoma, and East Bay Counties; redirect \$130,000 in project savings from the County of Contra Costa Local Streets and Roads Preservation project to the City of Danville's San Ramon Valley Blvd. Improvements project (in lieu of the Diablo Road Trail project which will be provided an equivalent amount of non-federal funds from CCTA) and redirect \$350,000 in project savings from the County of Contra Costa Local Streets and Roads

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Preservation project to the City of Pinole's Safety Improvements at Appian Way and Marlesta Rd project within the Contra Costa County program; and to cancel the \$4,655,000 El Camino Real Pedestrian Safety & Streetscape Improvements project in Palo Alto, direct \$41,428 from the cancelled project to Campbell's Harriet Avenue Sidewalk project, and leave the remaining \$4,614,572 balance unprogrammed within the Santa Clara county program.

On September 22, 2021, Attachment B-1 was revised to program \$4,191,538 to various projects within the Regional Safe & Seamless Mobility Quick-Strike program; \$184,000 in prior cycle project savings to San Mateo County's Broadmoor SRTS Pedestrian Safety and Mobility Improvements project within the Regional Strategic Investments program; and to redirect \$800,000 from MTC's Carsharing Implementation project and \$1,848,099 from the Climate Initiatives unprogrammed balance to various projects within the Mobility Hubs Pilot Program.

On November 17, 2021, Attachment B-2 was revised to redirect \$948,000 from the City of Redwood City's US-101/Woodside Rd. Class I Bikeway project to the following projects: Daly City's Southgate Avenue and School Street Safety Improvements (\$450,000) and Millbrae's Park Boulevard and Santa Teresa Way Improvements (\$347,000), leaving an unprogrammed balance of \$151,000 in the San Mateo County Program.

On December 15, 2021, Attachment B-2 was revised to program \$4,613,572 in unprogrammed balances from the Santa Clara County Program to the following projects: Campbell's PDA Enhancements (\$550,000), Mountain View's Shoreline Boulevard Pathway Improvements (\$1,996,000), and San Jose's Julian and St. James Livable Streets Couplet Conversion (\$2,067,572). In the San Mateo County Program, the project title for Millbrae's Park Blvd, San Anselmo Ave, and Santa Teresa Way Improvements was revised to clarify the project scope.

On January 26, 2022, Attachment B-1 was revised to direct \$12,000,000 in unprogrammed balances from the Freeway Performance Program to MTC's Bay Bridge Forward Preliminary Engineering project, and to revise SCTA/MTC's \$750,000 Sonoma Integration and Coordination Implementation Planning project to reflect that these funds will be used to advance the Blue Ribbon Transit Transformational Action Plan as part of a fund swap with SCTA.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017),

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March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; the Planning Committee dated April 6, 2018; the Programming and Allocations Committee dated May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, November 14, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, February 12, 2020, May 13, 2020, July 8, 2020, September 9 2020, November 4, 2020, January 13, 2021, February 10, 2021, April 14, 2021, and May 12, 2021; the Planning Committee dated May 14, 2021; the Programming and Allocations Committee dated June 9, 2021, July 14, 2021; and September 8, 2021; the Planning Committee dated September 10, 2021; and the Programming and Allocations Committee dated November 10, 2021, December 8, 2021, and January 12, 2022.

Date: November 18, 2015
W.I.: 1512
Referred By: Programming & Allocations

RE: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for state and federal funding assigned to the RTPA/MPO of the San Francisco Bay Area for the programming of projects; and

WHEREAS, state and federal funds assigned for RTPA/MPO programming discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), county Transportation Authorities (TAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, will develop a program of projects to be funded with these funds for inclusion in the federal TIP, as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the "Project Selection Criteria and Programming Policy" for projects to be funded in the OBAG 2 Program as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the regional discretionary funding shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures and programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be included in the federal TIP subject to final federal approval and requirements; and be it further

RESOLVED that the Executive Director or designee may make technical adjustments and other non-substantial revisions, including updates to fund sources and distributions to reflect final funding criteria and availability; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected, revised and included in the federal TIP; and be it further

RESOLVED that the Executive Director or designee shall make available a copy of this resolution, and attachments as may be required and appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on November 18, 2015

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
January 2022

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C
07/26/17-C 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C
04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C
02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C
05/27/20-C 07/22/20-C 11/20/20-C 01/27/21-C 02/24/21-C 04/28/21-C 05/26/21-C
06-23-21-C 07-28-21-C 09/22/21-C 01/26/22-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$651,765,885	\$131,684,260
1. REGIONAL PLANNING ACTIVITIES			
Regional Planning	MTC	\$9,555,000	
1. REGIONAL PLANNING ACTIVITIES	TOTAL:	\$9,555,000	
2. PAVEMENT MANAGEMENT PROGRAM			
Pavement Management Program	MTC	\$1,500,000	
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$250,000	
2. PAVEMENT MANAGEMENT PROGRAM	TOTAL:	\$9,250,000	
3. PDA PLANNING & IMPLEMENTATION			
PDA Planning and Implementation			
PDA Implementation	MTC	\$2,000,000	
PDA Supportive Studies	MTC	\$587,000	
PDA Planning			
Berkeley: San Pablo Avenue PDA Plan	MTC	\$750,000	
Oakland: MacArthur Transit Village PDA; North Oakland/Golden Gate PDA Plan	MTC	\$800,000	
Oakland: Eastmont Town Center/International Blvd; Fruitvale & Dimond; MacArthur Blvd	MTC	\$800,000	
Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0	MTC	\$800,000	
El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments	MTC	\$308,000	
Moraga: Moraga Center Specific Plan Implementation Project	MTC	\$140,000	
Richmond: Hilltop PDA Plan	MTC	\$750,000	
San Pablo: Rumrill Blvd PDA Plan	MTC	\$250,000	
Marin County: Urbanized Corridor/Marin City PDA Plan	MTC	\$300,000	
San Rafael: Downtown Precise Plan	MTC	\$500,000	
San Francisco: HUB Area EIR	MTC	\$500,000	
San Francisco: Transit Corridors Study	MTC	\$500,000	
Burlingame: Broadway Planning Area PDA Plan	MTC	\$400,000	
South San Francisco: Downtown Station Area PDA Plan	MTC	\$500,000	
Cupertino: VTA Cores and Corridors PDA Plan	MTC	\$400,000	
Milpitas: Midtown PDA Plan	MTC	\$500,000	
Palo Alto: University Ave/Downtown PDA Plan	MTC	\$800,000	
San Jose/VTA: Diridon Integrated Station Area Concept Plan	MTC	\$800,000	
San Jose: SW Expressway/Race Street Light Rail Urban Village Plans	MTC	\$500,000	
Santa Clara: Downtown PDA Plan	MTC	\$400,000	
Vacaville: Downtown Specific Plan	MTC	\$350,000	
Santa Rosa: Downtown Station Area Specific Plan Update/Amendment	MTC	\$800,000	
Staffing Assistance			
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Mng	MTC	\$180,000	
Fremont: SB743 Implementation	MTC	\$150,000	
Hayward: SB743 Implementation	MTC	\$150,000	
Oakland: ADU Initiative	MTC	\$200,000	
Oakland: Innovative Construction Initiative	MTC	\$200,000	
Concord: VMT-based Transportation Impact Standards	MTC	\$150,000	
Concord: Galindo Street Corridor Plan	MTC	\$200,000	
Lafayette: Updated Parking Ordinance and Strategies	MTC	\$150,000	
San Jose: PDA/Citywide Design Guidelines	MTC	\$200,000	
Windsor: Parking Management and Pricing	MTC	\$35,000	
Technical Assistance			
Marin/Sonoma VMT Implementation Group	MTC	\$170,000	
Napa/Solano VMT Implementation Group	MTC	\$170,000	
Various Jurisdictions: VMT Implementation Group	MTC	\$140,000	
Emeryville: Developing the Highest and Best Use of the Public Curb	MTC	\$65,000	
Hayward: Micro Mobility/Safety Program	MTC	\$75,000	
Oakland: General Plan Framework - PDA Community Engagement Program	MTC	\$65,000	
San Leandro: BayFair TOD Infrastructure Design/Finance	MTC	\$150,000	

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
January 2022

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C
 07/26/17-C 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C
 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C
 02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C
 05/27/20-C 07/22/20-C 11/20/20-C 01/27/21-C 02/24/21-C 04/28/21-C 05/26/21-C
 06-23-21-C 07-28-21-C 09/22/21-C 01/26/22-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$651,765,885	\$131,684,260
San Francisco: Mission-San Jose PDA Housing Feasibility Analysis	MTC	\$65,000	
San Francisco: PDA Density Bonus Program	MTC	\$65,000	
Belmont: Transportation Demand Management Program	MTC	\$65,000	
San Mateo: TDM Ordinance	MTC	\$150,000	
Santa Rosa/Sonoma County: Renewal Enterprise District	MTC	\$150,000	
San Jose: Urban Villages District Parking & Rezoning	MTC	\$120,000	
BART AB2923 Implementation	BART	\$1,000,000	
Community-Based Transportation Plan (CBTP) Updates	MTC		
ACTC: CMA Planning (for Community-Based Transportation Plans)	MTC	\$300,000	
CCTA: Community-Based Transportation Plans	MTC	\$215,000	
TAM: Community-Based Transportation Plans	MTC	\$75,000	
NVTA: Community-Based Transportation Plans	MTC	\$75,000	
SFCTA: Community-Based Transportation Plans	MTC	\$175,000	
C/CAG: Community-Based Transportation Plans	MTC	\$120,000	
VTa: Community-Based Transportation Plans	MTC	\$300,000	
STA: Community-Based Transportation Plans	MTC	\$95,000	
SCTA: Community-Based Transportation Plans	MTC	\$110,000	
CBTP Program Evaluation	MTC	\$35,000	
3. PDA PLANNING & IMPLEMENTATION	TOTAL:	\$20,000,000	
4. CLIMATE INITIATIVES			
Climate Initiatives		\$9,026,901	
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	BAAQMD	\$10,000,000	
Mobility Hubs Pilot Program			
Mobility Hubs Technical Assistance	MTC	\$150,000	
BART: MacArthur BART Station	BART	\$524,589	
San Ramon: Bishop Ranch Business Park	San Ramon	\$387,600	
SFMTA: Temporary Transbay Terminal (Vacant Site)	SFMTA	\$340,760	
Burlingame: Caltrain Station - Burlingame Square Transit Hub	Burlingame	\$500,000	
Millbrae: BART and Caltrain Station - Millbrae Transit Center	Millbrae	\$345,150	
Mountain View: Caltrain Station - Mountain View Transit Center	Mountain View	\$200,000	
Vallejo: Vallejo Ferry Terminal	Vallejo	\$200,000	
Targeted Transportation Alternatives	MTC	\$325,000	
Spare the Air Youth Program - 2	MTC	\$1,417,000	
4. CLIMATE INITIATIVES	TOTAL:	\$23,417,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
Active Operational Management			
AOM Implementation	MTC	\$23,737,000	
Bay Area 511 Traveler Information			
511 Next Gen	MTC	\$26,148,000	
511 Implementation	MTC	\$7,450,000	
Rideshare			
Rideshare Implementation	MTC	\$720,000	
Carpool Program	MTC	\$7,280,000	
Vanpool Program	MTC	\$2,000,000	
Commuter Benefits Implementation	MTC	\$674,000	
Commuter Benefits Program	MTC	\$1,111,000	
Napa Valley Transportation Demand Strategies (Fund Exchange)	MTC/NVTA		\$1,100,000
Bay Bridge Forward 2018			
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	AC Transit	\$1,200,000	
Pilot Transbay Express Bus Routes	AC Transit	\$800,000	
Eastbay Commuter Parking	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	WestCat	\$2,000,000	
Bay Bridge Forward 2020			
Preliminary Engineering (Added)	MTC	\$12,000,000	

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
January 2022

MTC Res. No. 4202 Attachment B-1
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Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C
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 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C
 02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C
 05/27/20-C 07/22/20-C 11/20/20-C 01/27/21-C 02/24/21-C 04/28/21-C 05/26/21-C
 06-23-21-C 07-28-21-C 09/22/21-C 01/26/22-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$651,765,885	\$131,684,260
Dumbarton Forward			
SR 84 (US 101 to I-880) Dumbarton Forward	MTC	\$4,375,000	
Richmond-San Rafael Bridge Forward			
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond		\$500,000
Richmond-San Rafael Bridge Forward (Fund Exchange)	MTC		\$1,160,000
Freeway Performance Program			
Freeway Performance Program (Reduced)	MTC	\$2,240,000	
FPP: I-880 (I-80 to I-280)	MTC	\$3,000,000	
FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL & ENV	MTC	\$625,000	
FPP: I-80 (Carquinez Bridge to Fremont St., SF) PL only	MTC	\$3,000,000	
FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)	MTC	\$10,000,000	
FPP: I-80 Central Ave Interchange Improvements	Richmond	\$2,000,000	
FPP: SR 37 (US 101 to I-80) PL only	MTC	\$1,000,000	
FPP: Napa Valley Forward Traffic Calming & Multimodal Imps.	MTC	\$1,000,000	
FPP: US 101 (SR 85 to San Francisco Co. Line)	MTC	\$3,000,000	
FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	SCTA	\$1,000,000	
Program for Arterial System Synchronization (PASS)	MTC	\$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)			
IDEA Technical Assistance	MTC	\$1,532,000	
IDEA Category 1			
AC Transit: Dumbarton Express Route (SR84)	MTC	\$2,300,000	
Alameda: Webster & Posey Tubes (SR 260), Park St	MTC	\$276,000	
Hayward: Various Locations	MTC	\$302,000	
Oakland: Bancroft Ave	MTC	\$310,000	
Pleasanton: Various Locations	MTC	\$290,000	
Union City: Union City Blvd & Decoto Rd	MTC	\$710,000	
San Ramon: Bollinger Canyon Rd & Crow Canyon Rd	MTC	\$563,000	
San Rafael: Downtown San Rafael	MTC	\$830,000	
South San Francisco: Various Locations	MTC	\$532,000	
San Jose: Citywide	MTC	\$1,400,000	
IDEA Category 2			
LAVTA/Dublin: Citywide	MTC	\$385,000	
Emeryville: Powell, Shellmound, Christie & 40th St	MTC	\$785,000	
Concord: Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		\$589,000
MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		\$30,000
Walnut Creek: Various locations (Fund Exchange)	MTC		\$621,000
Los Gatos: Los Gatos Blvd	MTC	\$700,000	
VTA: Veterans Admin. Palo Alto Medical Center	VTA	\$845,000	
Connected Vehicles/Automated Vehicles (CV/AV)	MTC	\$2,500,000	
Shared Use Mobility	MTC	\$2,500,000	
Connected Bay Area			
TMS Implementation	MTC	\$2,910,000	
TMC Asset Upgrade and Replacement	MTC	\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	MTC/Caltrans	\$11,940,000	
InterConnect Bay Area Program	MTC	\$3,000,000	
Incident Management			
Incident Management Implementation	MTC	\$4,160,000	
I-880 ICM Northern	MTC	\$6,200,000	
I-880 ICM Central	MTC	\$2,640,000	
Unprogrammed Balance	TBD	\$380,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT	TOTAL:	\$173,000,000	\$4,000,000
6. TRANSIT PRIORITIES			
BART Car Replacement/Expansion	BART	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	GGBH&TD	\$9,760,668	\$30,239,332
Clipper	MTC	\$34,200,000	

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 02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C
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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$651,765,885	\$131,684,260
Unprogrammed Balance		\$15,283,000	
6. TRANSIT PRIORITIES	TOTAL:	\$159,043,668	\$30,239,332
7. PRIORITY CONSERVATION AREA (PCA)			
<i>Regional Peninsula, Southern and Eastern Counties PCA Grant Program</i>			
Bay Area GreenPrint: PCA Functionality Imps (Fund Exchange)	MTC/GreenInfo Network		\$30,000
PCA Grant Implementation	MTC/Coastal Conservancy		\$500,000
Alameda County: Niles Canyon Trail, Phase 1	Alameda County		\$321,000
Albany: Albany Hill Access Improvements	Albany		\$251,000
Livermore: Arroyo Road Trail	Livermore		\$400,000
WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland	WOEIP/Urban Biofilter		\$300,000
EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	EBRPD		\$1,000,000
JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	John Muir Land Trust		\$950,000
SFCTA: Yerba Buena Island Multi-Use Pathway (PE/ENV)	SFCTA	\$1,000,000	
San Francisco: McLaren Park and Neighborhood Connections Plan	SF Recreation and Parks		\$194,000
San Francisco/Coastal Conservancy: Twin Peaks Trail Improvement	SF Rec and Park/Conservancy		\$74,000
GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	National Parks Service		\$200,000
SMCHD: Pillar Point Public Access Improvements	San Mateo Co. Harbor District		\$298,000
Menlo Park: Bedwell Bayfront Park Entrance Improvements	Menlo Park		\$520,000
San Mateo Co.: Colma Creek Adaptation Study (Colma Creek Connector)	San Mateo Co.		\$110,000
San Mateo Co.: San Bruno Mtn. Habitat Conservation Plan Grazing Pilot	San Mateo Co.		\$137,900
South San Francisco: Sign Hill Conservation and Trail Master Plan	South San Francisco		\$135,100
Point Blue: Pajaro River Watershed: Habitat Restoration and Climate Resilient I	Point Blue Conservation Science		\$379,000
SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	Point Blue Conservation Science		\$400,000
SCVOSA: Tilton Ranch Acquisition	Santa Clara Valley Open Space Auth.		\$1,000,000
<i>North Bay PCA Grant Program</i>			
Marin Co: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Mader	Marin County	\$312,000	
Marin Co: Hicks Valley/Wilson Hill/Marshall-Petaluma Rd Rehab	Marin County	\$869,000	
Novato: Nave Dr/Bell Marin Keys Rehabilitation (for Hill Recreation Area Imps.)	Novato	\$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps.)	Novato	\$265,000	
National Parks Service: Fort Baker's Vista Point Trail	NPS	\$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	NVTA	\$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa	\$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa County	\$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps	Solano County	\$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma County	\$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma County	\$770,000	
7. PRIORITY CONSERVATION AREA (PCA)	TOTAL:	\$9,200,000	\$7,200,000
8. BAY AREA HOUSING INITIATIVES			
Bay Area Preservation Pilot (BAPP) (Funding Exchange)	MTC		\$10,000,000
Housing Incentive Pool	TBD	\$25,000,000	
Sub-HIP Pilot Program			
Fairfield: Pavement Preservation/Rehabilitation (for One Lake Apts. Linear Park		\$2,100,000	
Vacaville: Pavement Preservation/Rehabilitation (for Allison PDA Affordable Hc		\$1,900,000	
Marin County: Marin City Pedestrian Crossing Imps.	Marin County	\$300,000	
NVTA: Imola Park and Ride	NVTA	\$300,000	
Santa Rosa: Downtown Multi-modal and Fiber Improvements	Santa Rosa	\$400,000	
8. BAY AREA HOUSING INITIATIVES	TOTAL:	\$30,000,000	\$10,000,000
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE			
County & Local			
Alameda			
CTA planning & programming (for Youth and Adult Bicycle Promotion & Educatic	ACTC	\$160,000	
Alameda County Safe Routes to Schools	ACTC	\$1,500,000	
CTA planning & programming	ACTC	\$354,000	

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 02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C
 05/27/20-C 07/22/20-C 11/20/20-C 01/27/21-C 02/24/21-C 04/28/21-C 05/26/21-C
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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$651,765,885	\$131,684,260
AC Transit Tempo Quick Build Transit Lane Delineation	AC Transit	\$300,000	
AC Transit Quick Builds Transit Lanes	AC Transit	\$954,000	
Anita Avenue Safe and Accessible Route to School and Transit	Alameda County	\$2,000,000	
BART Fare Collection Equipment (for Oakland East Bay Greenway Segment II)	BART/Oakland		\$1,000,000
Fremont Boulevard/Walnut Avenue Protected Intersection	Fremont	\$1,271,000	
Fremont Boulevard/Grimmer Boulevard Protected Intersection	Fremont	\$1,415,000	
LAVTA Passenger Facilities Enhancements	LAVTA		\$2,000,000
Oakland 14th Street Complete Streets	Oakland		\$1,000,000
Contra Costa			
CTA planning & programming	CCTA	\$242,000	
BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART / Lafayette	BART / Lafayette		\$1,825,000
BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at Pittsb	BART		\$1,510,000
East Downtown Concord PDA Access & Safe Routes to Transit	Concord	\$2,164,000	
Richmond 13th Street Complete Streets	Richmond		\$2,821,000
Marin			
CTA planning & programming	TAM	\$141,000	
Marin County Bus Stop Improvements	Marin Transit	\$1,200,000	
SMART Pathway - San Rafael McInnis Pkwy to Smith Ranch Road	SMART	\$1,858,000	
Napa			
CTA planning & programming	NVTA	\$162,000	
Napa Valley Safe Routes to School	NVTA	\$100,000	
Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts	MTC	\$1,000,000	
San Francisco			
CTA planning & programming	SFCTA	\$180,000	
Downtown San Francisco Congestion Pricing Study	SFCTA	\$200,000	
Embarcadero Station Platform Elevator Capacity & Redundancy	BART	\$3,144,000	
San Francisco Folsom Streetscape	SFMTA		\$5,000,000
Safe Routes to School Non-Infrastructure Program	SFMTA	\$2,100,000	
San Mateo			
CTA planning & programming	C/CAG	\$183,000	
Planning and Programming of safe and seamless mobility	C/CAG	\$200,000	
Burlingame City-Wide Pedestrian Safe Routes and Mobility Imps	Burlingame	\$200,000	
San Bruno Transit Corridor Pedestrian Connection Phase 4	San Bruno	\$385,000	
Broadmoor SRTS Pedestrian Safety & Mobility Imps	San Mateo County	\$1,419,000	
El Camino Real Grand Boulevard Initiative Phase III	South San Francisco	\$2,120,000	
East of 101 Transit Expansion Project	South San Francisco	\$49,924	\$430,076
Santa Clara			
CTA planning & programming	VTA	\$419,000	
Evaluating on-demand shuttle strategies for improved transit access	VTA	\$200,000	
VTA Electronic Locker Upgrade and Replacement	VTA	\$1,987,000	
Mountain View Stierlin Road Bicycle and Pedestrian Improvements	Mountain View	\$2,521,000	\$1,486,000
San Jose Julian Street & McKee Road Vision Zero Complete Streets	San Jose		\$705,000
San Jose Bascom Avenue Protected Bike Lanes & Complete Street	San Jose		\$690,000
En Movimiento Quick Build Network for East San Jose	San Jose		\$1,325,000
San Jose - Downtown Bikeways	San Jose		\$4,025,000
Saratoga Blue Hills Elementary Pedestrian Crossing at UPRR	Saratoga	\$1,800,000	
Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements	Sunnyvale		\$1,900,000
Solano			
CTA planning & programming	STA	\$110,000	
STA Mobility Planning	STA	\$200,000	
Solano Safe Routes to School Non-Infrastructure Program	STA	\$600,000	
Fairfield/Vacaville Hannigan Station Capacity Improvements	Fairfield	\$1,900,000	
Vallejo Bay Trail/Vine Trail Gap Closure Segment	Vallejo	\$1,800,000	
Sonoma			

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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$651,765,885	\$131,684,260
CTA planning & programming	SCTA	\$135,000	
Countywide Active Transportation Plan	SCTA	\$200,000	
Cotati Downtown- Civic Center Connectivity and Safety Improvements	Cotati	\$242,000	\$1,008,000
Healdsburg Bike Share	Healdsburg	\$250,000	
Rohnert Park Pedestrian and Bicycle Safety Improvements	Rohnert Park	\$522,000	
Santa Rosa Transit Mall Roadbed Rehabilitation	Santa Rosa		\$868,000
Sebastopol SR 116 and Bodega Ave Pedestrian Access and Mobility Enhancemen	Sebastopol	\$476,000	
SMART Pathway - Petaluma Payran to Lakeville	SMART	\$806,000	
Regional & Corridor			
Regional Planning			
FasTrak START Pilot Evaluation Study	MTC	\$900,000	
Diridon Station Planning & Studies	MTC	\$1,000,000	
Regional and Corridor			
Bay Bridge Forward: I-580 WB HOV Lane Extension	MTC/ACTC		\$7,000,000
San Pablo Giant Road Cycletrack Quick-Build	San Pablo	\$700,000	
Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts	MTC	\$6,000,000	
Redwood City Roosevelt Avenue Quick-Build	Redwood City	\$755,000	
Transit Recovery Blue Ribbon Task Force			
East Bay Integration and Coordination Implementation Planning	CCTA	\$500,000	
Solano Integration and Coordination Implementation Planning	STA	\$500,000	
Blue Ribbon Transit Recovery Action Plan			
(for Sonoma Integration and Coordination Implementation Planning) (Modified)	SCTA/MTC	\$750,000	
Accessibility: Centralized Program Eligibility Verification	MTC	\$1,400,000	
Customer Information: Mapping & Wayfinding	MTC	\$2,791,538	
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE	TOTAL:	\$54,466,462	\$34,593,076
10. REGIONAL STRATEGIC INVESTMENTS (RSI)			
AC Transit Bus Purchase (for Solano I-80 Express Lanes)	AC Transit	\$4,667,000	
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	CCTA/MTC	\$4,000,000	
GGB Suicide Deterrent System	GGBHTD	\$7,910,000	
Pavement Rehab (for Downtown Novato SMART Station)	Novato	\$617,000	
Old Redwood Highway Multi-Use Pathway	Larkspur	\$1,120,000	
Grand Ave Bridge	San Rafael	\$763,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	San Rafael	\$1,000,000	
US 101 Marin-Sonoma Narrows	TAM	\$2,000,000	
US 101 Marin-Sonoma Narrows (MSN) B7 (Loan for RM3)	TAM	\$61,708,245	\$13,942,852
Diridon Station Planning & Studies	MTC	\$1,000,000	
Broadmoor SRTS Pedestrian Safety & Mobility Imps	San Mateo County	\$184,000	
I-80 Express Lanes in Solano County (Loan for RM3)	STA	\$63,464,510	\$3,255,000
I-80 Express Lanes in Solano County (Toll System)	BAIFA		\$28,454,000
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	SCTA	\$15,400,000	
10. REGIONAL STRATEGIC INVESTMENTS (RSI)	TOTAL:	\$163,833,755	\$45,651,852
OBAG 2 REGIONAL PROGRAMS	TOTAL:	\$651,765,885	\$131,684,260

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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-1641 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 12/1/2021 **In control:** Programming and Allocations Committee
On agenda: 1/12/2022 **Final action:**
Title: MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letter of No Prejudice to the Solano Transportation Authority for the I-80/680/SR-12 Interchange Project.

Sponsors:

Indexes:

Code sections:

Attachments: [11c - 21-1641 - Reso 4412 - RM3 LONP Solano Transportation.pdf](#)
[2e - 21-1641 - Reso 4412 - RM3 LONP Solano Transportation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letter of No Prejudice to the Solano Transportation Authority for the I-80/680/SR-12 Interchange Project.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee****January 12, 2022****Agenda Item 2e - 21-1641****MTC Resolution No. 4412, Revised**

Subject:

Regional Measure 3 (RM3) Letter of No Prejudice to the Solano Transportation Authority for the I-80/680/SR-12 Interchange Project.

Background:**Regional Measure 3 Letters of No Prejudice (LONP)**

Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018, and on December 19, 2018, the Bay Area Toll Authority (BATA) adopted a toll schedule phasing in the resulting toll increase. The first and second dollars of the toll increase were implemented on January 1, 2019 and January 1, 2022, respectively. RM3 is under litigation and collected RM3 revenue is being held in an escrow account. No allocations of RM3 funds are anticipated until and unless litigation is resolved in favor of RM3. In December 2019, MTC approved a Letter of No Prejudice (LONP) process as part of the overall RM3 Policies and Procedures to allow project sponsors to move projects forward with alternate funds, at-risk, while maintaining RM3 eligibility if and when RM3 funds are available.

Through MTC Resolution No. 4412, the Commission may approve specific RM3 LONPs, at the request of project sponsors, and following the RM3 Policies and Procedures. Details on each LONP request specifying the amount and scope for which RM3 eligibility will be preserved will be included in the attachments to the resolution.

I-80/680/SR-12 Interchange Project in Solano County

The Solano Transportation Authority (STA) submitted an RM3 LONP request for \$375,000 for the right-of-way phase of the I-80/680/SR-12 Interchange Initial Construction Package (ICP) Phase 2A project, part of RM3 project 21. The project will widen the existing ramp from eastbound SR-12 to eastbound I-80 and improve safety by eliminating weaving on the I-80 ramps. The funding plan includes \$53 million in Senate Bill 1 (SB1) Trade Corridor Enhancement Program (TCEP) funds awarded in 2018.

The project is currently under construction. However, STA expects the extended right-of-way negotiations related to the project to necessitate additional funds to cover legal fees. STA proposes to loan project contingency funds (local funds) to cover the legal fees, which could be repaid when RM3 funds can be allocated.

LONP Funding Source

The RM3 Policies and Procedures require that the project sponsor provides a non-RM3 source of funding to cover the portion that would be covered by RM3 funds, and that a plan be provided in case the RM3 funds never become available. In lieu of RM3 funds at this time, STA will use local funds for the right-of-way phase of the Interchange Phase 2A project. STA understands the risk that RM3 funds may never become available.

Staff has reviewed the Initial Project Reports and LONP requests and recommend issuing LONPs. Issuing LONPs will preserve the eligibility of activities related to the above-mentioned project in Solano County occurring after the issuance of the LONP, for future RM3 allocation and reimbursement if RM3 legislation is resolved favorably.

An RM3 LONP does not represent a general funding commitment by MTC. In the event RM3 funds do not become available, there is no expectation that MTC or BATA will provide alternate funds.

Issues:

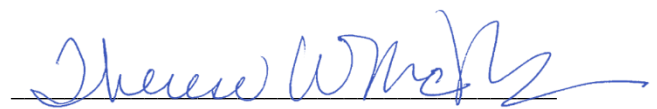
If the RM3 litigation is not resolved favorably, funds may never become available to reimburse STA. STA has acknowledged this risk in its agency resolution and MOU.

Recommendation:

Refer MTC Resolution No. 4412, Revised, to the Commission for approval.

Attachments:

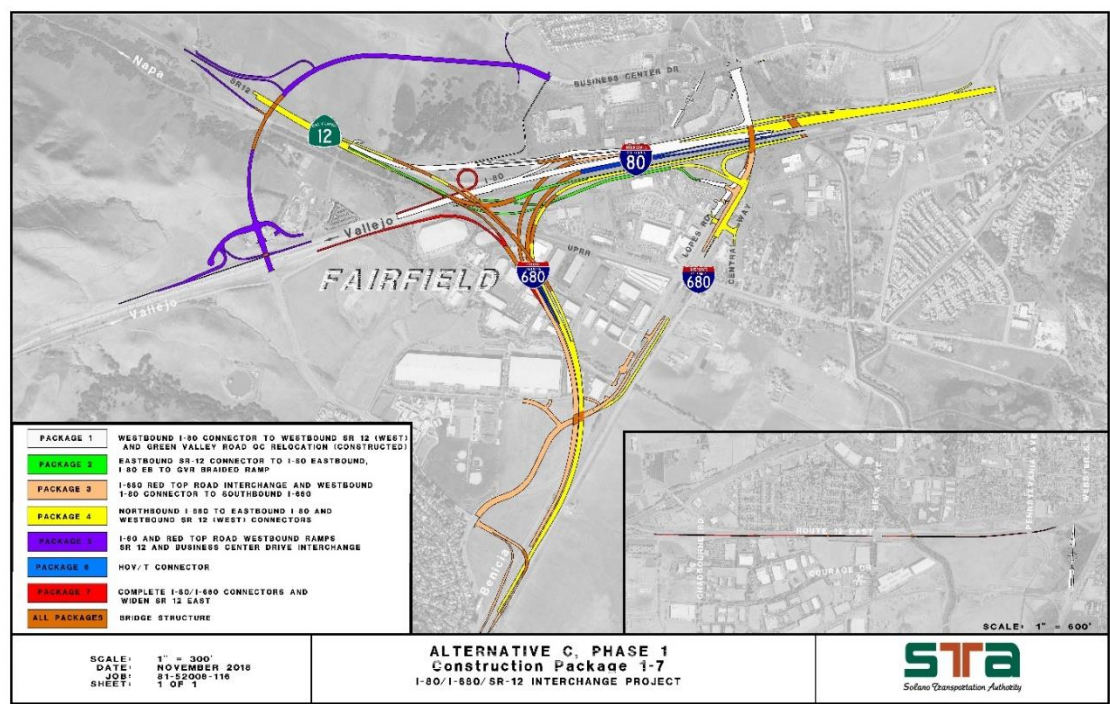
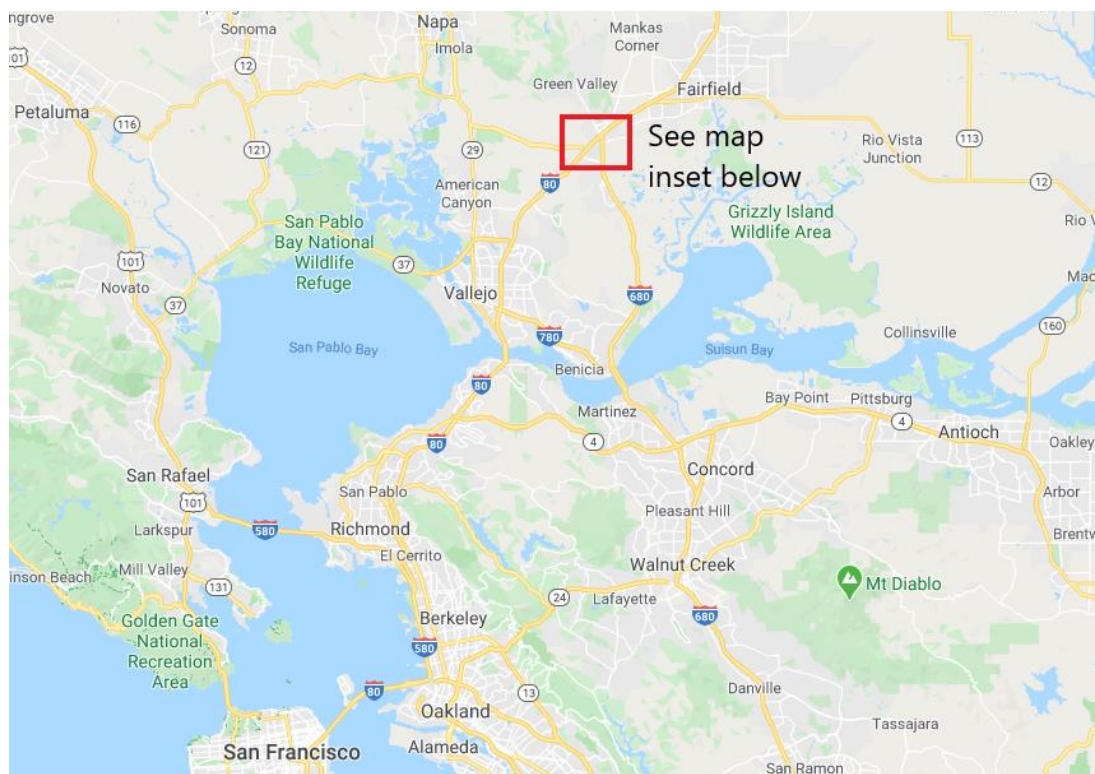
- Attachment A: Project Area Map
- MTC Resolution No. 4412, Revised



Therese W. McMillan

Attachment A

Project Area Map: I-80/680/SR-12 Interchange Project



* Subject project shown in green.

Date: March 25, 2020
Referred by: PAC
Revised: 05/27/20-C 07/22/20-C
10/28/20-C 12/16/20-C
02/24/21-C 04/28/21-C
06/23/21-C 07/28/21-C
09/22/21-C 01/26/22-C

ABSTRACT

MTC Resolution No. 4412, Revised

This resolution authorizes the Executive Director to issue Letters of No Prejudice for RM3 funds for eligible projects.

This resolution includes the following attachments:

- Attachment A – Mission Bay Ferry Landing (WETA) LONP Summary
- Attachment B – Goods Movement GoPort 7th Street Grade Separation (Alameda County Transportation Commission (ACTC)) LONP Summary
- Attachment C – I-680/SR-84 Interchange Reconstruction and SR-84 Expressway Widening (ACTC) LONP Summary
- Attachment D – I-80/680/SR-12 Interchange (Solano Transportation Authority) LONP Summary
- Attachment E – US-101/I-580 Direct Connector (Transportation Authority of Marin) LONP Summary
- Attachment F – SMART System Extension to Windsor and Healdsburg (SMART) LONP Summary
- Attachment G – US-101 Marin-Sonoma Narrows Marin Segment Project (Transportation Authority of Marin) LONP Summary
- Attachment H – I-680/SR-4 Interchange Improvement Phase 1 and 2A Project (Contra Costa Transportation Authority) LONP Summary
- Attachment I – Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR-4 Project (Contra Costa Transportation Authority) LONP Summary
- Attachment J – SR-262 (Mission Blvd.) Cross Connector Project (Alameda County Transportation Commission) LONP Summary
- Attachment K – I-80 Westbound Truck Scales Project (Solano Transportation Authority) LONP Summary

Attachment L – US-101 Marin-Sonoma Narrows Project (Transportation Authority of Marin) LONP Summary

Attachment M – I-80 Express Lanes Project (Solano Transportation Authority) LONP Summary

Attachment N – Vine Transit Maintenance Facility (Napa Valley Transportation Authority) LONP Summary

Attachment O – I-80 Express Lanes Project Toll System (Bay Area Infrastructure Financing Authority) LONP Summary

Attachment P – I-680 Southbound Express Lane (ACTC) LONP Summary

This resolution was revised by Commission Action on May 27, 2020 to add Attachments B and C, LONP Summaries for two RM3 projects sponsored by the Alameda County Transportation Commission (ACTC).

This resolution was revised by Commission Action on July 22, 2020 to add Attachments D and E, LONP Summaries for two RM3 projects sponsored by the Solano Transportation Authority (STA) and the Transportation Authority of Marin (TAM).

This resolution was revised by Commission Action on October 28, 2020 to add Attachment F, LONP Summary for an RM3 project sponsored by the Sonoma-Marín Area Rail Transit District (SMART).

This resolution was revised by Commission Action on December 16, 2020 to add Attachment G, LONP Summary for an RM3 project sponsored by the Transportation Authority of Marin (TAM).

This resolution was revised by Commission Action on February 24, 2021 to add Attachments H and I, LONP Summaries for two RM3 projects sponsored by the Contra Costa Transportation Authority (CCTA).

This resolution was revised by Commission Action on April 28, 2021 to add Attachment J, LONP Summary for SR-262 (Mission Blvd.) Cross Connector Project sponsored by the Alameda County Transportation Commission; Attachment K, LONP Summary for I-80 Westbound Truck Scales Project sponsored by the Solano Transportation Authority; Attachment L, LONP Summary for US-101 Marin-Sonoma Narrows Project sponsored by the Transportation Authority of Marin; and Attachment M, LONP Summary for I-80 Express Lanes Project sponsored by the Solano Transportation Authority.

This resolution was revised by Commission Action on June 23, 2021 to add Attachment N, LONP Summary for a project sponsored by the Napa Valley Transportation Authority (NVTa).

This resolution was revised by Commission Action on July 28, 2021 to amend Attachment M, LONP Summary for the I-80 Express Lanes Project in Solano County, and to add Attachment O, LONP Summary for the I-80 Express Lanes Toll System Project in Solano County.

This resolution was revised by Commission Action on September 22, 2021 to add Attachment P, LONP Summary for the I-680 Southbound Express Lanes Project in Alameda County.

This resolution was revised by Commission Action on January 26, 2022 to amend Attachment D, LONP Summary for the I-80/680/SR-12 Interchange Project in Solano County.

Additional discussion of this allocation is contained in the Programming and Allocations Committee Summary sheets dated March 11, 2020, May 13, 2020, July 10, 2020, October 14, 2020, December 9, 2020, February 10, 2021, April 14, 2021, June 9, 2021, July 14, 2021, September 8, 2021, and January 12, 2022.

Date: March 25, 2020
W.I.: 1255
Referred by: PAC

Re: Authorization to Issue Letters of No Prejudice for Regional Measure 3 Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4412

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

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on June 5, 2018, a special election was held in the City and County of San Francisco, and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (individually, each a “County” and, collectively, the “Counties”) to approve a toll increase of three dollars (\$3.00) phased in over time, including a one dollar (\$1.00) toll increase on January 1, 2019, a one dollar (\$1.00) toll increase on January 1, 2022, and a one dollar (\$1.00) toll increase on January 1, 2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area (“Regional Measure 3”); and

WHEREAS, on September 26, 2018, the Bay Area Toll Authority (“Authority”) adopted Resolution No. 126 accepting certified statements from the Registrar of Voters of the City and County of San Francisco and each of the Counties and observing that a majority of all voters voting on Regional Measure 3 (“RM3”) at such special election voted affirmatively for RM3; and

WHEREAS, on December 19, 2018, the Authority adopted Resolution No. 128 adopting a toll schedule phasing in the toll increase approved pursuant to RM3, effective on January 1, 2019; and

WHEREAS, RM3 establishes the RM3 Expenditure Plan and identifies specific capital projects and programs and operating programs eligible to receive RM3 funding as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the RM3 Expenditure Plan by bonding or transfers to MTC; and

WHEREAS, MTC adopted RM3 Policies and Procedures for the implementation of the RM3 Expenditure Plan, specifying the allocation criteria and project compliance requirements for RM3 funding (MTC Resolution No. 4404); and

WHEREAS, the RM3 Policies and Procedures established a process whereby eligible transportation project sponsors may request a Letter of No Prejudice (LONP) for Regional Measure 3 funding; and

WHEREAS, the Attachments to this resolution, attached hereto and incorporated herein as though set forth at length, list the scope, amount, and conditions for which project sponsors have requested an LONP, and the replacement funding source used in place of RM3 funds; and

WHEREAS, the claimants to which an LONP is issued under this resolution have certified that the projects and purposes listed and recorded the Attachments are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of the LONP requests for the projects listed in the Attachments; and be it further

RESOLVED, that MTC authorizes the Executive Director to issue LONPs in accordance with the amount and activities as set forth in the Attachments; and, be it further

RESOLVED, that future allocation and reimbursement with RM3 funds will be conditioned upon successful outcome of RM3 litigation; and, be it further

RESOLVED, that future allocation and reimbursement with RM3 funds will be conditioned upon compliance with the provisions of the RM3 Policies and Procedures as set forth in length in MTC Resolution No. 4404; and be it further

RESOLVED, that future allocation and reimbursement of RM3 funds are further conditioned upon the project specific conditions as set forth in the Attachments; and, be it further

RESOLVED, that project sponsors receiving an LONP are responsible for delivering the usable project segment or complete phase with alternate funds before RM3 funds are available, at risk to the project sponsor; and be it further

RESOLVED, that an RM3 LONP does not represent a general funding commitment by MTC; in the event that RM3 funds do not become available, there is no expectation that MTC or BATA will provide alternate funds; and be it further

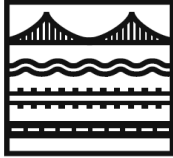
RESOLVED, that a certified copy of this resolution and applicable attachments shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California, on March 25, 2020.

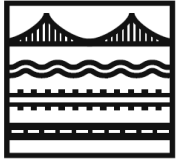


Regional Measure 3

Letter of No Prejudice Project Summary

Project Information

RM3 Project Number	21	
Project Title	I-80/680/SR-12 Interchange Project	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Solano Transportation Authority (STA)		STA/ Caltrans
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(21) Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project. Construct Red Top Road interchange and westbound Interstate 80 to southbound Interstate 680 connector. The project sponsor is the Solano Transportation Authority. One hundred fifty million dollars (\$150,000,000).	\$150,000	
Sponsor Programming and LONP Request Action		
The STA Board approved STA Resolution No. 2020-03 on 6/10/2020, approving a \$16,700,000 RM3 LONP request. STA will use State Transportation Improvement Program (STIP) funds to begin construction on Phase 2A of the Interchange project. The STA Board also approved STA Resolution No. 2021-21 on 12/8/2021, approving a \$375,000 RM3 LONP request. STA will use local funds.		
Detailed Project Description		
The Interchange Phase 2A project will 1) remove the existing eastbound SR 12W to eastbound I-80 connector; 2) construct a new two-lane highway alignment and bridge structure for the eastbound SR 12W to eastbound I-80; 3) construct the off-ramp from eastbound SR 12W to Green Valley Road; and 4) construct a braided ramp connection for eastbound I-80 to Green Valley Road and southbound I-680.		
LONP Phase	LONP Amount (in \$1,000s)	LONP Approval Date
CON	\$16,700	22-Jul-20
ROW	\$375	26-Jan-22
Scope - Activities eligible for future allocation and reimbursement if RM3 funds become available		
The LONP preserves future RM3 eligibility for costs related to construction of the Solano Interchange Phase 2A project incurred after the LONP approval date.		
Conditions - In addition to the successful outcome of RM3 litigation, eligibility for future allocation and reimbursement is conditioned upon the following:		
1	Repaid RM3 funds will be committed to the Solano I-80 Managed Lanes funding plan.	



Regional Measure 3

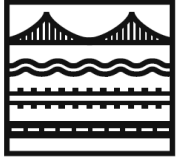
Letter of No Prejudice Project Summary

Project Funding Plan and Schedule

July 22, 2020
Attachment D
MTC Resolution No. 4412
Revised: 01/26/22-C
Page 2 of 2

RM3 Project Number	21
Project Title	I-80/680/SR-12 Interchange Project
RM3 Replacement Funding Source	State Transportation Improvement Program (STIP), Local Funds

Project Funding Plan				Project Schedule	
Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV				Oct-02	Dec-12
	ENV Subtotal		\$ -		
PSE	Bridge Tolls	Yes	\$ 1,500	Jun-18	Apr-20
	State Transportation Improvement Program	Yes	\$ 9,000		
	PSE Subtotal		\$ 10,500		
ROW	Bridge Tolls	Yes	\$ 5,200	Mar-19	Jun-22
	Local Funds (RM3 replacement)	Yes	\$ 375		
	STIP Funds	Yes	\$ 3,200		
	ROW Subtotal		\$ 8,775		
CON	SB1- Trade Corridor Enhancement Program	Yes	\$ 53,200	Sep-20	Dec-22
	Bridge Tolls	Yes	\$ 7,100		
	STIP (RM3 replacement)	Yes	\$ 16,700		
	CON Subtotal		\$ 77,000		
Capital Funding Total			\$ 96,275		

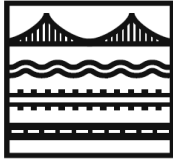


Regional Measure 3

Letter of No Prejudice Project Summary

Project Information

RM3 Project Number	25.1	
Project Title	US-101/I-580 Direct Connector Project	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Transportation Authority of Marin		TAM
Legislated Project Description		RM3 Legislated Funding (in \$1,000s)
(25) Richmond-San Rafael Bridge Access Improvements. Fund eastbound and westbound improvements in the Richmond-San Rafael Bridge corridor, including a direct connector from northbound Highway 101 to eastbound Interstate 580, westbound access and operational improvements in the vicinity of the toll plaza east of the bridge in Contra Costa County, and Richmond Parkway interchange improvements. Of the amount allocated to this project, one hundred thirty-five million dollars (\$135,000,000) shall be dedicated to the direct connector from northbound Highway 101 to eastbound Interstate 580 in Marin County and seventy-five million dollars (\$75,000,000) shall be dedicated to the projects in Contra Costa County. The project sponsors are the Bay Area Toll Authority, the Contra Costa Transportation Authority, and the Transportation Authority of Marin. Two hundred ten million dollars (\$210,000,000).		\$135,000
Sponsor Programming and LONP Request Action		
TAM's Board approved TAM Resolution No. 2020-05 on 1/23/2020, approving a \$5,600,000 RM3 LONP request.		
Detailed Project Description		
The Project proposes to construct a direct connection route between northbound US 101 to eastbound I-580 accessing the Richmond-San Rafael Bridge for travel toward Contra Costa County.		
LONP Phase	LONP Amount (in \$1,000s)	LONP Approval Date
Planning and Environmental	\$5,600	22-Jul-20
Scope - Activities eligible for future allocation and reimbursement if RM3 funds become available		
The LONP preserves future RM3 eligibility for costs related to the planning and environmental document phases of the US-101/I-580 Direct Connector project incurred after the LONP approval date.		
Conditions - In addition to the successful outcome of RM3 litigation, eligibility for future allocation and reimbursement is conditioned upon the following:		
1	None	



Regional Measure 3

Letter of No Prejudice Project Summary

Project Funding Plan and Schedule

RM3 Project Number	25.1
Project Title	US-101/I-580 Direct Connector Project
RM3 Replacement Funding Source	Measure A, TAM's Local Option Sales Taxes

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	TAM Measure Funds	Yes	\$ 1,050	Apr-19	Dec-23
	TAM Measure Funds (RM3 Replacement)	Yes	\$ 5,600		
	ENV Subtotal		\$ 6,650		
PSE	Regional Measure 3	No	\$ 7,500	Jan-24	Dec-25
	PSE Subtotal		\$ 7,500		
ROW	Regional Measure 3	No	\$ 13,900	Jan-24	Nov-25
	ROW Subtotal		\$ 13,900		
CON	Regional Measure 3	No	\$ 108,000	Mar-26	Dec-27
	CON Subtotal		\$ 108,000		
Capital Funding Total			\$ 136,050		



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-1639 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 12/1/2021 **In control:** Programming and Allocations Committee

On agenda: 1/12/2022 **Final action:**

Title: MTC Resolution No. 4461, Revised. FY2020-21 Section 5311 Rural Area Formula Program Revisions.

Sponsors:

Indexes:

Code sections:

Attachments: [11d - 21-1639 - Reso 4461 - 5311 Revisions.pdf](#)
[2f - 21-1639 - Reso 4461 - 5311 Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4461, Revised. FY2020-21 Section 5311 Rural Area Formula Program Revisions.

Presenter:
Margaret Doyle

Recommended Action:
Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 12, 2022

Agenda Item 2f - 21-1639

MTC Resolution No. 4461, Revised

Subject:

FY2020-21 Section 5311 Rural Area Formula Funds program revisions.

Background:

MTC is responsible for programming the region's Federal Transit Administration (FTA) Section 5311 Rural Area formula funds apportioned to the San Francisco Bay Area. The projects are a mix of operating assistance for rural routes and capital projects such as replacement vehicles and bus electrification infrastructure.

Staff proposes the following changes to the 5311 programming:

Re-program \$75,180 in 5311 funds from Eastern Contra Costa County Transit Authority (ECCTA) Shelter Truck Replacements to ECCTA Operating Assistance, at the request of the operator.

Issues:

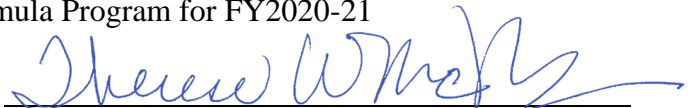
None identified.

Recommendations:

Refer MTC Resolution No. 4461, Revised, to the Commission for approval.

Attachments:

Attachment A: FTA Section 5311 Rural Area Formula Program for FY2020-21


Therese W. McMillan

Date: April 28, 2021
W.I.: 1512
Referred By: PAC
Revised: 1/26/22-C

ABSTRACT

Resolution No. 4461

This resolution adopts the FY2020-21 Federal Transit Administration (FTA) Rural Area Formula (Section 5311) Programs of Projects for the San Francisco Bay Area.

The resolution includes the following attachment:

Attachment A - FTA Section 5311 Rural Area Formula Program for FY2020-21

Attachment A of this resolution was revised January 6, 2021, to make a revision to the 5311 program of projects as requested by the Eastern Contra Costa Transit Authority.

Further discussion of this action is contained in the MTC Programming and Allocations Committee Summary Sheets dated April 14, 2021 and January 12, 2022.

Date: April 28, 2021
W.I.: 1512
Referred By: PAC
Revised: 1/26/22-C

Re: Program of Projects in the San Francisco Bay Area for the FY2020-21 Federal Transit Administration (FTA) Rural Area Formula (Section 5311) Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4461

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

WHEREAS, MTC is the designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, the U.S. Department of Transportation (DOT) has adopted rules and regulations (23 CFR 450 and CFR 613) which require that the MPO, in cooperation with the state and publicly-owned operators of mass transportation services, carry on a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area, as a condition to the receipt of federal capital or operating assistance; and

WHEREAS, Section 5311 Title 49 of the United States Code (formerly Section 18 of the Federal Transit Act) provides for a Federal Transit Administration (FTA) formula grant program for public transportation projects in rural areas (49 U.S.C. Section 5311); and

WHEREAS, MTC has adopted Resolution No. 4036, which sets forth MTC's FTA Section 5311 Rural Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area; and

WHEREAS, MTC has developed, in consultation with interested transportation providers and in accordance with the MTC's Section 5311 Funding Objectives and Criteria, the FY2020-21 FTA Rural Area Formula (Section 5311) Program of Projects for the San Francisco Bay Area, attached hereto as Attachments A, and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY2020-21 FTA Rural Area Formula (Section 5311) Program of Projects as listed on Attachment A; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to modify the FY2020-21 Program of Projects as listed on Attachment A to match the actual FTA Rural Area Formula fund appropriation if needed; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to Caltrans, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION
COMMISSION

A handwritten signature in dark ink, appearing to be 'AP' followed by a long horizontal stroke.

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations on April 24, 2021.

Date: April 28, 2021
W.I.: 1512
Referred by: PAC
Revised: 1/26/22-C

Attachment A
Resolution No. 4461
Page 1 of 1

Federal Transit Administration
Section 5311 Rural Area Formula Program
FY2020-21

FY2020-21 Funding Available:

Apportionments:	\$ 1,784,344
Prior Year Carryover:	\$ -
Total Funding Available:	<u>\$ 1,784,344</u>

FY 2020-21 Programming:

<u>Applicant</u>	<u>Project Description</u>	<u>Sect. 5311</u> <u>Program</u>	<u>Local</u> <u>Match</u>	<u>Total</u> <u>Project Cost</u>
LAVTA	Operating Assistance - Rural Alameda County	\$ 46,283	\$ 37,366	\$ 83,649
Marin Transit	West Marin Stagecoach Rural Bus Service	\$ 228,695	\$ 184,634	\$ 413,329
NVTA	Operating Assistance	\$ 227,053	\$ 183,316	\$ 410,369
SamTrans	Operating Assistance for Existing Transit Services	\$ 167,560	\$ 1,847,240	\$ 2,014,800
VTA	Operating Assistance for Bus Route 68	\$ 86,840	\$ 70,109	\$ 156,949
City of Dixon	City of Dixon Redit-Ride Electrification Infrastructure	\$ 79,843	\$ 10,344	\$ 90,187
City of Dixon	City of Dixon Redit-Ride Vehicle Replacements	\$ 166,436	\$ 21,564	\$ 188,000
Rio Vista Delta Breeze	Rio Vista Delta Breeze Electrification Infrastructure	\$ 58,802	\$ 7,621	\$ 66,423
Rio Vista Delta Breeze	Rio Vista Delta Breeze Vehicle Replacements	\$ 128,208	\$ 21,792	\$ 150,000
Sonoma County Transit	Replacement Vehicle Purchase	\$ 519,444	\$ 530,556	\$ 1,050,000
ECCTA	Operating Assistance	\$ 75,180	\$ 60,696	\$ 135,876
Total Programming		\$ 1,784,344	\$ 2,975,238	\$ 4,759,582
Total Available		\$ 1,784,344		
Available for Carryover		\$ -		



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-1622	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	12/1/2021	In control:		Programming and Allocations Committee	
On agenda:	1/12/2021	Final action:			
Title:	MTC Resolution No. 4462, Revised. Updates the Regional STA Program to add \$32,000 to support regional safety data acquisition.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	11e - 21-1622 - Reso 4462 - Regional STA Program.pdf 2g - 21-1622 - Reso 4462 - Regional STA Program.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4462, Revised. Updates the Regional STA Program to add \$32,000 to support regional safety data acquisition.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 12, 2022

Agenda Item 2g – 21-1622

MTC Resolution No. 4462, Revised

Subject:

Updates the Regional STA Program to add \$32,000 to support regional safety data acquisition.

Background:

As the Regional Transportation Planning Agency for the nine county Bay Area, MTC is responsible for the programming and allocation of STA funds. STA funds are derived from a sales tax on diesel and split evenly at the state level into a population-based account and a revenue-based account. MTC has discretion over the programming of population-based funds and MTC Resolution No. 4321 establishes the framework (70 percent by County Block Grant formula, 30 percent to a Regional Program, and a small off the top set aside for a Transit Emergency Service Contingency Fund) for the apportionment of these funds. This item presents an addition of \$32,000 to the FY 2021-22 Regional Program of projects.

To support Vision Zero efforts to eliminate transportation-related fatalities, MTC is developing a Regional Safety Data System. STA funding of \$32,000 in combination with other funds, will be used to purchase crosswalk and sidewalk data for the nine-county Bay Area. Safe access to and from transit stops is necessary to improving the safety and accessibility of our transit system and increasing ridership.

Issues:

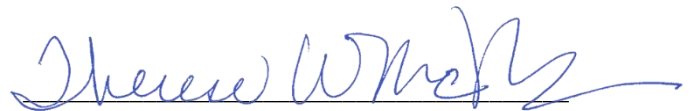
None identified.

Recommendations:

Refer MTC Resolution Nos. 4462, Revised to the Commission for approval.

Attachments:

- MTC Resolution 4462, Revised



Therese W. McMillan

Date: May 26, 2021
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC
Revised: 01/26/22-C

ABSTRACT

Resolution No. 4462, Revised

This resolution establishes the FY 2021-2022 program for the MTC State Transit Assistance (STA) Regional Coordination Program funds.

The resolution includes the following attachments:

- Attachment A, STA Regional Coordination Program Summary
- Attachment B, STA Regional Coordination Program: Project Descriptions

Attachment A and B to this resolution was amended on January 26, 2022 to add \$32,000 to support regional safety data acquisition.

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated May 12, 2021 and January 12, 2022.

Date: May 12, 2021
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC

RE: FY 2021-22 MTC Regional Coordination Program for State Transit Assistance (STA) Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4462

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

WHEREAS, the State Transit Assistance (STA) fund is created pursuant to Public Utilities Code § 99310 et seq., and

WHEREAS, Public Utilities Code § 99313 provides for the allocation by the Controller of State Transit Assistance (STA) funds to MTC based on the ratio of the population of the area under MTC's jurisdiction to the total population of the State of California; and

WHEREAS, in accordance with Public Utilities Code § 99316(a) MTC has created the State Transit Assistance fund with Alameda County for deposit of STA funds received from the State Controller; and

WHEREAS, Public Utilities Code § 99313.6(d) provides that MTC is an eligible claimant for such population-based STA funds for projects to achieve regional transit coordination objectives; and

WHEREAS, MTC has adopted a Transit Coordination Implementation Plan pursuant to Government Code Section 66516.5 which identifies a number of projects to be implemented by MTC and the region's transit agencies to improve coordination of services; and

WHEREAS, the projects listed in Attachment A to this resolution, attached hereto, and incorporated herein as though set forth at length, are consistent with the STA Population-Based Consolidated policy established in MTC Resolution No. 4321; and

WHEREAS, MTC has provided information about the programming of STA funds for projects in FY 2021-22 as shown in Attachment B to this resolution, attached hereto, and incorporated herein as though set forth at length; and

WHEREAS, the implementation of the projects and purposes listed in Attachment B comply with the requirements of the California Environmental Quality Act, Public Resources Code § 21000 et seq., and the State EIR Guidelines (14 Cal. Code of Regs. § 15000 et seq.); and

WHEREAS, MTC has complied with the applicable rules and regulations for an allocation of STA funds under 21 Cal. Code of Regs. § 6730 et seq.; now, therefore, be it

RESOLVED, that STA funds are programmed by MTC in the amounts and for the purposes that are specified in Attachment A and described in Attachment B to this resolution, attached hereto and made a part of this resolution.

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to \$200,000 for each project, in consultation with the affected sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in dark ink, appearing to be 'AP' followed by a long horizontal stroke.

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations, on May 26, 2021.

Date: May 26, 2021
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC

Attachment A
MTC Resolution No. 4462
Page 1 of 1

STA Regional Coordination Program Summary FY 2021-22

Summary of Revenue and Programming			
Estimate New Revenue for FY 2021-22 ¹	\$ 19,529,911		
Carryover Balance ²	\$ 13,238,170		
Carryover Commitments	\$ (3,471,000)		
New Programming	\$ (8,618,000)		
Estimated Balance	\$ 20,679,081		
Programming by Project			
Project Name	Claimant	Carryover Programming	New Programming
Clipper [®]	MTC	\$ -	\$ 6,300,000
Clipper [®]	GGBHTD	\$ -	\$ 10,000
Means-based Fare Pilot Program ³	MTC	see note 3	\$ -
Regional Transit Card	MTC	\$ -	\$ 1,050,000
Mapping and Wayfinding	MTC	\$ 500,000	\$ 100,000
Transit Hub Signage	AC Transit	\$ -	\$ 286,000
Transit Hub Signage	MTC	\$ -	\$ 20,000
511 Transit	MTC	\$ 170,000	\$ 120,000
Regional Paratransit Program	CCCTA	\$ -	\$ 75,000
Transit Project Support	MTC	\$ -	\$ 350,000
Transit Recovery Efforts	MTC	\$ 301,000	\$ -
Grant Management	MTC	\$ -	\$ 75,000
Transit Projects Contingency	MTC	\$ -	\$ 200,000
Regional Safety Data Acquisition	MTC		\$ 32,000
	Subtotal	\$ 971,000	
Clipper [®] Reserve	MTC	\$ 2,500,000	
	Total	\$ 3,471,000	\$ 8,618,000
<i>Notes:</i>			
1. This amount is based on the October 2021 Fund Estimate.			
2. The carryover amount is based on information from the October FY 2021-22 Fund Estimate and adjusted for transfer to the Means-based program.			
3. There will be an STA carryover balance of over \$30 M at the end of Fiscal Year 2021 held in a separate account. Therefore, no funds are proposed for programming.			

Date: May 26, 2021
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC
Revised: 01/26/22-C

Attachment B
MTC Resolution No. 4462
Page 1 of 3

STA Regional Coordination Program: Project Descriptions

FY 2021-22

The State Transit Assistance (STA) Regional Coordination Program funds have historically supported MTC's regional operations projects as well as other planning and operational efforts to improve coordination of, and access to, transit services in the Bay Area. The proposed FY 2021-22 STA Regional Coordination Program is approximately \$9 million and generally focuses on operating Clipper® (\$6.3 million) and Regional Transit Card transition (\$1 million), with \$1.3million programmed to implement other MTC regional transit projects such as 511 Transit, and Regional Wayfinding consistent with the Commission's Plan Bay Area and other regional planning documents and efforts. In addition, there is approximately \$1 million in carryover commitments. Use of the STA funds by MTC is further subject to MTC's budget and project approval processes. More detail about the specific projects and the amount of STA funds programmed to each follows.

Clipper®

Programmed to MTC: \$ 6,300,000

Programmed to GGBHTD: \$ 10,000

Clipper® allows transit riders to pay transit fares with a reloadable Clipper® smart card. Clipper® may be used on most transit systems in the San Francisco Bay Area. MTC's Clipper® responsibilities include oversight of a contract with Cubic Transportation Systems, Inc. to design, build, operate and maintain the Clipper® system and a number of other contracts related to the implementation and operation of the Clipper® system. In FY 2021-22, the Clipper program will receive an additional \$1 million in Coronavirus Aid Relief and Economic Security Act (CARES) funds so that STA funds can be used for the Regional Transit Card project as

described below. GGBHTD is programmed \$10,000 for their assistance in the administration of Federal Transit Administration funds.

Regional Transit Card (RTC) \$1,050,000

The RTC is a Clipper product that allows persons with disabilities to ride fixed route transit at a reduced fare. The program is currently administered by AC Transit on behalf of Bay Area transit operators, but MTC will soon be assuming responsibility for the program. These funds will support an upgrade of the database and transition of the program to MTC. Much of the project costs are ineligible for federal funds. As a result, STA funds are proposed to replace the \$1 million CARES funds previously programmed for the work. An additional \$50,000 completes the estimated budget for the initial cost of transitioning the program.

Regional Transit Mapping

Programmed to MTC: \$100,000 plus carryover of \$500,000

The Regional Transit Mapping and Wayfinding project is an effort to develop signage standards and prototypes to make it easier for travelers to navigate and explore the Bay Area using public transit. Staff continues to work on options to advance the project and expects to present those ideas to the Commission in Summer 2021. The project has carryover programming available in the amount of \$500,000. Additional funding will be needed to implement recommendations from the project or the Blue Ribbon Transit Recovery Task Force.

Transit Hub Signage

Programmed to AC Transit: \$286,000

Programmed to MTC: \$ 20,000

MTC is committed to maintaining the information in transit information displays (TIDs) at 24 regional transit hubs. MTC has an agreement with AC Transit for them to maintain these displays on behalf of the region. The agreement with AC Transit documents the scope of work in exchange for the direct allocation of STA funds. The agreement extends through FY 2021-22 and identifies the anticipated amounts of STA funds that will be made available to AC Transit, subject to Commission programming and allocation actions.

MTC will use STA funds for ongoing operations, maintenance of other hub signage, and transit connectivity projects.

511 Transit

Programmed to MTC: \$120,000 plus carryover of \$170,000

STA funds will be used to supplement the funds for the 511 Transit program. 511 Transit collects, maintains, updates, and distributes region-wide transit service information for the benefit of the traveling public and MTC's transit partners. These funds are anticipated to be used primarily to support Blue Ribbon Transit Recovery Task Force efforts.

Regional Paratransit Program

Programmed to CCCTA: \$75,000

STA funds will support the 'lead agency' for the Regional Paratransit Program. This approach is consistent with the goals of the Transit Coordination and Implementation Plan, which endorses the concept of reimbursement for services provided by a lead agency – currently CCCTA, on behalf of other operators. CCCTA will coordinate paratransit operational activities such as:

- Oversight of the Paratransit Eligibility Program and Regional Eligibility Database, and delivery of the Paratransit Technical Assistance Program through a consultant; and
- Liaison between the Paratransit Technical Coordination Council (PTCC) and MTC, including reporting on the status of activities.

The lead agency will provide progress reports summarizing work performed.

Transit Project Support

Programmed to MTC: \$350,000

Funds will be used to support transit projects including the Transit Recovery Blue Ribbon Task Force, the Fare Integration Study or other transit-related efforts.

Transit Recovery Efforts

Programmed to MTC: \$0 Carryover programming of \$301,000

Funds will be used to support transit recovery efforts related to the COVID-19 pandemic or efforts resulting from the Blue Ribbon Transit Recovery Task Force. This amount represents the estimated remaining balance of funds resulting from an exchange of CARES Act funds.

Grant Management

Programmed to MTC: \$75,000

MTC administers over \$800 million in funds through the Transportation Development Act and State Transit Assistance Program in addition to other funding programs. These funds will support modernization of funding processes by providing planning support for a grants management portal and database. Funds may also support early implementation efforts including development of financial reporting mechanisms.

Transit Project Contingency

Programmed to MTC: \$200,000

These funds would be used in the event of unforeseen project needs or operating shortfalls with respect to MTC's regional transit projects such as Clipper®, 511 Transit, Regional Transit Mapping, and transit planning. These funds would also allow MTC to respond to unexpected regional or sub-regional transit planning needs or requests as they arise. Unspent contingency funds will be returned to the STA Program. **Regional Safety Data Acquisition (added January 2022)**

Programmed to MTC: \$32,000

To support Vision Zero efforts to eliminate transportation-related fatalities, MTC is developing a Regional Safety Data System. STA funding would be used to support the purchase of crosswalk and sidewalk data for the nine-county Bay Area. Safe access to and from transit stops is necessary to improving the safety and accessibility of our transit system and increasing ridership.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-1623 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 12/1/2021 **In control:** Programming and Allocations Committee

On agenda: 1/12/2022 **Final action:**

Title: MTC Resolution No. 4463, Revised. Updates to the Regional Measure 2 (RM2) Marketing Program.

Sponsors:

Indexes:

Code sections:

Attachments: [11f - 21-1623 - Reso 4463 - RM2 Marketing Program Updates.pdf](#)
[2h - 21-1623 - Reso 4463 - RM2 Marketing Program Updates.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4463, Revised. Updates to the Regional Measure 2 (RM2) Marketing Program.

Presenter:
Cheryl Chi

Recommended Action:
Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 12, 2022

Agenda Item 2h - 21-1623

MTC Resolution No. 4463, Revised. Updates to the Regional Measure 2 (RM2) Marketing Program

Subject:

Updates the RM2 Marketing Program to add \$500,000 for BART and reprograms \$650,000 in existing funds to a variety of projects.

Background:

The RM2 program allows for a portion of funds to be used for public information and advertising to support services and projects funded with RM2. Originally, approximately \$4.6 million was programmed for this purpose in FY 2021-22 and presented to the Commission in May 2021. This item proposes to program \$1.15 million as shown in the table below. This funding is comprised of \$500,000 in added funds and \$650,000 in existing funds. Existing funding comes from \$300,000 set aside to implement Blue Ribbon projects and from \$350,000 that the Mapping and Wayfinding project will not use this fiscal year. Marketing funds must be programmed and expended in the current fiscal year.

Proposed Projects

Agency	Project	Amount
AC Transit	Service Planning Support	\$ 125,000
BART	Return to Transit	\$ 500,000
MTC	Return to Transit	\$ 177,000
NVTA	Route 29 Marketing	\$ 31,093
TJPA	Digital Wayfinding Improvements	\$ 200,000
Various operators	Real-time system improvements	\$ 116,907
Total		\$ 1,150,000

Highlights of some of the proposed projects include:

- \$500,000 to support return to transit campaign by BART. Support of BART's marketing efforts will allow BART to direct a like amount of funds to support Clipper 2 implementation.
- \$200,000 to support upgrades to the digital wayfinding system at the Salesforce Transit Center.
- \$177,000 for Return to Transit to continue employer surveys and for a second regional transit campaign.

Issues:

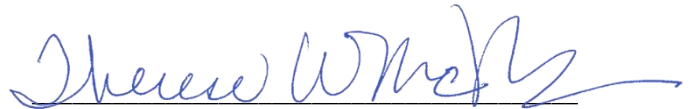
None identified.

Recommendations:

Refer MTC Resolution Nos. 4463, Revised to the Commission for approval.

Attachments:

- MTC Resolution 4463, Revised



Therese W. McMillan

W.I.: 1255
Referred by: PAC
Revised: 06/23/21-ED
01/26/22-C

ABSTRACT

Resolution No. 4463, Revised

This resolution adopts the Regional Measure 2 (RM2) Operating and Marketing Assistance Program for FY2021-22.

On June 23, 2021, Attachment A was revised by the Executive Director's Administrative Authority to adjust the programming of RM2 marketing to consolidate funding for the Transit Poll and Return to Transit projects.

On January 26, 2022, Attachment A was revised to program \$1.15 million in the marketing program resulting from the addition off \$500,000 in newly added funding and the reprogramming of \$650,000 in prior programmed funds.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated May 12, 2021 and January 12, 2022.

Date: May 26, 2021
W.I.: 1255
Referred by: PAC

RE: Adoption of FY2021-22 RM2 Operating Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4463

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

WHEREAS, Streets and Highways Code Sections 30950 et seq. created the Bay Area Toll Authority (“BATA”), which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, which increased the toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and identifies specific projects eligible to receive RM2 funding for operating assistance as identified in Section 30914(d) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by bonding or transfers to MTC; and

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, MTC has developed guidelines for the programming and use of the RM2 funds for operating support of transit projects, and

WHEREAS, these guidelines state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year, now, therefore be it

RESOLVED, that MTC adopts a program that establishes RM2 operating subsidy amounts for FY2021-22, as outlined in Attachment A and incorporated herewith as though set forth at length; and, be it further

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to \$200,000 for each project, in consultation with the affected sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in dark ink, appearing to be 'AP' followed by a long horizontal stroke.

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on May 26, 2021.

Attachment A
MTC Resolution No. 4463

FY 2021-22 RM-2 Operating Assistance Program -- Streets and Highways Code 30914(d)

Project #	Project Name	Sponsor	Service (note 1)	Program Amount (notes 2,3)
1	Richmond Bridge Express	Golden Gate Transit	Express Bus	\$ 2,102,666
2	Napa VINE Service	NVTA	Express Bus	\$ 362,440
		SolTrans/FAST	Express Bus	\$ 2,271,944
		ECCTA	Express Bus	\$ 452,060
3	Express Bus North	Golden Gate Transit	Express Bus	\$ 252,113
		WestCat	Express Bus	\$ 211,900
		Total		3,188,016
		AC Transit	Express Bus	\$ 4,613,718
		CCCTA	Express Bus	\$ 123,538
4	Express Bus South	WestCat	Express Bus	\$ 781,618
		LAVTA	Express Bus	\$ 493,711
		Total	\$	6,012,585
5	Dumbarton Bus	AC Transit	Express Bus	\$ 2,989,430
6	Ferry Service	WETA	Ferry Services	\$ 13,005,000
		AC Transit	OWL Service	\$ 1,284,030
7	Owl Service	MUNI	OWL Service	\$ 159,376
		SamTrans	OWL Service	\$ 259,995
		Total	\$	1,703,400
8	MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extension	\$ 2,125,000
9	AC Transit Rapid Bus	AC Transit	Tempo	\$ 2,550,000
11	WETA planning	WETA	Planning and operations	\$ 2,550,000
12	Clipper	MTC	Operations	\$ 1,700,000
13	Transbay Transit Center	TJPA	Terminal Operations	\$ 2,550,000
		Grand Total	\$	40,838,537

FY 2021-22 RM2 Marketing Assistance Program (note 3 and 4)

Project Name	Sponsor	Existing Program	Proposed Program
Clipper®	MTC	\$ 2,800,000	\$ 2,800,000
Regional Mapping and Wayfinding	MTC	\$ 500,000	\$ 150,000
511 Program	MTC	\$ 340,000	\$ 340,000
Return-to-Transit	MTC	\$ 150,000	\$ 327,000
Transit Poll ⁵	MTC	\$ -	\$ -
Blue Ribbon Project Support	MTC	\$ 300,000	\$ -
AC Transit Service Marketing	AC Transit	\$ 500,000	\$ 500,000
Route 29 Marketing	NVTA	\$ -	\$ 31,093
Service Planning Support	AC Transit	\$ -	\$ 125,000
Real-time system upgrades	Various	\$ -	\$ 116,907
Digital Wayfinding Improvements	TJPA	\$ -	\$ 200,000
BART Service Marketing	BART	\$ -	\$ 500,000
Grand Total		\$ 4,590,000	\$ 5,090,000

Notes:

1. Transit operators will be provided increased flexibility for FY 2021-22 to use funds on eligible service to accommodate changing service demand. Eligible routes for Projects 1 - 6 must serve an intended bridge corridor/s and/or provide a direct connection to BART. Before allocating funds, MTC staff and project sponsor will confirm route eligibility.
2. For FY2021-22, the FY2018-19 programmed amounts generally were reduced proportionally based on reduced revenue estimate due to COVID-19 with additional adjustments to Dumbarton Bus and Ferry Service. The RM2 operating program is limited to 38% of annual receipts by statute. Programming amounts will be adjusted, as necessary, to stay within available revenue.
3. Amounts shown are subject to approval of the FY2021-22 BATA Budget and funding availability.
4. Marketing assistance program are funded with RM2 toll revenue receipts pursuant to Streets and Highways Code(SHC) 30914(f) and are outside of the 38% limit on operating funding as described in SHC 30914(d).



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-1618 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 11/29/2021 **In control:** Programming and Allocations Committee

On agenda: 1/12/2022 **Final action:**

Title: MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-14.

Sponsors:

Indexes:

Code sections:

Attachments: [11g - 21-1618 - Reso 4475 - TIP Amendment 2021-14.pdf](#)
[2i - 21-1618 - Reso 4475 - TIP Amendment 2021-14.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4475, Revised. 2021 Transportation Improvement Program (TIP) Amendment 2021-14.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 12, 2022

Agenda Item 2i - 21-1618

MTC Resolution No. 4475, Revised

Subject:

2021 Transportation Improvement Program (TIP) Amendment 2021-14.

Background:

The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that receive federal funds, are subject to a federally required action or are regionally significant. As required by state statutes, MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region, must prepare and adopt the TIP every two years. The 2021 TIP, covering the four-year period from FY 2020-21 through 2023-24, was adopted by the Commission on February 24, 2021, and was approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on April 16, 2021. The 2021 TIP is valid for four years under federal regulations. The TIP may be revised to make necessary changes prior to the next update. The TIP is posted on MTC's website at: <https://mtc.ca.gov/funding/transportation-improvement-program-tip>.

Amendment 2021-14 makes revisions to six projects with a net funding increase of approximately \$5.4 million. Among other changes, this revision will:

- Add three new projects to the TIP to reflect the recent adoption of the Climate Initiatives Program Mobility Hubs Pilot Program;
- Add two new projects to the TIP to reflect changes in the One Bay Area Grant (OBAG2) County Program; and
- Update one Local Highway Bridge Program-funded project to reflect the latest programming information from Caltrans.

The revisions made with this amendment do not conflict with the financial constraint requirements of the TIP, and therefore the 2021 TIP remains financially constrained with this amendment.

The 2021 TIP is also designed such that, once implemented, it makes progress toward achieving the performance targets established per federal regulations including the recently adopted Transit

Safety performance targets. Further information on the Transit Safety performance targets and target-setting methodology was included in the meeting packet for the December 10, 2021 MTC Planning Committee.

The revisions made pursuant to this amendment will not change the air quality conformity finding; therefore, a conformity determination is not required.

The TIP Revision Summary for this amendment is attached (Attachment 1) and is also posted on the Internet at: <https://mtc.ca.gov/funding/transportation-improvement-program/2021-tip/2021-tip-revisions>.

The TIP public participation process also serves to satisfy the public involvement requirements of the FTA annual Program of Projects for applicable funds.

This amendment will be transmitted to Caltrans after the Commission approval; Caltrans will then forward the amendment to FTA/FHWA for final federal agency review and approval.

Issues:

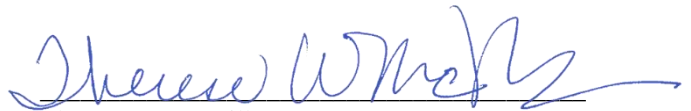
None

Recommendations:

Refer MTC Resolution No. 4475, Revised to the Commission for approval.

Attachments:

- Attachment 1: Summary Report of Amended Projects for TIP Amendment 2021-14
- MTC Resolution No. 4475, Revised



Therese W. McMillan

TIP Revision Summary 2021-14

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
MRN110032	San Anselmo	San Anselmo - Center Blvd Bridge Replace (27C0079)	Update the funding plan to reprogram \$646K in PE HBP and \$84K in PE Local from FY21 to FY24 and \$1.1M in ROW HBP and \$143K in ROW Local from FY24 to FY25	\$0	0.0%
SCL210024	Campbell	Campbell PDA Enhancements	Amend a new exempt project into the TIP with \$550K in CMAQ, \$100K in Local and \$2.9M in RTP-LRP funds	\$3,525,000	~%
SM-210012	Daly City	Southgate Ave and School St Safety Improvements	Amend new project into TIP with \$450K in STP and \$119K in Other Local funds	\$569,000	~%
System: Regional					
SCL210025	Mountain View	Mountain View Mobility Hub Pilot	Amend a new exempt project into the TIP with \$200K in CMAQ and \$35K in Local funds	\$235,000	~%
System: Transit					
ALA210030	Bay Area Rapid Transit District (BART)	Macarthur Station Mobility Hub Improvements	Amend a new exempt project into the TIP with \$750K in CMAQ and \$177K in Local funds	\$927,171	~%
VAR210006	Metropolitan Transportation Commission (MTC)	Technical Assistance Mobility Hub Pilot Program	Amend a new project into the TIP with \$150K in STP	\$150,000	~%
Total Funding Change:				\$5,406,171	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2021 TIP Only
Current:	\$5,491,516	\$0	\$0	\$711,484	\$6,203,000	\$1,979,200
Proposed:	\$7,591,516	\$0	\$0	\$4,017,655	\$11,609,171	\$3,260,371
Delta:	\$2,100,000	\$0	\$0	\$3,306,171	\$5,406,171	\$1,281,171

Date: February 24, 2021
W.I.: 1512
Referred by: PAC
Revised: 04/28/21-C 05/26/21-C
06/23/21-C 07/28/21-C
10/21/21-C 12/15/21-C
01/26/22-C

ABSTRACT

Resolution No. 4475, Revised

This resolution adopts the 2021 Transportation Improvement Program (TIP) for the San Francisco Bay Area, and supporting documents as listed in Attachment A.

Subsequent revisions are listed below and described further in Attachment B to this resolution.

Further discussion of the 2021 TIP adoption is contained in the summaries to the Programming & Allocations Committee dated November 4, 2020, February 10, 2021, April 14, 2021, May 12, 2021, June 9, 2021, July 14, 2021, December 8, 2021, and January 12, 2021 and to the Planning Committee dated October 8, 2021. This resolution was revised as outlined below. Additional information on each revision is included in Attachment B: 'Revisions to the 2021 TIP'.

2021 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2021-01	Admin. Mod.	25	\$33,457,609	5/17/2021	5/17/2021
2021-02	Admin. Mod.	9	\$278,029,000	6/17/2021	6/17/2021
2021-03	Amendment	57	\$366,721,065	4/28/2021	5/21/2021
2021-04	Admin. Mod.	40	\$110,248,859	6/30/2021	6/30/2021
2021-05	Amendment	22	\$733,155,111	5/26/2021	7/16/2021
2021-06	Amendment	57	\$313,850,305	6/23/2021	7/16/2021
2021-07	Amendment	53	\$686,063,624	7/28/2021	8/4/2021
2021-08	Admin. Mod.	23	\$26,086,617	8/4/2021	8/4/2021
2021-09	Admin. Mod.	7	\$87,814,143	8/20/2021	8/20/2021
2021-10	Amendment	18	\$3,607,893,000	10/21/2021	12/3/2021
2021-11	Admin. Mod.	Pending	Pending	Pending	Pending
2021-12	Amendment	24	\$81,684,470	12/15/2021	Pending
2021-13	Admin. Mod.	Pending	Pending	Pending	Pending
2021-14	Amendment	6	\$5,406,171	1/26/2022	Pending
Net Funding Change		341	\$6,330,409,974		
Absolute Funding Change			\$6,330,409,974		

Date: February 24, 2021
W.I.: 1512
Referred by: PAC

Re: 2021 Federal Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4475

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

WHEREAS, MTC is the federally designated Metropolitan Planning Organization (MPO), pursuant to Section 134(d) of Title 23 of the United States Code (USC) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, Title 23 Code of Federal Regulations Part 450 (23 CFR §450) requires the region to carry out a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance to develop and update at least every four years, a Transportation Improvement Program (TIP) consisting of a comprehensive listing of transportation projects that receive federal funds or that are subject to a federally required action, or that are regionally significant; and

WHEREAS, Section 65074 of the California Government Code requires all state MPOs to update their TIPS concurrently every even year, except for 2020; and

WHEREAS, the TIP must be consistent with the Regional Transportation Plan (RTP) adopted pursuant to Government Code Section 66508, the State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757, Revised), which establish the Air Quality Conformity Procedures for MTC's TIP and RTP; and

WHEREAS, federal regulations (23 CFR §450.326(k)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and

WHEREAS, federal regulations (23 CFR §450.326) require that the TIP be designed such that once implemented, it makes progress toward achieving the performance targets established under §450.306(d) and that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets; and

WHEREAS, federal regulations (23 CFR §450.316) require that the MPO develop and use a documented public participation plan that defines a process for providing citizens, affected public agencies and interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process; and

WHEREAS, federal regulations (23 CFR §450.332(a)) allow MTC to move projects between years in the first four years of the TIP without a TIP amendment, if Expedited Project Selection Procedures (EPSP) are adopted to ensure such shifts are consistent with the required year by year financial constraints; and

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented EPSP for the federal TIP as required by Federal Regulations (23 CFR 450.332(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and

WHEREAS, federal regulations prescribe the timely use of federal apportionment and obligation authority; and

WHEREAS, federal regulations (23 CFR §630.106) prescribe the timely expenditure, invoicing and reimbursement of federally obligated transportation funds; and

WHEREAS, state statutes (Streets and Highways Code Section 182), and California Transportation Commission (CTC) policies and guidance prescribe requirements for the timely use of federal and state funds; and

WHEREAS, MTC has adopted the regional project funding policy (MTC Resolution 3606, Revised) prescribing management practices, expectations and requirements on state and federal funds coming to the region in order to meet federal and state timely use of funds requirements; and

WHEREAS, MTC has found in MTC Resolution No. 4374 that the 2021 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

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

RESOLVED, that MTC adopts the 2021 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2021 TIP in cooperation with the Bay Area County Transportation Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and U.S. EPA; and, be it further

RESOLVED, that the 2021 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 4174, Revised) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2021 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2021 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that the 2021 TIP makes progress toward achieving the performance targets established under §450.306(d); and, be it further

RESOLVED, that MTC approves the EPSP developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by federal regulations

(23 CFR 450.332(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and, be it further

RESOLVED, that projects and project sponsors with funds programmed in the federal TIP must comply with the provisions and requirements of the regional project funding delivery policy, MTC Resolution 3603, Revised; and, be it further

RESOLVED, that MTC will support, where appropriate, efforts by project sponsors to obtain letters of no prejudice or full funding agreements from FTA for projects contained in the transit element of the TIP; and, be it further

RESOLVED, that the public participation process conducted for the 2021 TIP satisfies the public involvement requirements of the FTA annual Program of Projects for applicable fund sources; and, be it further

RESOLVED, that the adoption of the TIP shall not constitute MTC's review or approval of those projects included in the TIP pursuant to Government Code Sections 66518 and 66520, or provisions in federal regulations (49 CFR Part 17) regarding Intergovernmental Review of Federal Programs; and, be it further

RESOLVED, that MTC's review of projects contained in the TIP was accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757, Revised); and, be it further

RESOLVED, that MTC finds that the 2021 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and to the emissions test for the national fine particulate matter standard (MTC Resolution No. 4474); and, be it further

RESOLVED, that the projects and programs included in the 2021 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further

RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2021 TIP are consistent with the Amended Plan Bay Area 2040 (the 2040

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

RESOLVED, that revisions to the 2021 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4475, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757, Revised) and as otherwise adopted by MTC; and, be it further

RESOLVED, that staff have the authority to make technical corrections, and the Executive Director and Deputy Executive Directors have signature authority to approve administrative modifications for the TIP and Federal Statewide Transportation Improvement Program (FSTIP) under delegated authority by Caltrans, and to forward all required TIP amendments once approved by MTC to the appropriate state and federal agencies for review and approval; and, be it further

RESOLVED, that a copy of this resolution shall be forwarded to FHWA, the FTA, U.S. EPA, Caltrans, the Association of Bay Area Governments (ABAG), and to such other agencies and local officials upon request.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in dark ink, appearing to be 'AP' followed by a long horizontal stroke.

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations on February 24, 2021.

Date: February 24, 2021
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4475
Page 1 of 1

2021 Transportation Improvement Program

The 2021 Transportation Improvement Program for the San Francisco Bay Area, adopted February 24, 2021, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2021 Transportation Improvement Program (TIP) for the San Francisco Bay Area
- TIP Overview
- Expedited Project Selection Process
- TIP Revision Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices
- The 2021 TIP Investment Analysis: Focus on Low-Income and Minority Communities
- The 2021 TIP Performance Report

Date: February 24, 2021
W.I.: 1512
Referred by: PAC
Revised: 04/28/21-C 05/26/21-C
06/23/21-C 07/28/21-C
10/21/21-C 12/15/21-C
01/26/22-C

Attachment B
Resolution No. 4475
Page 1 of 7

Revisions to the 2021 TIP

Revisions to the 2021 Transportation Improvement Program (TIP) are included as they are approved.

Revision 2021-01 is an administrative modification that revises 25 projects with a net funding increase of approximately \$33.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on May 17, 2021. Among other changes, this revision:

- Updates the funding plan of the Golden Gate Bridge, Highway and Transportation District's Suicide Deterrent System project to reflect the programming of \$7.9 million in Surface Transportation Block Grant Program (STP) funds and to change the source for \$7.7 million in funding from federal Highway Infrastructure Program (FHIP) to STP;
- Updates the funding plan of the Solano I-80 Managed Lanes project to reflect additional programming of federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds through the State Transportation Improvement Program (STIP);
- Updates the Santa Clara Valley Transportation Authority's (VTA) US 101/De L Cruz Blvd - Trimble Road I/C project to reflect the programming of \$25 million in SB1 Local Partnership Program Competitive funds;
- Updates the Bay Area Rapid Transit District's (BART) Railcar Procurement and Transbay Core Capacity Programs to reflect changes in the funding plans including the addition of \$562 million in FTA Capital Investment Grant (CIG) funds and \$6.8 million in CRRSAA funds; and
- Updates the funding plans and back-up listings of the Highway Safety Improvement Program (HSIP) and Highway Bridge Program (HBP) funded grouped listing to reflect the latest programming information from Caltrans.
- Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$25 million in SB1 Local Partnership Program funding, \$562 million in FTA CIG funding, \$1.8 million in HBP funding, \$7.1 million in STIP funds, \$350,000 in FTA Pilot Program for Transit-Oriented Development Planning grant funding, and \$7.9 million in federal CRRSSAA funding to reflect the net change in funding over the four years of the TIP. MTC's 2021 TIP, as revised with Revision No. 2021-01, remains in conformity

with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2021-02 is an administrative modification that revises nine projects with a net funding increase of approximately \$278 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on June 17, 2021. Among other changes, this revision:

- Updates the funding plans and back-up listings of five State Highway Operation and Protection Program (SHOPP) funded grouped listings to reflect the latest information from Caltrans, including the addition of \$290 million in SHOPP funding to the active years of the TIP, and to split out the scope and funding for one sub-project to the Solano Transportation Authority's Rio Vista State Route 12 Pavement Rehabilitation and Intersection Improvements project; and
- Updates the funding plan of the Napa Valley Transportation Authority's State Routes 12, 29, and 221 Soscol Junction Interchange Improvements project to reflect the award of \$25 million in Road Repair and Accountability Act (SB1) Solutions for Congested Corridors Program funding and \$422,000 in SB1 Local Partnership Program funding.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$25.4 million in SB1 funding and \$290 million in SHOPP funding to reflect the net change in funding over the four years of the TIP. MTC's 2021 TIP, as revised with Revision No. 2021-02, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2021-03 is an amendment that revises 57 projects with a net funding increase of approximately \$367 million. The revision was referred by the Programming and Allocations Committee on April 14, 2021, and approved by the MTC Commission on April 28, 2021. Caltrans approval was received on May 12, 2021, and final federal approval was received on May 21, 2021. Among other changes, this revision:

- Adds seven new exempt projects and updates 16 existing projects and 2 grouped listings to reflect the adoption of the FY2020-21 Transit Capital Priorities Program of Projects;
- Adds three new exempt projects and updates the funding plan of one existing project to reflect the approval of the state's portion of Cycle 5 of the Active Transportation Program;
- Adds two new exempt projects and updates the funding plan of one existing project to reflect the awards of discretionary funding from the Federal Transit Administration;
- Adds one new exempt project and updates the funding plan of one existing project to reflect the award of funding through the One Bay Area Grant 2 Program (OBAG2);
- Archives six projects; and
- Carries forward changes made in the 2019 TIP that were not included in the Final 2021 TIP.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2021-04 is an administrative modification that revises 40 projects with a net funding increase of approximately \$110 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on June 30, 2021. Among other changes, this revision:

- Updates the funding plan of MTC's 511 Next Generation project to reflect the award of \$200,000 in Work Zone Data Exchange (WZDx) Demonstration Grant funds;
- Updates the funding plans of 10 Regional/County Planning Activities project listings to reflect the award of regional Surface Transportation Block Grant (STP) funding through the Safe and Seamless Mobility Quick-Strike program;
- Updates the funding plan of the Marin County portion of the Marin Sonoma Narrows Project to reflect the programming of Congestion Mitigation and Air Quality Improvement Program (CMAQ) and federal Highway Infrastructure Program (FHIP) funds and to reflect the use of Advance Construction (AC) authorization;
- Updates the funding plans of 10 projects to reflect recently approved changes in the Active Transportation Program (ATP), the State Transportation Improvement Program (STIP), and the Local Partnership Program (LPP); and
- Updates the funding plans of six Transit Capital Priorities (TCP) funded Americans with Disabilities Act (ADA) Operating Support projects to reflect that ongoing funding is being combined into a new grouped listing and updates this grouped listing, two additional grouped listings and two individual listings to reflect recent changes to the TCP program.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3.8 million in ATP, \$6.3 million in prior year FHIP funds, \$200,000 in WZDx funds, \$2.7 million in STIP funds and \$722,000 in LPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2021 TIP, as revised with Revision No. 2021-04, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2021-05 is an amendment that revises 22 projects with a net funding increase of approximately \$733 million. The revision was referred by the Programming and Allocations Committee on May 12, 2021 and approved by the MTC Commission on May 26, 2021. Caltrans approval was received on July 1, 2021, and final federal approval was received on July 16, 2021. Among other changes, this revision:

- Updates the funding plans of eight projects, adds one new exempt project, and adds one new grouped listing to reflect the adoption of the latest round of the Transit Capital Priorities Program;
- Updates the total cost of the Golden Gate Bridge Seismic Retrofit Phase 3B project by adding \$605 million in uncommitted funding outside of the active years of the 2021 TIP;

- Adds one new exempt regional Surface Transportation Block Grant Program (STP) funded project, updates the scope of one existing STP funded project, and archives one completed STP funded project;
- Adds one new exempt Active Transportation Program funded project;
- Adds one new Federal Lands Highways Program and Tribal Transportation Program funded grouped listing to the TIP; and
- Updates the funding plans of six projects to add funding to the active years of the TIP.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2021-06 is an amendment that revises 57 projects with a net funding increase of approximately \$314 million. The revision was referred by the Programming and Allocations Committee on June 9, 2021, and approved by the MTC Commission on June 23, 2021. Caltrans approval was received on July 7, 2021, and final federal approval was received on July 16, 2021. Among other changes, this revision:

- Adds 23 new projects and updates the funding plans of two existing projects to reflect the adoption of the Safe and Seamless Mobility Quick Strike Program;
- Adds five new projects and updates the funding plans of 20 existing projects to reflect the recent adoption of the latest round of the Transit Capital Priorities Program;
- Updates the Caltrain Electrification and San Francisco Central Subway projects to reflect recent awards of Federal Transit Administration New Starts funding from the American Rescue Plan Act of 2021; and
- Archives two projects as they have been completed.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2021-07 is an amendment that revises 53 projects with a net funding increase of approximately \$686 million. The revision was referred by the Programming and Allocations Committee on July 14, 2021, and approved by the MTC Commission on July 28, 2021. Caltrans approval was received on July 30, 2021, and final federal approval was received on August 4, 2021. Among other changes, this revision:

- Adds seven new projects, deletes one existing project and updates five other existing projects to reflect recent changes in the regional Surface Transportation Block Grant Program (STP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), and the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Program;
- Adds three new projects to reflect the programming of Transit Capital Priorities (TCP) Program funds;
- Adds two new projects and updates the funding plans of two existing projects to reflect the award of funding through the Active Transportation Program (ATP), the Federal

Transit Administration's Capital Investment Grants (CIG) program, the Road Repair and Accountability Act's Local Partnership Program (SB1-LPP), and the California Natural Resource Agency's grant program; and

- Adds seven new projects, combines two existing projects, and updates the scope or funding plans of six other existing projects to reflect local programming decisions.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2021-08 is an administrative modification that revises 23 projects with a net increase in funding of \$26 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on August 4, 2021. Among other changes, this revision:

- Updates the funding plans of 11 regional Surface Transportation Block Grant/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect recent programming changes including the adoption of the Safe and Seamless Mobility Quick-Strike program;
- Updates the funding plans of six projects to reflect programming changes in the Active Transportation Program (ATP), the Road Repair and Accountability Act – Local Partnership Program (SB1-LPP), State Transportation Improvement Program (STIP), High Priority Program earmark program (HPP), Construction of Ferry Boats and Ferry Terminal Facilities Formula Program (FBP); and
- Updates the funding plans and back-up listings of the Railroad Highway Crossing program and Lifeline Transportation Program group listings to reflect the latest programming decisions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3 million in ATP funds, \$167,765 in HPP funds, \$624,745 in FBP funds, \$9.5 million in Section 130 Railroad-Highway Crossing funds, \$410,180 in Urban Greening Grant funds, \$235,369 in Proposition 1B California Transit Security Grant Program funds, \$11 million in STIP funds and \$47 million in SB1-LPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2021 TIP, as revised with Revision No. 2021-08, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2021-09 is an administrative modification that revises seven projects with a net increase in funding of \$88 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on August 20, 2021. Among other changes, this revision:

- Updates the funding plans of four projects to reflect changes in the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the Road Repair and Accountability Act – Trade Corridor Enhancement Program (SB1-TCEP), the Road Repair and

Accountability Act – Local Streets and Roads Program (SB1-LSRP), and the Infill Infrastructure Grant Program (IIG); and

- Updates the funding plans and back-up listings of three State Highway Operation and Protection Program (SHOPP) group listings to reflect the latest programming decisions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$87 million in SHOPP funds, \$146,040 in Community Development Block Grant funds, \$1 million in IIG funds, \$55 million in SB1-TCEP, and \$256,832 in SB1-LSRP funds to reflect the net change in funding over the four years of the TIP. MTC's 2021 TIP, as revised with Revision No. 2021-09, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2021-10 is an amendment that serves to conform the 2021 TIP to Plan Bay Area 2050 and revises 18 projects with a net increase in funding of approximately \$3.6 billion. The revision was referred by the Planning Committee on October 8, 2021, and approved by the MTC Commission on October 21, 2021. Caltrans approval was received on November 8, 2021, and final federal approval was received on December 3, 2021. Among other changes, this revision:

- Updates 10 existing projects in the 2021 TIP to reflect changes in scope or cost that are included in the Draft Plan Bay Area 2050; and
- Adds eight new projects to the 2021 TIP.

Changes made with this revision do not conflict with the financial constraint requirements. The Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050 and Amended 2021 TIP demonstrates that the TIP and Plan are consistent with ("conform to") the federal air quality plan known as the State Implementation Plan (SIP), as required by federal conformity regulations.

Revision 2021-11 is a pending administrative modification.

Revision 2021-12 is an amendment that revises 24 projects with a net funding increase of approximately \$82 million. The revision was referred by the Programming and Allocations Committee on December 8, 2021 and approved by the MTC Commission on December 15, 2021. Caltrans approval is expected in late January 2022 and final federal approval is expected in February 2022. Among other changes, this revision:

- Amends three new exempt projects into the TIP and updates one existing project to reflect the award of funding through the Active Transportation Program (ATP);
- Amends eight new exempt projects into the TIP, updates two existing projects and deletes one project to reflect the award of regional Surface Transportation Block Grant Program (STP) and Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds;
- Amends one new exempt Transit Capital Priorities project into the TIP;

- Splits out the ongoing and future extensions of the Sonoma Marin Area Rail Transit system and multi-use pathway to a new project listing and archives the completed segments from the TIP; and
- Archives two other projects from the TIP as the funding has been obligated.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2021-13 is a pending administrative modification.

Revision 2021-14 is an amendment that revises six projects with a net funding increase of approximately \$5.4 million. The revision was referred by the Programming and Allocations Committee on January 12, 2022 and approved by the MTC Commission on January 26, 2022. Caltrans approval is expected in late February 2022 and final federal approval is expected in March 2022. Among other changes, this revision:

- Adds three new projects to reflect the recent adoption of the Climate Initiatives Program Mobility Hubs Pilot Program;
- Adds two new projects to reflect changes in the One Bay Area Grant (OBAG2) County Program; and
- Updates one Local Highway Bridge Program-funded project to reflect the latest programming information from Caltrans.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-1637 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 12/1/2021 **In control:** Programming and Allocations Committee
On agenda: 1/12/2022 **Final action:**
Title: MTC Resolution No. 4505. One Bay Area Grant (OBAG 3) Framework.

Adoption of MTC Resolution No. 4505, the One Bay Area Grant (OBAG 3) program framework, guiding the region's federal Surface Transportation Block Grant Program/Congestion Mitigation Air Quality Improvement Program (STP/CMAQ) funding for fiscal year (FY) 2022-23 through FY 2025-26.

Sponsors:

Indexes:

Code sections:

Attachments: [12a - 21-1637 - OBAG3 Framework.pdf](#)
[12a - 21-1637 - OBAG3 Framework - Presentation.pdf](#)
[3a - 21-1637 - OBAG3 Framework.pdf](#)
[3a - 21-1637 - OBAG3 Framework - Presentation.pdf](#)
[3a - Public Comment - County Transportation Agency Comments 1-11-22.pdf](#)

Date	Ver.	Action By	Action	Result
1/12/2022	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4505. One Bay Area Grant (OBAG 3) Framework.

Adoption of MTC Resolution No. 4505, the One Bay Area Grant (OBAG 3) program framework, guiding the region's federal Surface Transportation Block Grant Program/Congestion Mitigation Air Quality Improvement Program (STP/CMAQ) funding for fiscal year (FY) 2022-23 through FY 2025-26.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 12, 2022

Agenda Item 3a - 21- 1637

One Bay Area Grant (OBAG 3) Framework

Subject:

Adoption of the One Bay Area Grant (OBAG 3) program framework, guiding the region's federal Surface Transportation Block Grant Program/Congestion Mitigation Air Quality Improvement Program (STP/CMAQ) funding for fiscal year (FY) 2022-23 through FY 2025-26.

Background:

The One Bay Area Grant (OBAG) program establishes the policy and programming framework for investing federal Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and other funds throughout the San Francisco Bay Area. The inaugural OBAG program (OBAG 1) established a framework for leveraging discretionary federal highway funding to support the implementation of *Plan Bay Area* by focusing transportation investments in Priority Development Areas (PDAs) and in jurisdictions producing and planning for new housing under the Regional Housing Needs Allocation (RHNA) process, among other strategies. The framework also consolidated funding sources and increased local agency flexibility to advance priority projects. Following the initial success of OBAG 1, the Commission adopted OBAG 2 in 2015 with a similar framework and supporting policies.

This month, staff recommends adoption of the OBAG 3 program framework.

Program Principles

The following principles, established through Commission direction and stakeholder input of early program considerations, guided the development of the OBAG 3 program framework:

- Preserve effective program features from prior OBAG cycles to support regional objectives.
- Strategically advance *Plan Bay Area 2050* implementation through OBAG investments and policies.
- Incorporate recent MTC policy initiatives and adapt to the current mobility landscape.
- Advance equity and safety through policies and investments.
- Address federal planning and programming requirements.
- Coordinate with complementary fund sources to develop a comprehensive regional investment strategy.

Additional information on these principles is provided in **Attachment 1** to this agenda item, as well as in Appendix A to the program resolution.

Revenue Estimates

OBAG 3 programming capacity is based on anticipated federal transportation program apportionments from STP/CMAQ programs for a four-year period covering FY 2022-23 through FY 2025-26. Over the four-year OBAG 3 period, staff estimates \$750 million in STP/CMAQ programming capacity.

Additional STP/CMAQ apportionments are anticipated from the recently enacted Infrastructure Investment and Jobs Act (IIJA). The programming of these additional funds will be considered through a future Commission action.

Program Categories

In keeping with prior cycles, the proposed OBAG 3 framework is designed to reflect the priorities established in *Plan Bay Area 2050*, advance regional goals for equity and safety, and address federal performance-based programming requirements.

- **Planning & Program Implementation:** Carry out coordinated regional and countywide planning and programming activities within MTC's performance-based planning and programming processes, consistent with federal requirements and regional policies. Additionally, commit staffing resources necessary to deliver OBAG 3 projects and programs.
- **Growth Framework Implementation:** Support and assist with local efforts to create a range of housing options in PDAs, select Transit-Rich Areas (TRAs), and select High-Resource Areas (HRAs), and carry out other regional studies, programs, and pilots to advance the *Plan Bay Area 2050* growth framework.
- **Climate, Conservation, and Resilience:** Reduce emissions and solo vehicle trips through accelerated electrification and clean vehicle programs and expanded transportation demand management programs. Additionally, protect high-priority natural and agricultural lands; modernize and expand access to parks, trails, and recreation facilities; and increase transportation system resiliency to the impacts of climate change.
- **Complete Streets and Community Choice:** Improve and maintain local streets and roads to meet the needs of all users while improving safety, promoting walking, biking and other micro-mobility, and sustainable infrastructure. In addition, support community-led planning efforts and assist with the development and advancement of community-led transportation enhancements in Equity Priority Communities (EPCs).

- **Multimodal Systems Operations and Performance:** Support and coordinate efforts to achieve an integrated, efficient, reliable, and easy to navigate public transit network to increase ridership and improve mobility options consistent with the Transit Transformative Action Plan recommendations. Additionally, continue to optimize existing freeways, highways, key arterials, and communications infrastructure to maximize person throughput and multimodal system performance.

Program Structure

The OBAG 3 program structure is divided into Regional and County & Local components. The program categories, described above, provide a common framework for project types and focus areas for both program components.

Regional Programs

OBAG 3 directs 50% of available program funds (or \$375 million) towards regional investments that are targeted to address critical climate and focused growth goals of *Plan Bay Area 2050*, and coordinate and deploy strategies that are best suited for regional implementation. Program categories and recommended funding amounts are provided below and reflected in Attachment B-1 of the program resolution. Projects within the broad program categories will be approved by the Commission through future programming actions.

Table 1. OBAG 3 Regional Program Investments

Program Category	Regional Program Details	Funding (millions)
Planning & Program Imp.	<ul style="list-style-type: none">• Regional planning & fund programming activities• OBAG 3 project implementation	\$50
Growth Framework Implementation	<ul style="list-style-type: none">• Planning and Technical Assistance Grant program and Regional Housing Technical Assistance program• Transit Oriented Communities (TOC) Policy update imp.• Regional studies, programs, and pilots (ex. Priority Production Areas)	\$25
Climate, Conservation, and Resilience	<ul style="list-style-type: none">• Significant investment in clean vehicles, charging infrastructure, and transportation demand management programs (ex. Mobility Hubs, Commuter Benefits Program)• Priority Conservation Area (PCA) Grant program, reflecting updated PCA planning framework• Resilience/sea level rise studies and/or pilots	\$98

Program Category	Regional Program Details	Funding (millions)
Complete Streets and Community Choice	<ul style="list-style-type: none"> Regional Active Transportation Plan, updated Complete Streets Policy, and Regional Safety/Vision Zero Policy implementation; technical assistance; Bay Trail planning and construction Local streets and roads asset management, including system expansion to support complete streets, safety, and green infrastructure efforts Community-based transportation plans and participatory budgeting processes; develop and advance community-identified projects in EPCs 	\$54
Multimodal Systems Operations and Performance	<ul style="list-style-type: none"> Transformational Transit Action Plan near-term investments Near-term multimodal operational improvements, incident management, and regional fiber communications Includes Bay Area Forwards and other freeway and arterial operations improvements 	\$149
Regional Programs Total		\$375

Note: Totals may not add due to rounding.

County & Local Programs

The remaining 50% of available OBAG 3 funds (or \$375 million) is directed for local and county projects prioritized through a call for projects process selected by MTC. This increase in the share of funds directed to local projects, up from 45% in OBAG 2, is in recognition of the critical role our local partners will be expected to play in successfully implementing the growth framework through local planning, reaching the aggressive safety and mode shift targets in *Plan Bay Area 2050*, building the local priority projects that have been identified by community-led processes in EPCs, and accelerating affordable and transit-supportive growth and access improvements at key transit hubs.

Program Category	County & Local Programs Details	Funding (millions)
Planning & Program Implementation	<ul style="list-style-type: none"> Countywide planning, programming, and outreach activities 	\$35
Growth Framework Implementation	<ul style="list-style-type: none"> Regionwide call for projects, with projects selected for funding by MTC 	\$340

Program Category	County & Local Programs Details	Funding (millions)
Climate, Conservation, and Resilience	<ul style="list-style-type: none">• CTAs assist with initial outreach, project screening, and developing prioritized list of project nominations• Wide range of project eligibilities, with a focus on investing in PDAs and community-identified projects in EPCs• Investment targets for active transportation, Safe Routes to School (SRTS), and PDA investments• Project sponsors must comply with various policy requirements related to housing, complete streets, safety plans, and pavement management programs.	
Complete Streets and Community Choice		
Multimodal Systems Operations and Performance		
County & Local Programs Total		\$375

Local jurisdictions, transit agencies, and CTAs may apply for these funds for a variety of project types and program categories described in Attachment A of the program resolution, subject to the requirements and programming policies described therein. Following the unified call for projects process, the Commission will select projects for funding and reflect approved projects, sponsors, and amounts in Attachment B-2 of the program resolution.

Policy Provisions

The proposed OBAG 3 policy maintains core elements from prior cycles, with updates to align with *Plan Bay Area 2050* strategies, ensure compliance with current state and regional requirements, and address federal corrective actions.

- The **PDA investment targets** from prior OBAG cycles are carried forward, with a new uniform definition for determining whether projects located outside of a PDA may be credited toward achievement of these targets.
- **Investment targets for active transportation and SRTS** are also incorporated, to make significant progress throughout the region towards our collective goals for active transportation and increased roadway safety.
- **Local compliance** with state and local housing policy remains a requirement, as is compliance with MTC's Complete Streets Policy (as proposed for update in Spring 2022), and pavement management program requirements. To reinforce the region's focus on safety, cities and counties will be required to adopt a Local Road Safety Plan (LRSP) or equivalent safety plan to maintain eligibility for OBAG 3 funding. This requirement

mirrors the state's Highway Safety Improvement Program (HSIP), which will require safety plans as a condition to apply for HSIP Cycle 11 funding later this spring.

- In response to **federal corrective actions**, the program resolution documents the project selection process, reaffirms MTC's role in project evaluation and selection, incorporates nomination targets for each county to maintain incentives for housing production and planned growth, and provides a description of the project selection process for CMAQ-funded projects.

Additional information on these and other key policy provisions proposed for OBAG 3 are provided in **Attachment 2** to this memo and in Attachment A of the program resolution.

Concurrent Programming Actions

Concurrent with the adoption of the OBAG 3 project selection and programming policy framework this month, staff recommends programming approximately \$85 million for the following planning and program activities:

- \$8.3 million for MTC's regional planning activities to support *PBA 2050* implementation efforts;
- \$37.2 million for MTC's OBAG 3 program and project implementation, including staffing resources through the OBAG 3 program horizon;
- \$4 million for MTC's program and project implementation for prioritized transit transformation activities from the Blue Ribbon process, including staffing resources; and
- \$35.2 million for CTAs to carry out countywide planning and programming activities.

Programming funds for these activities will ensure revenues will be available as needed for ongoing efforts, as well as provide the resources necessary to ramp up implementation of the Blue Ribbon near-term priorities for mapping and wayfinding and transit priority projects.

Next Steps

In the coming months, staff will develop guidelines for the County & Local Programs call for projects process, in coordination with the Bay Area Partnership working groups and stakeholders. Staff will return to the Commission in Spring 2022 to approve these guidelines and to program funding to projects within the Regional Programs. More information on the schedule for OBAG 3 implementation is provided in **Attachment 3** to this memo.

Issues:

- **Funding Regional Initiatives:** Sufficient funding for regional initiatives is contingent upon the comprehensive funding approach that extends beyond the federal STP/CMAQ

revenues programmed through OBAG 3. Staff will identify complementary fund sources and approaches to support regional initiatives. One complementary fund source for discussion as an information item on today's agenda is REAP 2.0.

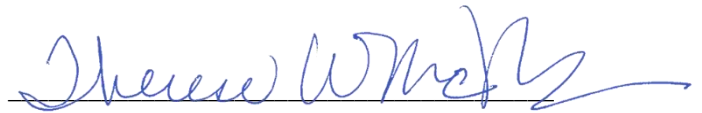
- **Active Transportation Investment:** The OBAG 3 proposal includes a \$200 million aspirational investment target that aligns with the aggressive mode shift and safety goals of *PBA 2050*. Staff will monitor the development of federal and state funding programs that support active transportation projects in the coming months and may recommend adjusting this program-specific investment target accordingly.
- **Alignment with Regional Policy Updates:** The OBAG 3 framework may need to be refined or clarified in the coming months to maintain a strong alignment between the program's investments and policy provisions and the updates underway to the Transit Oriented Development (TOD)/Transit Oriented Communities (TOC) policy, Active Transportation Plan (AT Plan), and Complete Streets Policy.
- **Federal Programming Requirements:** The OBAG 3 framework includes clarifications and revisions to address federal corrective actions regarding the administration of Federal Highway Administration (FHWA) funds. As the County & Local Program and Regional Programs are further defined and implemented, staff will continue to ensure MTC's programming practices are consistent with federal requirements.

Recommendations:

Refer MTC Resolution No. 4505 to the Commission for approval.

Attachments:

- Attachment 1 – Program Principles
- Attachment 2 – Key Program Provisions
- Attachment 3 – OBAG 3 Implementation Schedule
- Presentation – OBAG 3 Program Framework
- MTC Resolution No. 4505



Therese W. McMillan

OBAG 3 Program Principles

- **Preserve effective program features from prior OBAG cycles to support regional objectives.** Key aspects of the prior cycles are preserved under the proposed OBAG 3 County & Local Program, including concentrating transportation investments within PDAs, incorporating housing factors into the project prioritization process, and local jurisdiction policy requirements. Partnership with Bay Area County Transportation Agencies (CTAs) to identify local community-based projects for funding that are consistent with regional goals is also continued.
- **Strategically advance *Plan Bay Area 2050* implementation through OBAG investments and policies.** As with OBAG 1 and 2, the primary objective of the OBAG 3 program, both the in the Regional and County & Local components, is to support the interconnected strategies of the RTP and SCS. With the adoption of *Plan Bay Area 2050*, OBAG 3 reflects new and updated implementation strategies as well as new Growth Geographies.
- **Incorporate recent MTC policy initiatives and adapt to the current mobility landscape.** In the years following the adoption of OBAG 2, MTC has undertaken several major policy initiatives which were taken into consideration in the development of OBAG 3. These policy actions include adoption of the MTC Equity Platform, Regional Safety/Vision Zero Policy, and Express Lanes Strategic Plan, and completion of the Transit Transformation Action Plan. In addition, the OBAG 3 program takes into account sustainable staffing levels necessary to implement continued and new initiatives.
- **Advance equity and safety through policies and investments.** Building off the principles of the MTC Equity Platform, the OBAG 3 framework integrates cross-cutting equity considerations into each of its proposed program areas. In addition, while the program requirements stop short of mandating local Vision Zero policies, jurisdictions will be required to adopt Local Road Safety Plans (equivalent safety plans), and priority will be given to funding projects that align with and support these plans. OBAG 3 also significantly increases funding levels for Healthy, Safe, and Sustainable Streets projects and implementation of projects in Equity Priority Communities that have been prioritized through Community-Based Transportation Plans or Participatory Budgeting processes.

- **Address federal planning and programming requirements.** As the federally-designated Metropolitan Planning Organization (MPO) for the Bay Area, MTC is responsible for regional transportation planning and programming efforts, including performance-based requirements. OBAG 3 documents and reaffirms MTC's roles and responsibilities for programming STP and CMAQ funding, including the areas of project selection and funding distribution processes, and the prioritization process for CMAQ funds.
- **Coordinate with complementary fund sources to develop a comprehensive regional investment strategy.** Recognizing that STP and CMAQ funds constitute a relatively limited proportion of the total transportation funding available to the region, the OBAG 3 program is designed in coordination with other complementary existing and anticipated fund sources to implement the ambitious strategies laid out in *Plan Bay Area 2050*.
- **Emphasize a shared, partnership approach to program implementation.** OBAG 3 preserves and continues to build upon the robust partnerships with CTAs, transit agencies, Caltrans, and local jurisdictions established through prior programming cycles. The program architecture and policies recognize and uphold local expertise in project development and prioritization, while providing a framework for all stakeholders to work together to advance shared regional priorities.

OBAG 3 – Key Program Provisions

Program Element	Program Provision	OBAG 2 Comparison
PDA investment targets <i>County and Local Program</i>	<ul style="list-style-type: none"> • 70% of investments in Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara Counties must be directed to Priority Development Areas (PDAs) • 50% of investments in Marin, Napa, Solano, Sonoma Counties must be directed to PDAs. 	No change
	<ul style="list-style-type: none"> • PDA investments must meet the uniform definition for PDA supportive projects, which includes projects located within or connected to a PDA, within one mile of a PDA boundary, or otherwise providing a clear and direct connection to PDA implementation (as determined by MTC staff). 	New
Local Policy Adoption* <i>County and Local Program</i>	<p>To maintain funding eligibility, by December 31, 2023, local jurisdictions must:</p> <ul style="list-style-type: none"> • Have their Housing Element certified* by California Housing and Community Development (HCD). • Adopt a resolution affirming compliance with state housing laws related to surplus lands, accessory dwelling units, and density bonuses. • Adopt a Local Roadway Safety Plan or equivalent, as defined under the California Highway Safety Improvement Program (HSIP). • Jurisdictions achieving compliance in advance of the above deadline may have County & Local Program projects programmed into the federal Transportation Improvement Program (TIP). After the deadline, MTC will deprogram any funds awarded to jurisdictions not in compliance with the above requirements. <p>In addition, throughout the funding cycle, local jurisdictions must:</p> <ul style="list-style-type: none"> • Submit annual Housing Element Annual Progress Reports to HCD by April 1 each year. • Maintain compliance with the Housing Accountability Act. • Comply with MTC's Pavement Management Program (PMP) policies (including updates as prescribed by MTC staff), participate in statewide local streets and roads needs assessment 	Provisions updated; compliance will require increased level of effort

Program Element	Program Provision	OBAG 2 Comparison
	<p>surveys, and participate in providing annual updated information to the Highway Performance Monitoring System (HPMS).</p> <ul style="list-style-type: none"> Comply with MTC's Complete Streets Policy and Complete Streets Checklist requirements, both of which are currently being updated as part of the Regional Active Transportation Plan update. 	
<p>Project nomination and selection process** <i>County and Local Program</i></p>	<ul style="list-style-type: none"> MTC will initiate a regionwide call for projects process. County Transportation Agencies (CTAs) will develop initial project screening and prioritization processes, and MTC will review/accept each proposed approach. In coordination with MTC, CTAs will assist in local outreach and an initial screening of projects within their counties to ensure projects are consistent with local and county plans and priorities. 	Clarification of roles
	<ul style="list-style-type: none"> CTAs will be given nomination targets to guide the maximum amount of funding requests from local jurisdictions and transit operators that they can advance to MTC for project selection (calculated as 120% of the total amount available to the County & Local Program minus CTA Base Planning amounts). Nomination targets are based, in part, on recent housing outcomes and planned growth of local jurisdictions, as these factors are recognized as necessary to promote consistency between transportation investments and the planned growth and development patterns in MTC's current RTP/SCS, <i>Plan Bay Area (PBA) 2050</i>. Nomination targets do not imply pre-determined amounts or shares for any individual jurisdiction. However, the targets maintain the incentive provided through OBAG 1 and 2 for local jurisdictions to make progress in producing housing and committing to plan for future growth by allowing CTAs of those local jurisdictions to nominate additional funding requests to MTC for further consideration in the project selection process. 	Clarification of the role of county targets

Program Element	Program Provision	OBAG 2 Comparison
	<ul style="list-style-type: none"> MTC will select a program of projects based on initial screening and prioritization provided by the CTAs, regional considerations to promote consistency between transportation improvements and the growth and development patterns reflected in <i>PBA 2050</i>, and to advance federal performance-based programming. 	Clarification of process
CMAQ funding** <i>All programs</i>	<ul style="list-style-type: none"> MTC will complete an emissions benefits and cost effectiveness assessment on all projects prior to project selection for CMAQ funding. 	New
Equity Opportunities <i>All programs</i>	<ul style="list-style-type: none"> An equity lens will be woven throughout the OBAG 3 program. Increased investment levels for Community Based Transportation Plans (CBTPs) and Participatory Budgeting (PB) processes and dedicated funding to develop and implement projects identified by residents in Equity Priority Communities (EPCs). Call for county and local projects process will prioritize projects within EPCs or that otherwise directly benefit historically marginalized or disadvantaged populations. 	New/Expanded
Active Transportation & Safety <i>All programs</i>	<ul style="list-style-type: none"> \$200 million nationwide investment target for bicycle/pedestrian improvements and programs, including Safe Routes to School (SRTS) programs. 	New
	<ul style="list-style-type: none"> \$25 million nationwide investment target for SRTS programs and projects. 	Modified
	Align program focus areas and investments with: <ul style="list-style-type: none"> Regional Active Transportation Plan update, including implementation of the Regional Active Transportation Network. Regional Safety/Vision Zero Policy, including emphasis on safety projects identified in local safety plans or on designated High Injury Networks. 	New/Expanded
Performance-Based Programming** <i>All programs</i>	Align investments and focus areas with: <ul style="list-style-type: none"> Federal performance goal areas and measures, including roadway safety, asset management, and mode shift away from single-occupant vehicle travel. Performance outcomes of PBA 2050 strategies, including GHG reduction and affordability. 	New/Expanded

Program Element	Program Provision	OBAG 2 Comparison
Planning and programming activities <i>All programs</i>	<ul style="list-style-type: none"> Program revenues for regional planning, programming and OBAG 3 project implementation. 	No change
	<ul style="list-style-type: none"> Program revenues for countywide planning and programming as outlined in CTA Planning Agreements. Continue provision that each county's base planning funding will not exceed the amount of funding programmed to projects within that county (affects Napa County). CTAs can augment base planning amounts through the local project nomination process. 	Increased

- * Housing Element law has changed significantly in recent years, and as such, the OBAG requirements for a city or county to have a certified housing element and submit annual progress reports will be much more meaningful leading up to the OBAG 3 cycle. Compliance with Housing Element law includes the adoption of an HCD-certified Housing Element in compliance with new site inventory and Affirmatively Furthering Fair Housing (AFFH) requirements. Annual progress reports (APRs) must also meet enhanced reporting requirements for rezoning, no net loss, and projects at various stages of the entitlement process.
- ** Addresses a federal requirement in response to the corrective actions provided to MTC as part of its 2020 recertification report, or to advance performance-driven and outcome-based approach to planning and fund programming.

OBAG 3 Implementation Schedule

Dates	Implementation Action
November 2021	Initial OBAG 3 Framework Discussion at the MTC Programming and Allocations Committee (Information)
January 2022	OBAG 3 Policy & Procedures Framework Approval (MTC Resolution No. 4505)
February – April 2022	County & Local Program – Call for Projects Development <ul style="list-style-type: none"> • MTC development of program guidelines, outreach & project scoring/prioritization processes • Commission approval of program guidelines (est. March) • CTA development and adoption of local processes for call for projects, consistent with guidelines • MTC staff review and approval of local call for projects processes
March/April 2022	Regional Program – Project and Program Approval <ul style="list-style-type: none"> • Commission programming of funds to various Regional Programs
May 2022	County & Local Program – Call for Project Nominations <ul style="list-style-type: none"> • MTC releases call for project nominations to CTAs
September 2022	County & Local Program – Project Nominations Deadline <ul style="list-style-type: none"> • CTAs submit prioritized nominations to MTC (120% the county investment target)
October – December 2022	County & Local Program – Regional Project Evaluation & Project Prioritization <ul style="list-style-type: none"> • MTC evaluation of nominations • CMAQ emissions benefits & cost effectiveness (for eligible projects) • MTC & CTA discussions of preliminary staff recommendation
October 1, 2022	First year of OBAG 3 funding availability for ongoing planning and programming activities, Regional Programs
January 2023	County & Local Program – MTC Project Selection <ul style="list-style-type: none"> • MTC staff recommendations for Commission consideration & approval • Programming of County & Local Program projects into 2023 TIP (est. February 2023)
October 1, 2023	First year of OBAG 3 funding availability for County & Local Program projects

Date: January 26, 2022
W.I.: 1512
Referred by: Programming and Allocations (PAC)
Revised:

ABSTRACT

Resolution No. 4505

Adoption of the project selection and programming policies for the third round of the One Bay Area Grant program (OBAG 3). The project selection and programming policies contain the project categories that are to be funded with various fund sources, including federal surface transportation act funding assigned to MTC for programming, to implement the Regional Transportation Plan (*Plan Bay Area 2050*) and to be included in the federal Transportation Improvement Program (TIP) for the OBAG 3 funding delivery period.

The resolution includes the following attachments:

- Attachment A – OBAG 3 Project Selection and Programming Policies
- Attachment B – OBAG 3 Project Lists

With the adoption of the project selection and programming policies, Attachments B-1 and B-2 program \$8,300,000 to Regional Planning Activities, \$37,200,000 for OBAG 3 Program and Project Implementation, and \$4,000,000 for Program and Project Implementation for transit transformation activities within the Planning and Program Implementation Regional Program; and \$35,157,000 for CTA Planning Activities within the Planning and Program Implementation County & Local Program.

Date: January 26, 2022
W.I.: 1512
Referred By: Programming and Allocations (PAC)

RE: One Bay Area Grant Program (OBAG 3) Project Selection and Programming Policies

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4505

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC, as the RTPA/MPO for the San Francisco Bay Area, is assigned programming and project selection responsibilities for certain state and federal funds; and

WHEREAS, state and federal funds assigned for RTPA/MPO programming discretion are subject to availability and must be used within prescribed funding deadlines; and

WHEREAS, the California Department of Transportation (Caltrans) Obligation Authority (OA) Management Policy allows RTPAs and MPOs to exchange regional Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and other federal funds assigned to the RTPA or MPO with Caltrans and other regions, when a region or Caltrans-managed local program has excess or insufficient apportionment available to deliver its annual federal program; and

WHEREAS, Title 23 CFR § 630, Subpart G, allows the advancement of federal-aid projects and expenditure of eligible costs prior to the obligation of funds (referred to as “Advance Construction” or “AC”) with reimbursement of eligible expenditures permitted following conversion of the AC to a regular obligation; and

WHEREAS, MTC, in cooperation with transit operators, Caltrans, the Bay Area Air Quality Management District (BAAQMD), Bay Area County Transportation Agencies (CTAs),

counties, cities, and interested stakeholders, has developed policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A and B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, will develop a program of projects to be funded with these funds for inclusion in the federal TIP, as set forth in Attachment B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP revisions and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the “Project Selection and Programming Policies” for projects to be funded in the OBAG 3 program as set forth in Attachments A and B of this Resolution; and be it further

RESOLVED that the funds assigned to MTC as the RTPA/MPO for programming and project selection shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures, and programming, consistent with implementation of the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be included in the federal TIP subject to final federal approval and requirements; and be it further

RESOLVED that the Executive Director or designee may make technical adjustments and other non-substantial revisions, including changes to project sponsor, updates to fund sources and distributions to reflect final funding criteria and availability; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachment B as necessary to reflect the programming of projects as the projects are selected, revised, and included in the federal TIP; and be it further

RESOLVED that the Executive Director or designee is authorized to execute Advance Construction (AC) Authorizations with Caltrans and/or the Federal Highway Administration

(FHWA) for federal projects sponsored or implemented by the Metropolitan Transportation Commission; and be it further

RESOLVED that the Executive Director or designee is authorized to execute agreements and Letters/Memorandums of Understanding with Caltrans and other MPOs and RTPAs for the exchange of regional Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) and other federal funds assigned to MTC for programming discretion, consistent with Caltrans' Obligation Authority (OA) Management Policy; and be it further

RESOLVED that the Executive Director or designee shall make available a copy of this resolution, and attachments as may be required and appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission, on January 26, 2022

Date: January 26, 2022
W.E.: 1512
Referred by: PAC
Revised:

Attachment A
Resolution No. 4505

One Bay Area Grant (OBAG 3) Program

Project Selection and Programming Policies

One Bay Area Grant (OBAG 3) Program
Project Selection and Programming Policies

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Appendices

Appendix A-1 County & Local Program Call for Projects Guidelines (pending)

Appendix A-2 CTA and Local Jurisdiction Compliance Checklist (pending)

The One Bay Area Grant Program (OBAG 3) establishes the policy framework and commitments for investing federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for a four-year period covering federal fiscal year (FY) 2022-23 through FY 2025-26. Attachment A outlines the OBAG 3 program principles and objectives, revenue estimates, program architecture, and programming policies. Attachment B details the projects, funding amounts, and project sponsors, as they are approved by the Commission.

Background

The Commission adopted the inaugural One Bay Area Grant Program (OBAG 1) in May 2012 (MTC Resolution 4035) to better integrate the region's federal transportation program with its Sustainable Communities Strategy (SCS). Pursuant to SB 375 (Steinberg 2008), the SCS aligns regional transportation planning with land use and housing in order to meet state greenhouse gas reduction targets. Since 2013, MTC and ABAG have jointly adopted a SCS along with MTC's long-range Regional Transportation Plan (RTP) every four years, with the documents collectively known as *Plan Bay Area*.

The OBAG 1 program established a framework for leveraging discretionary federal highway funding to support the implementation of *Plan Bay Area* by focusing transportation investments in Priority Development Areas (PDAs) and in jurisdictions producing and planning for new housing under the Regional Housing Needs Allocation (RHNA) process, among other strategies. The framework also consolidated funding sources and increased local agency flexibility to advance priority projects. OBAG 1 programming covered the five-year period from FY 2012-13 through FY 2016-17. Following the initial success of OBAG 1, the Commission adopted OBAG 2 in November 2015 (MTC Resolution 4202) with a similar framework and supporting policies. OBAG 2 programming covered the five-year period from FY 2017-18 through FY 2021-22.

In keeping with prior cycles, the proposed OBAG 3 framework is designed to advance the implementation of the region's latest RTP and SCS, *Plan Bay Area 2050*, adopted in October 2021.

Program Principles

The following principles, established through Commission direction and stakeholder input, guided the development of the OBAG 3 program and policies:

- **Preserve effective program features from prior OBAG cycles to support regional objectives.** Key aspects of the prior cycles are preserved under the proposed OBAG 3 County & Local Program, including concentrating transportation investments within PDAs, incorporating housing factors into the project prioritization process, and local jurisdiction policy requirements. Partnership with County Transportation Agencies (CTAs) to identify local community-based projects for funding that are consistent with regional goals is also continued.
- **Strategically advance *Plan Bay Area 2050* implementation through OBAG investments and policies.** As with OBAG 1 and 2, the primary objective of the OBAG 3 program, both the in the Regional and County & Local components, is to support the interconnected strategies of the RTP and SCS. With the adoption of *Plan Bay Area 2050*, OBAG 3 reflects new and updated implementation strategies as well as new Growth Geographies.

- **Incorporate recent MTC policy initiatives and adapt to the current mobility landscape.** In the years following the adoption of OBAG 2, MTC has undertaken several major policy initiatives which were taken into consideration in the development of OBAG 3. These policy actions include adoption of the MTC Equity Platform, Regional Safety/Vision Zero Policy, and Express Lanes Strategic Plan, and completion of the Transit Transformation Action Plan. In addition, the OBAG 3 program takes into account sustainable staffing levels necessary to implement continued and new initiatives.
- **Advance equity and safety through policies and investments.** Building off the principles of the MTC Equity Platform, the OBAG 3 framework integrates cross-cutting equity considerations into each of its proposed program areas. In addition, while the program requirements stop short of mandating local Vision Zero policies, jurisdictions will be required to adopt Local Road Safety Plans (or equivalent safety plans), and priority will be given to funding projects that align with and support these plans. OBAG 3 also significantly increases funding levels for Healthy, Safe, and Sustainable Streets projects and implementation of projects in Equity Priority Communities that have been prioritized through Community-Based Transportation Plans or Participatory Budgeting processes.
- **Address federal planning and programming requirements.** As the federally-designated Metropolitan Planning Organization (MPO) for the Bay Area, MTC is responsible for regional transportation planning and programming efforts, including performance-based requirements. OBAG 3 documents and clarifies MTC's roles and responsibilities for programming STP and CMAQ funding, including the areas of project selection and funding distribution processes, and the prioritization process for CMAQ funds.
- **Coordinate with complementary fund sources to develop a comprehensive regional investment strategy.** Recognizing that STP and CMAQ funds constitute a relatively limited proportion of the total transportation funding available to the region, the OBAG 3 program is designed in coordination with other complementary existing and anticipated fund sources to implement the ambitious strategies laid out in *Plan Bay Area 2050*.
- **Emphasize a shared, partnership approach to program implementation.** OBAG 3 preserves and continues to build upon the robust partnerships with CTAs, transit agencies, Caltrans, and local jurisdictions established through prior programming cycles. The program architecture and policies recognize and uphold local expertise in project development and prioritization, while providing a framework for all stakeholders to work together to advance shared regional priorities.

Revenue Estimates

OBAG 3 programming capacity is based on anticipated federal transportation program apportionments from the regional Surface Transportation Block Grant (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) programs for a four-year period covering FY 2022-23 through FY 2025-26.

Over the four year OBAG 3 period, \$750 million in STP/CMAQ programming capacity is estimated. Additional STP/CMAQ apportionments beyond that amount are anticipated from the recently enacted Infrastructure Investment and Jobs Act (IIJA). When actual STP/CMAQ apportionments from IIJA are made available, or if additional federal programs are authorized or appropriated during the OBAG 3 period, the Commission may adjust the programming capacity accordingly. Such adjustments include increasing or decreasing funding amounts to one or more programs, postponement of projects, expansion of existing programs, development of new programs, or adjustments to subsequent program cycles.

As federal programs are subject to change with each federal surface transportation authorization, any reference to specific fund sources in the OBAG 3 programming resolution (i.e. STP/CMAQ) serve as a proxy for replacement or new federal fund sources for which MTC project selection and programming authority. However, MTC may elect to program replacement or new federal fund sources outside of the OBAG 3 program resolution.

OBAG 3 programming capacity is based upon apportionment rather than obligation authority. As the amount of obligation authority available to the region is less than the region's annual apportionments, there is typically a carryover balance of apportionment each year. MTC's successful project delivery in recent years has allowed the region to capture additional, unused obligation authority from other states, enabling the region to advance the delivery of additional projects each year. MTC staff will continue to monitor apportionment and obligation authority balances throughout the OBAG 3 period to support the accelerated delivery of programmed projects.

Program Categories

The OBAG 3 program categories carry forward elements from previous OBAG cycles, reorganized for clarity and refined to more closely align with *Plan Bay Area 2050* strategies, advance regional goals for equity and safety, and address federal performance-based programming requirements. These revised categories further integrate the Regional Programs and County & Local Programs by providing a common framework for project types and focus areas. The five OBAG 3 program areas and corresponding objectives are as follows:

- **Planning & Program Implementation:** Carry out coordinated regional and countywide planning and programming activities within MTC's performance-based planning and programming processes, consistent with federal requirements and regional policies. Additionally, commit staffing resources necessary to deliver OBAG 3 projects and programs.
- **Growth Framework Implementation:** Support and assist with local efforts to create a range of housing options in PDAs, select Transit-Rich Areas (TRAs), and select High-Resource Areas (HRAs), and carry out other regional studies, programs, and pilots to advance the *Plan Bay Area 2050* growth framework.
- **Climate, Conservation, and Resilience:** Reduce emissions and solo vehicle trips through accelerated electrification and clean vehicle programs and expanded transportation demand management programs. Additionally, protect high-priority natural and agricultural

lands; modernize and expand access to parks, trails, and recreation facilities; and increase transportation system resiliency to the impacts of climate change.

- **Complete Streets and Community Choice:** Improve and maintain local streets and roads to meet the needs of all users while improving safety, promoting walking, biking and other micro-mobility, and sustainable infrastructure. In addition, support community-led planning efforts and assist with the development and advancement of community-led transportation enhancements in Equity Priority Communities (EPCs).
- **Multimodal Systems Operations and Performance:** Support and coordinate efforts to achieve an integrated, efficient, reliable, and easy to navigate public transit network to increase ridership and improve mobility options consistent with the Transit Transformative Action Plan recommendations. Additionally, continue to optimize existing freeways, highways, key arterials, and communications infrastructure to maximize person throughput and multimodal system performance.

Similar to previous OBAG cycles, the OBAG 3 program structure is divided into Regional and County & Local components, with the latter programs comprising of projects selected by MTC and nominated by CTAs through a unified call for projects process. Both the Regional and County & Local programs are organized around the five categories listed above.

REGIONAL PROGRAMS

OBAG 3 directs 50% of available program funds towards regional investments that are targeted to address critical climate and focused growth goals of *Plan Bay Area 2050*, and coordinate and deploy strategies that are best suited for regional implementation. As specific regional projects and programs are approved by the Commission for funding, they will be added to Attachment B-1.

Planning & Program Implementation

The Planning & Program Implementation program supports a variety of regional planning, programming, and outreach activities to implement *Plan Bay Area 2050* and comply with performance-based planning and programming requirements. This program category also includes dedicated resources and staffing support to deliver OBAG 3 projects and programs.

Growth Framework Implementation

The purpose of this program is to support and assist local efforts to create a range of housing options that align with *Plan Bay Area 2050* growth geographies, with a focus on completing plans for all existing PDAs by 2025. Funding from this program will provide capacity-enhancing support for local jurisdictions through the PDA Planning and Technical Assistance Grant program and the Regional Housing Technical Assistance program. These funds will also support implementation of MTC's Transit Oriented Development (TOD) Policy, or its successor, to ensure land use supports future transit investments. In addition, this program may fund regional land-use studies, programs, and pilot projects identified in *Plan Bay Area 2050 Implementation Plan*. Such studies could include redevelopment of malls and office parks, reuse of public and community-owned land, or a Priority Production Area (PPA) pilot program.

Climate, Conservation, and Resilience

Funding from this program supports a suite of interconnected objectives, including reduced vehicle emissions through accelerated electrification and transportation demand management, protection of high-priority natural and agricultural lands, expanded access to parks and open space, and increased resiliency of the transportation system to the impacts of climate change. These goals align with regional transportation and environmental strategies outlined in *Plan Bay Area 2050*.

Within the Regional Program, this category includes expanded investments to accelerate electrification, as well as a variety of emission reduction strategies and transportation demand management programs. Programs may include Mobility Hubs, Targeted Transportation Alternatives, car sharing, bikeshare and e-bike incentives; carpool programs; Commuter Benefits Program and targeted commuter programs; and assistance for the development of local demand management policies and programs.

The regional Priority Conservation Area (PCA) program provides grant funding for critical conservation and open space projects. Grants will be available to support the implementation of the updated PCA framework (currently underway).

This program category also includes a new regional resilience and sea level rise pilot to support the protection of vulnerable transportation assets from sea level rise and other climate impacts.

Complete Streets and Community Choice

This program is intended to improve and maintain local streets and roads to meet the needs of all users while increasing safety, with an emphasis on supporting the development and advancement of community-led transportation enhancements in EPCs.

Regional Program funding in this program category will implement recommendations of the Regional Active Transportation Plan, or its successor, including compliance with the Regional Complete Streets Policy and the implementation of the Regional Active Transportation Network. The program also continues technical assistance programs, and supports completion of key Bay Trail gaps. The program will also advance the Regional Safety/Vision Zero Policy, including support for the Regional Integrated Safety Data System and other regional safety initiatives, coordination efforts, and technical assistance. Ongoing regional programs that support local streets and roads asset management, including StreetSaver, StreetSaver Plus, and the Pavement Technical Assistance Program, are broadened to include upgrades to local roadway asset inventories to support complete streets and safety strategies, as well as encouraging green infrastructure, where possible.

Funding in this program category will also support increased regional investment in Community-Based Transportation Plans (CBTPs) and Participatory Budgeting (PB) processes, and provide a dedicated source of funding for the acceleration and delivery of projects identified through community plans and participatory budgeting efforts.

Multimodal Systems Operations and Performance

The purpose of this program is to improve mobility options across the Bay Area's multimodal transportation system and emphasizes achieving an integrated, efficient, reliable, and easy to navigate public transit network to increase ridership and improve mobility options.

Regional Program funding in this program category supports implementation of near-term priorities identified through the Blue Ribbon Transit Transformation Action Plan, as well as planning, design, and implementation of near-term operational improvements, incident management, and deployment of regional fiber communications infrastructure on the region's existing freeways and highways. Regional projects and programs to be funded include Bay Area Forwards, transit priority improvements, and additional freeway and arterial operational improvements.

COUNTY & LOCAL PROGRAMS

OBAG 3 directs the remaining 50% of available funding for local and county projects prioritized through a call for projects process selected by MTC. Local jurisdictions, transit agencies, and CTAs may apply for these funds for a variety of project types and program categories described below. As specific projects and programs are approved by the Commission for funding within the County & Local Program, they will be added to Attachment B-2.

Planning & Program Implementation

Similar to prior cycles, OBAG 3 provides dedicated funding within the County & Local Program to support planning and programming activities throughout the nine Bay Area counties. Administered by MTC through funding agreements with each CTA, these funds are used to cooperatively implement *Plan Bay Area 2050* and associated regional policies, development of countywide transportation plans, outreach activities, and the advancement of additional plans and projects as determined by MTC. CTAs may request additional funding to augment these base funding levels for countywide planning and programming through the call for projects process.

Growth Framework Implementation

The OBAG 3 County & Local Program continues to focus investments in PDAs through investment thresholds.

- **PDA Minimum Investments:** In the Bay Area's most populous counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara), a minimum of 70% of County & Local Program investments must be directed to PDAs. In the remaining counties (Marin, Napa, Solano, and Sonoma), a minimum of 50% in County & Local Program investments must be directed to PDAs. Funds programmed for CTA planning and programming activities are given partial credit towards each county's minimum investment threshold calculations (70% or 50%, in line with each county's minimum threshold).
- **Uniform Definition for PDA Supportive Projects:** To be credited towards each county's PDA minimum investment threshold, a project must be located within or connected to a PDA, or be within one mile of a PDA boundary. Projects that are not physically located within one mile of a PDA but have a clear and direct connection to PDA implementation, such as transit maintenance facility improvements, may also be credited towards the PDA minimum investment thresholds. Determinations for such projects will be provided by MTC staff on a case by case basis.

- **Housing Element:** Cities and counties must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-2031 Regional Housing Needs Allocation (RHNA) to maintain eligibility for County & Local Program funding. Projects that are awarded funding to a jurisdiction through the call for projects process will not be programmed into the TIP until the jurisdiction's housing element has been certified. After December 31, 2023, MTC will deprogram County & Local Program funds awarded to jurisdictions that do not yet have a certified housing element. After this date, MTC, in coordination with CTAs, will reprogram these funds to projects located in compliant jurisdictions.

Additionally, jurisdictions must submit Housing Element Annual Reports to HCD by April 1 every year throughout the OBAG 3 program period to maintain funding eligibility.

- **State Housing Laws:** To maintain funding eligibility, all cities and counties must demonstrate compliance with state housing laws related to surplus lands, accessory dwelling units, density bonuses, and the Housing Accountability Act. Jurisdictions are required to self-certify compliance with the first three elements (state housing laws related to surplus lands, accessory dwelling units, and density bonuses) through a local resolution. Projects that are awarded funding to a jurisdiction through the call for projects process will not be programmed into the TIP until such a resolution is adopted. After December 31, 2023, MTC will deprogram County & Local Program funds awarded to jurisdictions that have not yet adopted a resolution affirming compliance. After this date, MTC, in coordination with CTAs, will reprogram these funds to projects located in compliant jurisdictions. Self-certification resolutions must be adopted by local jurisdictions and submitted to MTC by December 31, 2023 to maintain eligibility for County & Local Program funding.

Compliance with the Housing Accountability Act is an ongoing program requirement, which may be monitored by MTC staff as appropriate. MTC may deprogram County & Local Program funds awarded to a jurisdiction that it determines to be out of compliance with the Housing Accountability Act.

In addition to focusing investments in PDAs, the County & Local Program supports mobility and access projects that serve additional *Plan Bay Area 2050* growth geographies, such as select TRAs and HRAs. Eligible projects in these growth areas will also be given consideration through the call for projects process.

Eligible project types for the County & Local Program that directly support the Growth Framework Implementation program category include:

- Local PDA Planning grants (in addition to those funded through the Regional Program)
- Local planning grants for other new *PBA 2050* Growth Geographies

Climate, Conservation, and Resilience

The County & Local Program supports regional coordination in the Climate, Conservation, and Resilience program category by identifying and funding additional local projects to achieve the interconnected goals to reduce emissions, protect and improve access to priority open spaces, and increase transportation system resiliency through the call for projects process.

Eligible project types for the County & Local Program that fall within the Climate, Conservation, and Resilience program category include:

- Transportation demand management programs
- Mobility Hub planning and implementation
- Parking reduction and curb management programs
- Car share and bike share capital projects
- Plans and projects to assist in the preservation and enhancement of open space, natural resource and agricultural lands, and critical habitats (may require non-federal funds)
- Bicycle and pedestrian access to open space and parklands
- Regional Advance Mitigation Planning (RAMP) planning activities and implementation (may require non-federal funds)

Complete Streets and Community Choice

The County & Local Program plays a critical role in meeting the objectives of Complete Streets and Community Choice by funding local improvements to local streets and roads to improve safety and meet the mobility needs of all users, as well as advancing transportation enhancements that have been vetted and prioritized by residents of Equity Priority Communities.

- **Active Transportation Investment Target:** OBAG 3 establishes a regionwide target of \$200 million for active transportation projects, including bicycle, pedestrian, and Safe Routes to School (SRTS) programs and projects. Bicycle and pedestrian elements included on projects that are not solely focused on active transportation (such as sidewalk or bike lane improvements included in a local road preservation project) also contribute to this regionwide investment target.
- **SRTS Investment Target:** OBAG 3 carries forward ongoing commitments to SRTS programming, by establishing a \$25 million regionwide target for SRTS programs and projects.
- **Complete Streets Policy:** Jurisdictions must comply with MTC's Complete Streets Policy, and its successor, including the requirement to complete a Complete Streets Checklist for each project applying for OBAG 3 funding. As part of the County & Local Program call for projects, CTAs are required to make completed project checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to the CTA's nomination of prioritized projects to MTC.
- **Regional Safety/Vision Zero Policy:** Starting with California Highway Safety Improvement Program (HSIP) Cycle 11, jurisdictions are required to have a Local Roadway Safety Plan (LRSP) or equivalent safety plan in order to be eligible for HSIP funding. Consistent with this

state requirement, local jurisdictions must have a LRSP or equivalent safety plan adopted in order to maintain eligibility for County & Local Program funding. Projects that are awarded funding to a jurisdiction through the call for projects process will not be programmed into the TIP until the jurisdiction has a LRSP or equivalent safety plan completed or underway. After December 31, 2023, MTC will deprogram County & Local Program funds awarded to jurisdictions that do not yet have a completed LRSP or equivalent safety plan. After this date, MTC, in coordination with CTAs, will reprogram these funds to projects located in compliant jurisdictions. Jurisdictions OBAG 3 funds may be used to complete an LRSP or equivalent safety plan.

- **Pavement Management Program:** To maintain County & Local Program funding, jurisdictions with local public streets and roads, must:
 - Maintain a certified Pavement Management Program (StreetSaver® or equivalent) updated as prescribed by MTC staff
 - Fully participate in statewide local streets and road needs assessment surveys (including any assigned funding contribution)
 - Provide traffic count data to MTC to support FHWA's Highway Performance Monitoring System (HPMS) on an annual basis, or as directed by MTC staff

Eligible project types for the County & Local Program that align with the Complete Streets and Community Choice program category include:

- Bicycle and pedestrian improvements and programs
- SRTS projects and programs
- Safety projects, local road safety plans (LRSP), and Vision Zero planning activities
- Complete streets and sustainable streets improvements
- Streetscape projects to encourage biking, walking, and transit use
- Example project elements include bulb outs, sidewalk widening, crosswalk enhancements, audible signal modification, mid-block crossing and signals, new striping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refuges, wayfinding signage, tree grates, bollards, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on-site storm water management, permeable paving, and pedestrian-scaled street furniture including bus shelters, benches, magazine racks, and garbage and recycling bins.
- Local streets and roads preservation projects on the federal-aid system. Projects should be based on a needs analysis from the jurisdiction's Pavement Management Program:
 - Pavement rehabilitation projects must be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP. Preventive maintenance projects with a PCI rating of 70 or above are eligible only if the jurisdiction's PMP demonstrates that the preventive maintenance strategy is a cost-effective method of extending the service life of the pavement.
 - Eligible non-pavement activities include rehabilitation or replacement of existing features on the roadway facility, such as bridge structures, storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps, complete streets elements, and features that bring the facility to current standards.

(Continued)

- Federal Aid Secondary (FAS) rural road improvements are eligible for the following five counties: Alameda, Contra Costa, Santa Clara, Solano, and Sonoma. The counties of Marin, Napa, and San Mateo receive FAS funding from Caltrans as “off the top amounts” prior to distributing regional STP amounts to MTC. San Francisco County is not eligible for FAS funding, as it does not have rural roads. FAS funding amounts for eligible counties are determined by California’s Federal-Aid Secondary Highways Act (California Code § 2200-2214).
- Projects and programs prioritized in CBTPs and PB processes, which may include any of the above project types and project elements, as well as a variety of transit capital improvements.
- Community-based transportation plans or participatory budgeting processes in Equity Priority Communities (in addition to CBTP and PB processes administered through the Regional Programs)

Multimodal Systems Operations and Performance

The County & Local Program can support regional coordination and implementation the Multimodal Systems Operations and Performance program category by funding additional local projects to improve mobility options and performance of the Bay Area’s existing multimodal transportation system, particularly on arterials and along fixed-route transit; or by nominating County & Local Program funds to match or augment Regional Program funds for these types of projects.

Eligible project types for the County & Local Program within the Multimodal Systems Operations and Performance program category include:

- Transit capital improvements, including vehicles for new or expanded service
- Transit station improvements such as plazas, station access improvements, bicycle parking, and replacement parking or parking management for Transit Oriented Development (TOD)
- Local actions to advance implementation of the Transit Transformation Action Plan
- Cost-effective, technology-driven active operational management strategies for local arterials and highways (for highways, when used to augment state or federal funds and developed/implemented in coordination with MTC)
- Mobility management and coordination projects that meet the specific needs of seniors and individuals with disabilities and enhance transportation access for populations beyond those served by one agency or organization within a community. Examples include the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals; individualized travel training and trip planning activities; development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and the operation of transportation brokerages to coordinate providers, funding agencies, and passengers.

Activities *not eligible* for funding include: air quality non-exempt projects, new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

Project Lists

Attachment B of Resolution 4505 contains the list of projects to be programmed under the OBAG 3 program. Attachments B-1 and B-2 list the projects receiving OBAG 3 funding through the Regional Programs and County & Local Programs, respectively. The project lists are subject to MTC project selection actions. MTC will update Attachments B-1 and B-2 as projects are selected or revised by the Commission.

Programming Policies

GENERAL POLICIES

The following programming policies apply to all projects funded in OBAG 3:

- 1. RTP Consistency:** Projects funded through OBAG 3 must be consistent with the adopted Regional Transportation Plan (RTP), currently *Plan Bay Area 2050*. As part of the project selection and TIP programming processes, project sponsors must identify each project's relationship with meeting the goals and objectives of the RTP, including the specific RTP ID number or reference. RTP consistency will be verified by MTC staff for all OBAG 3 projects as part of the project selection and TIP programming processes.
- 2. Federal Fund Eligibility:** Projects must be eligible for STP or CMAQ funds in order to be selected for OBAG 3 programming of those fund sources. However, eligibility for STP or CMAQ alone does not guarantee eligibility for funding through the OBAG 3 program. Projects must meet all program requirements and project selection criteria to be eligible for OBAG 3 funds.
 - STP is a flexible source of federal funding, with a wide range of projects that may be considered eligible. Eligible projects include roadway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration), public transit capital improvements, pedestrian and bicycle facilities and programs, highway and transit safety projects, transportation demand management, and transportation planning activities. More detailed eligibility requirements can be found in 23 U.S.C. § 133 and at: <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>.
 - CMAQ is a more targeted federal funding source for transportation projects that generate emissions reductions that benefit a nonattainment or maintenance for ozone, carbon monoxide, or particulate matter. Eligible project categories that meet this basic criteria include: Transportation Control Measures (TCMS) in an approved State Implementation Plan (SIP), transit expansion projects, transit vehicles and equipment, bicycle and pedestrian facilities and programs, travel demand management, public education and outreach activities, congestion reduction and traffic flow improvements, carpool, vanpool, and carshare programs, travel demand management, outreach and rideshare activities, telecommuting programs, and intermodal freight projects. For more detailed eligibility information, refer to 23 U.S.C. § 149 and at: http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/.
- 3. Air Quality Conformity:** In the Bay Area, it is the responsibility of MTC to make a regional air quality conformity determination for the TIP in accordance with federal Clean Air Act

requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the update of the TIP. Non-exempt projects that are not incorporated in the current finding for the TIP will not be considered for funding in the OBAG 3 program until the development of a subsequent air quality finding for the TIP. Additionally, the EPA has designated the Bay Area as a non-attainment area for fine particulate matter (PM_{2.5}). Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed Projects of Air Quality Concern (POAQC) for PM_{2.5} must complete hot-spot analyses as required by the Transportation Conformity Rule. Generally, POAQC are those projects that result in significant increases in, or concentrations of, emissions from diesel vehicles.

- 4. Public Involvement.** MTC is committed to a public involvement process that is proactive and provides opportunities for continuing involvement, comprehensive information, timely public notice, and public access to key decisions. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*. The Commission's adoption of the OBAG 3 project selection and programming policy meets the provisions of the *MTC Public Participation Plan*. MTC's Policy Advisory Committee and the Bay Area Partnership working groups are consulted in the development of funding commitments and policies for OBAG 3. Additional opportunities for public and stakeholder involvement will be provided throughout the OBAG 3 program period as specific programs are developed.

OBAG 3 investments must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions.

Additional details on the public involvement requirements for the County & Local Program, including Title VI considerations, are provided in Appendix A-1. The current *MTC Public Participation Plan* is available online at: <https://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>.

- 5. Project Selection Processes:** The OBAG 3 program categories are designed to reflect the investment priorities established in *Plan Bay Area 2050*. Within these program categories, MTC selects projects for STP and CMAQ funding that are consistent with *Plan Bay Area 2050*, and with consideration of their achievement toward regional targets of federal performance goals, and project delivery.
- 6. CMAQ Project Selection:** Additional project selection processes guide MTC's programming of CMAQ funds. MTC referred to FHWA's CMAQ Cost Effectiveness Tables (2020), emissions reductions benefits of OBAG 2 CMAQ projects, regional strategies in the Bay Area Air Quality Management District's (BAAQMD's) *Clean Air Plan*, and *Plan Bay Area 2050* air quality improvement strategies to develop CMAQ programmatic priorities for the OBAG 3 program. The CMAQ programmatic priorities to reduce emissions through vehicle miles traveled reduction include: bicycle and pedestrian facilities and programs, transit capital improvements, carpool, vanpool, rideshare, and travel demand management. CMAQ programmatic priorities to

otherwise reduce transportation emissions reductions include: alternative fuel infrastructure and programs, traffic flow improvements, and incident management. Programmatic priorities are intended to guide initial program development, and do not preclude other project types from being selected for CMAQ funds.

- **Regional Programs.** CMAQ programmatic priorities are used to develop a proposed focus for CMAQ funds within various components of the Regional Programs. All regional projects that are eligible for CMAQ funding will be assessed for emissions reductions benefits and cost effectiveness prior to CMAQ project selection.
- **County & Local Program.** As part of the call for projects process, project sponsors will provide project data necessary to assess the emissions benefits and cost effectiveness for projects eligible for CMAQ funding. These assessments will be incorporated into the prioritization and CMAQ project selection as described in Appendix A-1.

- 7. TIP Programming:** Projects approved as part of the OBAG 3 program must be amended into the federal Transportation Improvement Program (TIP). The federally-required TIP is a comprehensive listing of transportation projects that receive federal funds, are subject to a federally required action, or are regionally significant for air quality conformity or modeling purposes. OBAG 3 project funding must first be approved by the Commission through revision to the Attachment B before it can be amended into the TIP.

Once a project has been selected for funding and is programmed in Attachment B, project sponsors must submit the project information into MTC's Fund Management System (FMS) in order for the project to be amended into the TIP. Proper submittal of project information into FMS is required for inclusion into the TIP in a timely manner. Additional information on FMS is available here: <https://mtc.ca.gov/funding/fund-management-system-fms>.

- 8. Resolution of Local Support:** a Resolution of Local Support approved by the project sponsor's governing board or council and submitted in FMS. A template for the Resolution of Local Support can be downloaded from the MTC website using the following link: <https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bay-area-grant-obag-3>.

- 9. Local Match:** Although local match requirements are subject to change, the current local match requirement for STP and CMAQ funded projects in California is 11.47% of the total project cost, with FHWA providing up to 88.53% of the total project cost through reimbursements. For capital projects, sponsors that fully fund the project development or Preliminary Engineering (PE) phase with non-federal funds may use toll credits in lieu of a match for the construction phase. For these projects, sponsors must still meet all federal requirements for the PE phase.

Per the Regional Toll Credit Policy (MTC Resolution No. 4008), MTC may use toll credits to waive the local match requirements for programs and projects of regional significance, such as ongoing regional programs and planning efforts.

- 10. Environmental Clearance:** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations

Section § 15000 et seq.), and the National Environmental Policy Act (42 U.S.C. § 4321 et seq.) standards and procedures for all projects with federal funds.

11. Fund Exchanges: Federal STP and CMAQ funding may be exchanged with non-federal funds for projects that are consistent with the OBAG 3 programming policy but are ineligible or poorly suited to federal funding. Development and implementation of a funding exchange is the responsibility of the project sponsors and CTAs. Exchanges must be consistent with MTC's fund exchange policy for regional discretionary funds (MTC Resolution No. 3331), which also requires the locally-funded project to be included in the TIP for tracking purposes.

12. Regional STP/CMAQ Exchanges: State and federal timely use funds provisions, such as Sections 182.6 and 182.7 of the State Streets and Highways Code, require federal apportionment to be obligated within three years of federal eligibility. If a region of the state is unable to fully obligate their lapsing STP or CMAQ balances in a given year, another region in the state can enter into temporary exchange agreements to obligate the older, unused STP or CMAQ balances in exchange for an equal amount of future year STP or CMAQ funds. Such exchanges benefit both regions by avoiding the loss of funds in one region, while another region can advance projects that may be stalled due to a lack of eligible funding.

To facilitate such exchanges, the MTC Executive Director or designee is authorized to sign letters of understanding with Caltrans and other regions for the exchange of STP or CMAQ funds with the following conditions and limitations:

- The exchange does not negatively impact the delivery of Bay Area STP/CMAQ projects.
- The exchange is a dollar for dollar exchange.
- The exchange is allowed under Caltrans' obligation authority management policy.
- Exchanges over \$2 million are reported to a standing Committee of the Commission for information.
- The Letter of Understanding can be executed in time for the MTC to secure the funds prior to any lapse or rescission.
- If any timely use of funds deadlines or Caltrans processes are not met in time and therefore result in the loss of apportionment balance, MTC's apportionment shall not be negatively affected and the Letter of Understanding is null and void.

Exchanges beyond these conditions and limitations may be approved by a standing Committee of the Commission.

13. Advanced Construction: When certain federal funds are not available for obligation due to an insufficient balance of apportionment or obligation authority project sponsors may request authorization from FHWA and Caltrans to proceed with the project under advance construction (AC) procedures. AC procedures allow FHWA to authorize work to begin on a project without obligating federal funds. Project sponsors given the federal authorization to proceed with a project under AC procedures use local funds to perform work eligible for future federal reimbursement. Once federal apportionment or obligation authority becomes available, the sponsor may then seek to covert the amount authorized through AC into a real obligation of federal funds.

AC procedures streamline the delivery of federal projects and programs by allowing projects to proceed when current year apportionments or obligation authority has run out, and enables the region and the state to better manage the use of obligation authority for large projects.

To facilitate AC procedures on regional projects, the MTC Executive Director or designee, in consultation with the Chief Financial Officer, is authorized to execute AC authorizations with Caltrans and/or FHWA for federal projects sponsored or implemented by MTC, with the following conditions and limitations:

- The agency must have sufficient local funds to pay for all project costs until the federal funds become available.
- The project must comply with all federal requirements including programming in the TIP.
- The federal authorization date establishes the start date for performance federally-reimbursable work.

14. Regional Fund Management: OBAG 3 funding is available in federal fiscal years (FY) 2022-23 through FY 2025-26. Funds may be programmed in any of these years, conditioned upon the availability of federal apportionment and obligation authority (OA), and subject to TIP financial constraint requirements. In addition, in order to provide uninterrupted funding to ongoing efforts and to provide more time to prepare for the effective delivery of capital projects, priority of funding for the first year of programming apportionment (FY 2022-23) will be provided to ongoing programs, such as regional and CTA planning activities, non-infrastructure projects and programs, and the preliminary engineering phase of capital projects.

Specific programming timelines will be determined through the development of the Annual Obligation Plan, which is developed by MTC staff in collaboration with the Bay Area Partnership technical working groups and project sponsors.

OBAG 3 projects are selected for funding based on program and fund source eligibility, project merit to achieve program objectives, and deliverability within established deadlines.

The OBAG 3 program funding is composed of approximately 60% STP and 40% CMAQ funding. MTC will select projects throughout the nine-county Bay Area based on the established project selection criteria and programming policies. STP and CMAQ funds will be assigned to specific projects as part of the project selection process. The amount of STP or CMAQ in any one program, or in the case of the County & Local Program in any one county, will be determined as part of the project selection process. Following the initial project selection and fund assignment process, MTC may re-assign fund sources to reflect available apportionment or obligation authority, or to otherwise effectively manage regional STP and CMAQ funds.

All OBAG 3 programming amounts must be rounded to the nearest thousand.

All project savings are returned to MTC for future programming, and are not retained by the project sponsor or county.

15. Project Delivery Policy: Once programmed in the TIP, the funds must be obligated by FHWA or transferred to the Federal Transit Administration (FTA) within the federal fiscal year the funds

are programmed in the TIP. Additionally, all OBAG 3 funds must be obligated no later than January 31, 2027.

Project sponsors are responsible for securing necessary matching funds and for cost increases or additional funding needed to complete the project.

Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Funding Delivery Policy (MTC Resolution No. 3606 and any subsequent revisions). All funds are subject to obligation, award, invoicing, reimbursement and project close-out requirements. The failure to meet these deadlines may result in the de-programming and redirection of funds to other projects.

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations and deadlines, every recipient of OBAG 3 funding is required to identify and maintain a staff position that serves as the single point of contact (SPOC) for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The agency is required to identify the contact information for this position at the time of programming of funds in the TIP, and to notify MTC immediately when the position contact has changed. This person will be expected to work closely with FHWA, Caltrans, MTC, and the respective CTA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate, if requested, in a consultation meeting with the CTA, MTC, and Caltrans prior to MTC approving future programming or including any funding revisions for the agency in the TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

COUNTY & LOCAL PROGRAM POLICIES

In addition to the general programming policies, the following policies also apply to all projects selected for funding in the County & Local Program.

- 1. Minimum Grant Size:** Projects must be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). The purpose of grant minimum requirements is to maximize the efficient use of federal funds and minimize the number of federal-aid projects which place administrative burdens on project sponsors, CTAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff.

On a case by case basis, MTC may program a grant award that is below the county minimum, but no less than \$150,000. These exceptions are subject to MTC staff discretion,

but may be limited to non-infrastructure projects, safety projects, or projects that are already federalized.

2. Project Selection Process: MTC selects project in the County & Local Program through a competitive call for projects process, administered by MTC in coordination with the CTAs. In early 2022, MTC will develop and approve the call for projects guidelines (Appendix A-1) prior to releasing a regionwide call for local and county project nominations. In coordination with MTC, CTAs will assist with local agency outreach, public engagement, and initial project screening and evaluation. Following this initial process, CTAs will submit a locally prioritized list of project nominations for MTC's regional evaluation and final project selection in early 2023.

3. County Nomination Targets: With the release of the regionwide call for projects, MTC will provide CTAs with their nomination targets for the OBAG 3 County & Local Program. Nomination targets are established to guide the maximum funding request from each county. Similar to prior cycles, these targets will be based on population, recent housing production and planned growth, and housing affordability. However, these investment targets do not commit or imply a guaranteed share of funding to any individual county or jurisdiction. Each county's nomination target will also be adjusted to ensure that it is greater than the amount of base planning funding for that county (affects Napa County).

In order to ensure a sufficient pool of projects for MTC's final project selection, the nomination targets will be 120% of the total amount available for the County & Local Program minus the amounts for CTA Base Planning. Nomination targets will be detailed in Appendix A-1.

4. Project Selection Criteria & Outreach: MTC will develop detailed project selection criteria and outreach requirements prior to the release of the call for projects, and provided in Appendix A-1. The project selection guidelines will include, but may not be limited to, the following criteria:

- Screening of all projects for consistency with *Plan Bay Area 2050*, federal fund eligibility, and OBAG 3 programming policy requirements.
- Alignment with *Plan Bay Area 2050* strategies and federal performance management targets.
- Consistency with adopted regional plans and policies, such as Regional Safety/Vision Zero policy, Equity Platform, Regional Active Transportation Plan (AT Plan), Complete Streets Policy (update pending), Transit Oriented Communities (TOC) Policy (update pending), and priority actions from the Blue Ribbon Transit Transformation Action Plan.
- Projects located within PDAs, or select new growth geographies, and EPCs
- Projects identified in completed CBTPs or PBs
- Project deliverability within program deadlines.
- Emissions reductions benefit and cost effectiveness calculation (for projects eligible for CMAQ).

In addition to these criteria, final project selection will also reflect the relative PDA investment targets per county and the regionwide investment target of \$200 million in

active transportation (as described in Program Categories section, above). Consideration will also be given to overall project mix, equity, geographic spread, and to available fund sources and amounts.

POLICY CONSISTENCY

OBAG 3 Program Categories are designed to support and advance regional and federal priorities, including *Plan Bay Area 2050* strategies and FHWA Federal Performance Goal Areas, as illustrated in the matrix below.

OBAG 3 Program Category	PBA 2050 Strategies	Federal Performance Goal Areas
Planning & Program Implementation	H3, H4, H5, H6, H8 T1, T2, T3, T6, T7, T8, T9, T10, T11, T12 EC4, EC5, EC6 EN1, EN2, EN3, EN4, EN5, EN6, EN7, EN8, EN9	Safety Infrastructure Condition System Reliability Freight Movement and Economic Vitality Congestion Reduction Environmental Sustainability
Growth Framework Implementation	H3, H4, H5, H6, H8 T1, T2, T3, T11 EC4, EC5, EC6 EN4	Congestion Reduction Environmental Sustainability
Climate, Conservation and Resilience	T2, T7, T8 EN1, EN4, EN5, EN6, EN7, EN8, EN9	System Reliability Congestion Reduction Environmental Sustainability
Complete Streets and Community Choice	T1, T2, T3, T6, T7, T10	System Reliability Freight Movement and Economic Vitality Congestion Reduction Environmental Sustainability
Multimodal Systems Operations and Performance	T1, T2, T3, T8, T9, T10	Safety Infrastructure Condition Congestion Reduction Environmental Sustainability

For a complete list of Plan Bay Area 2050 strategies, see pages vii-x of the adopted plan, available at <https://www.planbayarea.org/>.

INSERT

Appendix A-1 County & Local Program Call for Projects Guidelines (pending)

Appendix A-2 CTA and Local Jurisdiction Compliance Checklist (pending)

**Attachment B-1
MTC Resolution No. 4505
OBAG 3 Regional Programs
FY 2022-23 through FY 2025-26
January 2022**

MTC Res. No. 4505 Attachment B-1
Adopted: 1/26/22-C

OBAG 3 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ
OBAG 3 REGIONAL PROGRAMS		\$375,000,000
1. PLANNING AND PROGRAM IMPLEMENTATION		
Regional Planning Activities	MTC	\$8,300,000
Program and Project Implementation	MTC	\$37,200,000
Program and Project Implementation - Transit Transformation	MTC	\$4,000,000
1. PLANNING AND PROGRAM IMPLEMENTATION	TOTAL:	\$49,500,000
2. GROWTH FRAMEWORK IMPLEMENTATION		
2. GROWTH FRAMEWORK IMPLEMENTATION	TOTAL:	\$25,000,000
3. CLIMATE, CONSERVATION, AND RESILIENCE		
3. CLIMATE, CONSERVATION, AND RESILIENCE	TOTAL:	\$98,000,000
4. COMPLETE STREETS AND COMMUNITY CHOICE		
4. COMPLETE STREETS AND COMMUNITY CHOICE	TOTAL:	\$54,000,000
5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE		
5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE	TOTAL:	\$148,500,000
OBAG 3 REGIONAL PROGRAMS	TOTAL:	\$375,000,000

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Attachment B-2
MTC Resolution No. 4505
OBAG 3 County & Local Programs
FY 2022-23 through FY 2025-26
January 2022

MTC Res. No. 4505 Attachment B-2
 Adopted: 1/26/22-C

OBAG 3 County & Local Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ
OBAG 3 COUNTY & LOCAL PROGRAMS		\$375,000,000
ALAMEDA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$4,905,000
ALAMEDA COUNTY	TOTAL:	\$4,905,000
CONTRA COSTA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$4,087,000
CONTRA COSTA COUNTY	TOTAL:	\$4,087,000
MARIN COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
MARIN COUNTY	TOTAL:	\$3,446,000
NAPA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
NAPA COUNTY	TOTAL:	\$3,446,000
SAN FRANCISCO COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,624,000
SAN FRANCISCO COUNTY	TOTAL:	\$3,624,000
SAN MATEO COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,450,000
SAN MATEO COUNTY	TOTAL:	\$3,450,000
SANTA CLARA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$5,307,000
SANTA CLARA COUNTY	TOTAL:	\$5,307,000
SOLANO COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
SOLANO COUNTY	TOTAL:	\$3,446,000
SONOMA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
SONOMA COUNTY	TOTAL:	\$3,446,000
UNPROGRAMMED BALANCE		\$339,843,000
OBAG 3 COUNTY & LOCAL PROGRAMS	TOTAL:	\$375,000,000

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One Bay Area Grant OBAG 3 Framework

MTC Programming & Allocations Committee

January 12, 2022

Program Estimates

Program Revenues

- ❖ Regional shares of Federal Highway Administration (FHWA) funds:
 - ❖ Surface Transportation Block Grant Program (STP)
 - ❖ Congestion Mitigation Air Quality Improvement (CMAQ)
- ❖ STP/CMAQ account for 1.3% of *Plan Bay Area 2050 (PBA 2050)* transportation revenues

OBAG 3 Programming Capacity

- ❖ 4-year program, FY 2023 – FY 2026
- ❖ \$750 million total, or \$188 million/year
 - Assumes 2% annual increase over OBAG 2 STP/CMAQ revenues
 - Does *not* reflect additional apportionments anticipated from Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL)
- ❖ The programming of additional STP/CMAQ apportionments from IIJA/BIL will be considered through future Commission action



San Pedro Square, San Jose
SPUR



Celestina Garden Apartments, Sonoma
Emily Hagopian, MidPen

O BAG 3 Principles

- Preserve effective program features to support regional objectives
- Advance *PBA 2050* implementation
- Incorporate recent policy initiatives and adapt to current landscape
- Advance equity through policies and investments
- Address federal requirements, including performance & recertification
- Coordinate with complementary fund sources
- Emphasize a shared, partnership approach through implementation

Program Categories

Planning & Program Implementation	Growth Framework Implementation	Climate Initiatives, Conservation & Resilience	Complete Streets & Community Choice	Multimodal Systems Operations & Performance
Performance-based planning and programming activities	<p>Assist efforts to create housing options in <i>PBA 2050</i> growth areas</p> <p>Studies and pilots to advance growth framework</p>	<p>Reduce emissions and solo vehicle trips</p> <p>Promote land conservation and access to open space</p> <p>Protect transportation assets from impacts of climate change</p>	<p>Build and maintain complete streets with focus on safety and active transportation</p> <p>Support community-led transportation enhancements in Equity Priority Communities (EPCs)</p>	<p>Increase transit ridership and efficiency and mobility options</p> <p>Optimize multimodal performance of existing roadway system</p>

Regional Programs

Regional Program Highlights

- ❖ \$375 million - 50% of OBAG 3 program
- ❖ Investments organized around OBAG 3 program categories
- ❖ Targeted to address climate and focused growth goals of *PBA 2050*
- ❖ Coordinate and deploy *PBA 2050* strategies well-suited to regional implementation

Regional Program Investments	Total (4 Yr.)	Annual
Planning & Program Implementation	\$50	\$12
Growth Framework Implementation	\$25	\$6
Climate, Conservation, & Resilience	\$98	\$25
Complete Streets & Community Choice	\$54	\$14
Multimodal Systems Operations & Performance	\$149	\$37
Regional Programs	\$375	\$94

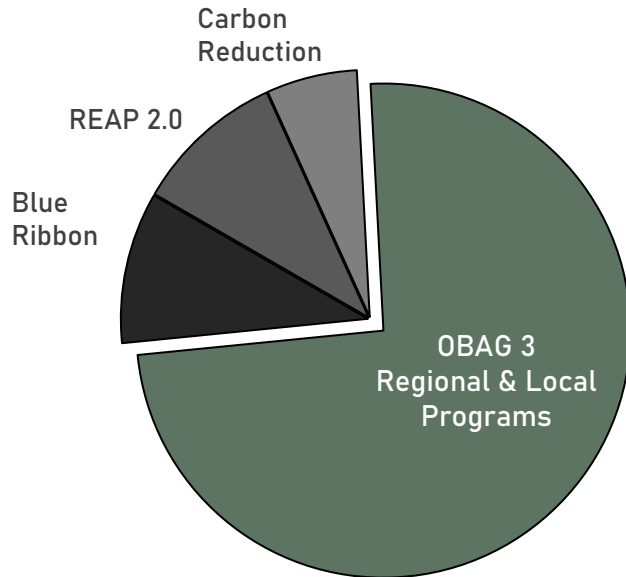
Notes: Amounts in millions. Totals may not add due to rounding.

Updates to OBAG 3 Proposal After November PAC

- Planning & Program Implementation
 - (+) \$4M - Implementation resources for near-term Blue Ribbon Transit Transformation Action Plan initiatives (OBAG 3 share of \$9M identified in the action plan's Implementation Roadmap)
 - (+) \$6M - 4 new positions authorized in FY22 MTC agency budget (over four years)
- Multimodal Systems Operations & Performance
 - (-) \$10M - Corresponding decrease in program total; revenues from other complementary funding programs will be needed to deliver regional initiatives

Complementary Funding Backdrop

Leverage complementary funding to augment OBAG 3 and deliver regional priorities:



Amount	Fund Source	Purpose
\$750 million	OBAG 3 - STP/CMAQ <i>FHWA formula funds</i>	STP: Flexible federal fund source CMAQ: Emissions reductions focus
\$85 million	Blue Ribbon <i>One-time funding</i>	State and federal fund sources identified for near-term Blue Ribbon projects
\$103 million	REAP 2.0 <i>One-time funding from State budget surplus</i>	Flexible source for projects that advance the Sustainable Communities Strategy
\$60 million	Carbon Reduction <i>Potential new FHWA formula program</i>	Flexible source for projects that reduce greenhouse gas emissions
~\$1 billion	Total	

County & Local Programs

County & Local Program Highlights

- ❖ \$375 million - 50% of OBAG 3 program
- ❖ Includes \$35 million base amount for countywide planning and programming activities; may be augmented through the call for projects
- ❖ Remaining \$340 million programmed through a call for projects process prescribed by MTC
- ❖ Focuses investments in PDAs and other select geographies
- ❖ Allows for broad range of project types to address *PBA 2050* goals
- ❖ Emphasizes:
 - Bicycle/pedestrian projects and programs, including Safe Routes to School (SRTS) and other safety efforts
 - Projects within EPCs or that otherwise benefit equity
 - Transit access and other improvements to accelerate transit-oriented development

County & Local Programs

Updates to OBAG 3 Proposal After November PAC

- ❖ Uniform definition for PDA-supportive projects
 - Located within one mile of a PDA boundary; with allowance for exceptions
- ❖ \$25 million regionwide SRTS investment target, replaces county-specific SRTS targets
- ❖ \$200 million regionwide active transportation investment target considered within broader context of increased ATP, other active transportation fund sources
- ❖ Requirement for Highway Safety Improvement Program (HSIP)-compliant Local Roadway Safety Plans (LRSPs)
- ❖ Clarifications and deadlines for compliance with various state housing laws
- ❖ Cost-effectiveness assessments incorporated into CMAQ project selection process

County & Local Programs – Call for Projects

Changes necessary to address federal requirements:

- ❖ MTC adopts County & Local Program guidelines & nomination targets (March 2022)
- ❖ Call for projects - CTAs assist with local outreach and initial project screening process, using processes reviewed by MTC for consistency with guidelines
- ❖ Countywide nomination targets guide CTAs in the maximum amount of funding requests that they can submit to MTC for project selection
- ❖ MTC selects projects based on initial screening & prioritization by CTAs and additional regional considerations (Jan. 2023)

Nomination targets

- ❖ 120% of the total amount available for County & Local Program, minus base amounts for county planning activities
- ❖ Based on housing outcomes and planned growth of local jurisdictions; and are based on considerations required to be addressed in MTC's performance-based planning process
- ❖ Do not imply guaranteed amounts for individual jurisdictions

Key Policy Provisions

Growth Framework

Maintain PDA investment targets at OBAG 2 levels

- 50% North Bay counties
- 70% elsewhere
- ❖ Uniform definition for projects that are credited towards PDA targets
- ❖ Investments in new *PBA 2050* growth areas also emphasized

Local Policy Adoption

For fund eligibility, local jurisdictions must maintain:

- ❖ Certified Housing Element and annual progress reporting
- ❖ Compliance with current state laws governing surplus lands, density bonus, and accessory dwelling units, including the Housing Accountability Act
- ❖ Compliance with regional Complete Streets policy & checklist, and state LRSP

CMAQ Process

For all projects seeking CMAQ funding, MTC will:

- ❖ Assess emissions benefits and cost-effectiveness of projects prior to project selection
- ❖ Document CMAQ programming process in OBAG 3 resolution

Key Policy Provisions

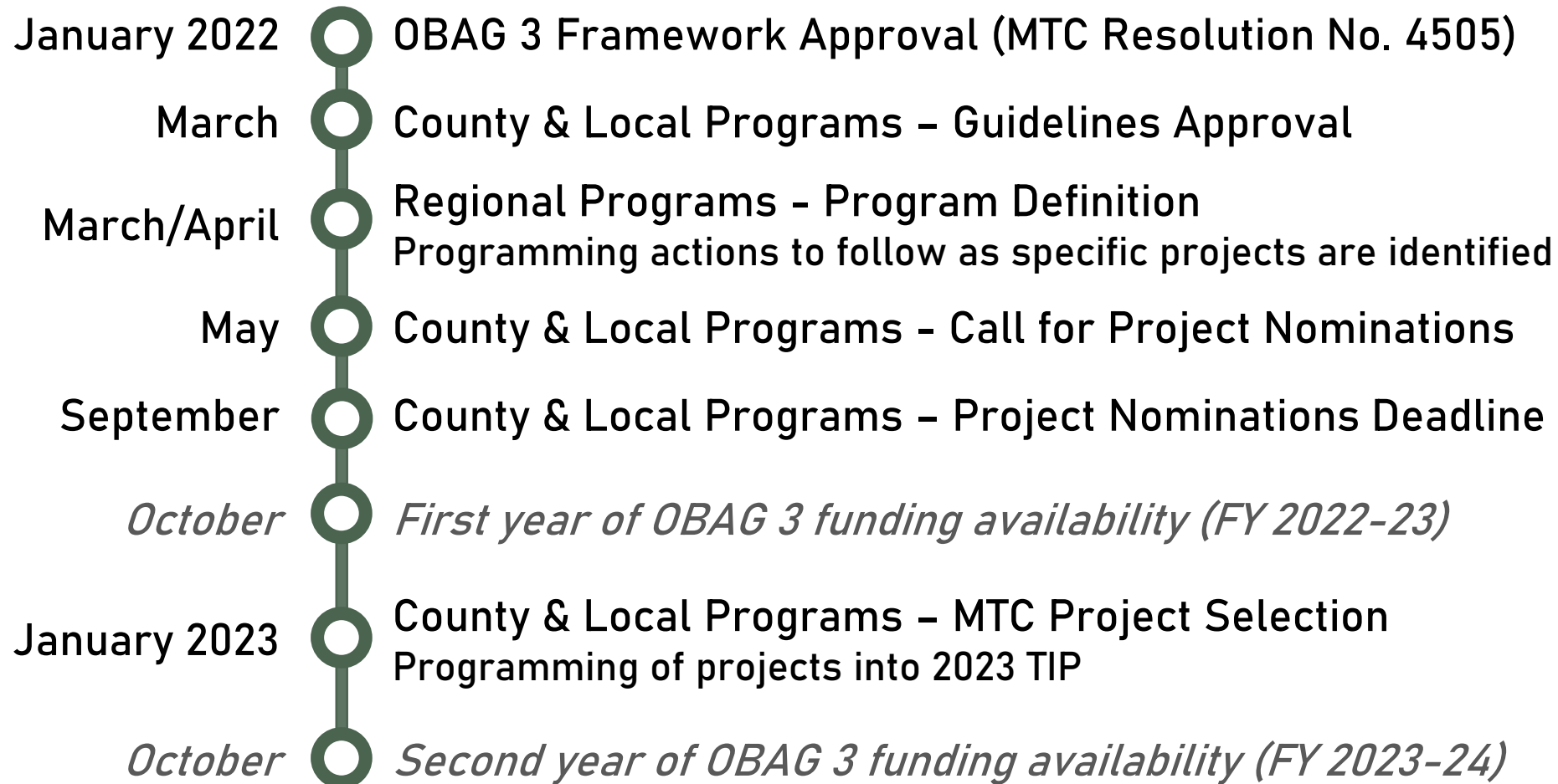
Equity Opportunities

- ❖ Equity lens will be woven throughout program
- ❖ Increases investment in community-based planning and participatory budgeting efforts
- ❖ Dedicates funding to develop community projects for implementation
- ❖ Prioritize projects within EPCs or that directly benefit low-income or minority residents

Alignment with Updated Regional Policies (underway)

- ❖ Active Transportation Plan (AT Plan) Update
 - Updated Complete Streets checklist requirements
 - Active transportation & SRTS investment targets
 - OBAG 3 policy may be revised to align with updated AT Plan and Complete Streets Policy
- ❖ Transit Oriented Development (TOD) / Transit Oriented Communities (TOC) Policy Update
 - Planning grants to meet updated residential and commercial density requirements
 - OBAG 3 framework may be revised to align with updated TOC Policy

Planned Implementation Schedule



Near-Term Actions: Complementary Funding Programs

	2022	Jan	Feb	Mar	Apr
OBAG 3					
		+			
\$750M				+	
					+
Blue Ribbon Near-Term Implementation Roadmap					
				+	
\$85M			+		
				+	
REAP 2.0					
\$103M					+
Carbon Reduction					
\$60M					

MTC Commission action is denoted by "+" symbol.

Notes:

* Combined \$85M in TCP and STA proposed to be programmed for BR near-term implementation, in accordance with ARP funding exchange approved in October 2021.

** Proposed framework for the new FHWA Carbon Reduction program is pending release of federal apportionment amounts and state IIJA implementation guidelines.

Recommendation

Refer MTC Resolution No. 4505 to the Commission for approval

- ❖ **Adopts the overall OBAG 3 program framework**
- ❖ **Directs funding for ongoing planning & programming activities:**
 - **\$49.5 million – Regional planning & programming, OBAG 3 program implementation, and transit transformation activities**
 - **\$35.2 million – Countywide planning and programming activities**



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-1663 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 12/6/2021 **In control:** Programming and Allocations Committee
On agenda: 1/26/2022 **Final action:**
Title: MTC Resolution No. 4509. Caltrain Right-of-Way Repayment to SamTrans.

Adoption of MTC Resolution No. 4509 approving the mechanics, timing and companion funding conditions for \$19.6 million repayment to SamTrans to satisfy an outstanding commitment from 2007.

Sponsors:

Indexes:

Code sections:

Attachments: [12b - 21-1663 - Commission - Caltrain ROW Repayment.pdf](#)
[12b - 21-1663 - Caltrain Electrification Update.pdf](#)
[4a - 21-1663 - Caltrain Electrification Update REVISED.pdf](#)
[4a - 21-1663 - Caltrain Electrification - Attach-C Presentation.pdf](#)
[4a - Public Comment - SamTrans.pdf](#)

Date	Ver.	Action By	Action	Result
1/12/2022	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4509. Caltrain Right-of-Way Repayment to SamTrans.

Adoption of MTC Resolution No. 4509 approving the mechanics, timing and companion funding conditions for \$19.6 million repayment to SamTrans to satisfy an outstanding commitment from 2007.

Presenter:

Kenneth Folan

Recommended Action:

Commission Approval

Metropolitan Transportation Commission

January 26, 2022

Agenda Item 12b - 21-1663

MTC Resolution No. 4509. Caltrain Right-of-Way Repayment to SamTrans

Subject:

Approval of a funding commitment for a \$19.6 million payment to the San Mateo County Transit District (SamTrans) to satisfy the terms of a 2007 settlement agreement related to the purchase of Caltrain right of way (ROW). MTC Resolution No. 4509 sets forth the timing and conditions of the funding commitment.

Background:

At the January 12, 2022 Programming and Allocations Committee, the Committee approved a motion directing staff to present to the Commission for approval a resolution committing \$19.6 million in grant funding to SamTrans as repayment for their fronting of funds for the purchase of the Caltrain ROW. This payment would represent the last and final MTC payment to retire the principal identified in the Real Property Ownership Agreement (RPOA), amended in 2008, between the Santa Clara Valley Transportation Authority, San Francisco City and County, and SamTrans.

The Committee recommended the commitment be subject to the following conditions:

- Principal payment of \$19.6 million constitutes full payment of any and all remaining MTC obligation for monies advanced by SamTrans for the purchase of the Caltrain right of way, with no expectation by SamTrans of future contributions by the Commission.
- Inclusion of a policy statement affirming the JPB agreement around governance does not preclude recommendations forthcoming from the Network Management Business Case and/or the Regional Rail Study.
- Inclusion in the recommendation that any future contemplated evaluation or reconvening of the Caltrain governance process include consultation with MTC regarding the status of ongoing regional governance processes including any network management recommendations that may have been adopted before that time.

Note that the language has been modified slightly based on direction from the Committee to work with JPB staff on mutually agreeable language.

Staff is currently evaluating potential fund sources and will work with SamTrans to identify a source that is agreeable to both agencies for use on a program or project of SamTrans choice and that meets eligibility requirements. Staff proposes that the programming action occur within calendar year 2022, with an accelerated goal of bringing back a recommendation by June 2022.

Issues:

None

Recommendations:

Adopt MTC Resolution No. 4509

Attachments:

- Attachment A: MTC Resolution No. 4509



Therese W. McMillan

Date: January 26, 2022
W.I.: 1515
Referred by: Commission

ABSTRACT

Resolution No. 4509

Funding commitment of \$19.6 million to the San Mateo County Transit District (SamTrans) representing the last and final MTC payment to retire the principal identified in the Real Property Ownership Agreement (RPOA) related to the purchase of the Caltrain right of way, amended in 2008, between the Santa Clara Valley Transportation Authority, San Francisco City and County, and SamTrans.

The resolution includes the following attachment:

Attachment A – Timing and conditions of funding commitment

Further discussion of this action is contained in the Metropolitan Transportation Commission summary sheet dated January 26, 2022.

Date: January 26, 2022
W.I.: 1515
Referred by: Commission

RE: MTC Funding Commitment to SamTrans to Retire Caltrain Right of Way Principal Payment

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4509

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

WHEREAS, MTC adopted the FY 2021-22 fund estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill (AB) 1107 sales tax, Low Carbon Transit Operations (LCTOP) cap-and-trade auction revenues, and transit-related bridge toll funds (MTC Resolution No. 4450, revised); and

WHEREAS, the San Mateo County Transit District (SamTrans) provided \$82 million for the 1991 Purchase Sale and Option Agreement to the Peninsula Joint Powers Board for the purchase of the Caltrain Mainline Right of Way; and

WHEREAS, in the Real Property Ownership Agreement (RPOA), amended in 2008, the Santa Clara Valley Transportation Authority, San Francisco City and County, and SamTrans agreed to reset the amount of the additional contribution attributable to VTA and San Francisco at \$53.3 million. Of the \$43.3 million to be paid by MTC, approximately 80 percent would be paid on behalf of VTA, and 20 percent on behalf of San Francisco; and

WHEREAS MTC has paid \$23.7 million of the \$43.3 million as identified in the fund estimate (MTC Resolution No. 4450, revised); now, therefore, be it

RESOLVED, that MTC shall identify \$19.6 million in federal, state or other grant funding to retire the remaining principal payment and program, allocate or otherwise direct these funds to SamTrans for an eligible program or project subject to the timing and conditions set forth in Attachment A; and, be it further

RESOLVED, that this \$19.6 million payment represents the last and final payment by MTC related to the RPOA.

.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote Locations, on January 26, 2022.

**Timing and Conditions of MTC Payment to SamTrans to Retire Caltrain Right of Way
Principal Payment**

MTC shall identify \$19.6 million in federal, state or other grant funding to retire the principal payment identified in the Real Property Ownership Agreement (RPOA) and program, allocate or otherwise direct these funds to SamTrans for an eligible program or project subject to the following conditions:

- Principal payment of \$19.6 million constitutes full payment of any and all remaining MTC obligation for monies advanced by SamTrans for the purchase of the Caltrain right of way, with no expectation by SamTrans of future contributions by the Commission.
- Inclusion of a policy statement affirming the JPB agreement around governance does not preclude recommendations forthcoming from the Network Management Business Case and/or the Regional Rail Study.
- Inclusion in the recommendation that any future contemplated evaluation or reconvening of the Caltrain governance process include consultation with MTC regarding the status of ongoing regional governance processes including any network management recommendations that may have been adopted before that time.

MTC shall take a programming or allocation action to operationalize this funding commitment within calendar year 2022, with an accelerated goal of bringing back a recommendation for action by June 2022.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 12, 2022

Agenda Item 4a - 21-1663

Update on Caltrain Governance Discussions and Peninsula Corridor Electrification Project

Subject:

Staff will provide an update and seek Committee direction on the Caltrain governance discussions, including Right-of-Way repayment. Further, staff will provide an update on the Peninsula Corridor Electrification project (“Caltrain Electrification”).

Background:

Governance and Right-of-Way Repayment

The Joint Powers Board (JPB) is concluding a Governance study that evaluated structural governance options for delivering Caltrain projects and service. JPB is presenting draft recommendations from the study at its January 6th meeting and will consider adopting final recommendations at its February meeting. In a related effort, MTC is just kicking off a Rail Governance Study that will examine governance and project delivery structures on this corridor and the region as a whole.

Central to the year-long JPB governance conversation is the repayment of Caltrain Right-of-Way (ROW) funds fronted by SamTrans. Attachment A synthesizes a very complicated series of agreements since the early 1990’s regarding repayment and parties involved. As of today, payment obligations are set forth in a 2007 settlement and 2008 Real Property Ownership Agreement (RPOA) amendment – and includes a remaining \$19.8 million principal balance owed to SamTrans. MTC was a party (though not a legal signatory) to the 2007 settlement agreement and agreed to take on a majority of the obligation of the counties with new and unexpected funding available to the region at the time. Critically, that unencumbered source of funding was eliminated through state action prior to achieving full reimbursement as outlined in the agreement, and no alternative funds have been identified to date.

The [JPB Governance Recommendation](#) item being presented in January assumes MTC will provide \$19.6 million of the outstanding balance (the remaining \$200,000 being assigned to SFMTA) to address the outstanding principal balance from the 2007 settlement agreement. Given that the agreement at the time relied on a fund source that no longer exists, the

Commission will need to reconsider its role in the ROW repayment and evaluate potential funding sources that could be available to address the repayment. Note that this would take the form of programming capacity for a SamTrans project or program and not straight cash. As well, it is important to establish at the outset that MTC does not believe that any interest payments are contractually attached to the outstanding balance, and will not be factored into any repayments by the Commission. The Commission will need to consider the funding trade-offs related to the \$19.6 million repayment, alongside the regional interest in addressing specific elements of Caltrain governance that have caused tensions among the three member counties of the JPB over the years. The JPB governance recommendation maintains SamTrans as the Caltrain managing entity in the near-term, and staff believes that several elements of the governance changes, including addressing the ROW repayment issue, will lay a stronger foundation to address on-going challenges that Caltrain faces in the near term. However, we also believe that this is the time for the JPB to assess longer term structural changes in a regional context that may better facilitate improved governance, administration, and project delivery along the corridor and throughout the region's rail network.

To that end, staff proposes that the Commission consider payment by MTC to SamTrans of the \$19.6 million principal subject to the following conditions:

1. The principal payment of \$19.6 million shall constitute full payment of any and all remaining MTC obligation for monies advanced by SamTrans for the purchase of the Caltrain right of way, with no expectation by SamTrans of future contributions by the Commission.
2. Inclusion of a policy statement affirming that the agreement does not preclude recommendations that may be forthcoming from the Network Management Business Case and/or the Regional Rail Study.
3. Inclusion in the recommendation that future evaluation and reconvening related to the MOU between the JPB and SamTrans should include consultation with MTC as it relates to network management recommendations that may be adopted before that time.

As an alternative, the Commission could proceed with condition (1) above, but not attach to the specific ROW repayment any further conditions that JPB agree to be a willing partner in regional governance forums—though it may consider other avenues to pursue such engagement.

Staff is seeking Committee and Commission direction on the nature and scope of MTC's involvement in the ROW repayment, including the options above. Based on this direction, staff can provide a refined proposal and set of conditions to the January Commission meeting for approval, and to inform the JPB February action on its governance recommendations.

Peninsula Corridor Electrification Project

The JPB announced a significant cost increase earlier this year on the Electrification project. As a reminder, the Caltrain Electrification project will install electrification equipment on 51 miles of Caltrain right-of-way, from San Francisco to Tamien Station in San José. The project includes an overhead contact system, traction power facilities, and a signal system, along with 96 new electric railcars. Revenue service is expected in September 2024.

The key reasons for the cost overruns include:

- Delays and cost increases arising from the COVID-19 pandemic
- Unforeseen site conditions
- Resolution of commercial disputes with contractor on signal system scope and outstanding change orders

The total additional cost for the project is \$462.4 million, increasing the total project cost to \$2.4 billion. The cost increase and settlement with the contractor were approved by the JPB in December 2021,

In early 2022, the JPB is required to submit to the Federal Transit Administration and the California High Speed Rail Authority a plan to fund the cost increase. At its December 6th 2021 meeting, the JPB approved a funding approach that included:

- \$52.4 Million in Federal American Rescue Plan

- \$150 Million in JPB credit financing
- \$60 Million in Measure RR capital reserve
- \$200 Million in “Super Contingency” – a 2017 funding commitment made by MTC, SFCTA, SMCTA, and VTA. Each agency committed \$50 million to support execution of FTA’s Full Funding Grant Agreement should the project experience cost overruns. MTC Resolution 4267 committed future Regional Transportation Improvement Program funds to meet the commitment.
- The funding strategy noted that JPB will seek federal and state funds to cover the \$200 million Super Contingency, including language to the effect:

Caltrain will seek state and federal funding to complete the project. Should those grants or funds not be sufficient, Caltrain will work to identify “own source” funds to fill any gap, including member agency funding, Measure RR revenues, and proceeds from bonds secured by Measure RR or low carbon fuel standards credits revenue.

MTC staff generally supports this funding approach as it does not require MTC to identify funding in the near-term for its share of the super contingency. However, it will be important to coordinate this federal and state advocacy with other Bay Area project requests and for JPB to honor its planned \$210 million local contributions to the cost overrun.

Further, and related to all major projects in the region going forward, staff recommends that an expectation be set that MTC will condition the release of future regional funding under its discretion on the continued adherence upon negotiated and agreed upon provisions to ensure project delivery and cost containment. These provisions can be developed through the Major Project Advancement Policy.

Major Project Advancement Policy

At its September 2021 meeting, the Programming and Allocations Committee received a staff report on the development of a new delivery and sequencing strategy for the next generation of major transit capital projects, to help implement the vision developed in Plan Bay Area 2050. The Committee directed staff to move forward and work with partners on strategies and sequencing of projects to better advocate for federal and state funding. Importantly, the

development of the Major Project Advancement Policy will include a risk management component focused on multiple risk mitigation tools including cost management and meeting project delivery timelines to improve the region's competitiveness for future federal and state funding opportunities.

Next Steps:

Staff recommends convening a workshop in the next several months focused on rail capital project delivery and governance, as the region is confronting significant cost overruns and assessing governance on several major projects. Further, a more in-depth discussion on the topic could provide valuable and timely inputs to the Rail Governance study and Major Project Advancement Policy.

Recommendations:

Direction from Committee members on the scope and nature of MTC's contribution and involvement in the Right-of-Way settlement agreement. A refined proposal based on direction received will be brought to the January 26th Commission meeting for approval.

Attachments:

- Attachment A: Summary of Right-of-Way Payments and Balances
- Attachment B: Letter to Caltrain General Manager, Michelle Bouchard
- Attachment C: Presentation Slides - Update on the Caltrain Peninsula Corridor Electrification Project



Therese W. McMillan

Attachment A – From Olson Remcho Law Firm – Report to JPB Board – April 1, 2021

Purchase of ROW Mainline – From 1991 Purchase Sale and Option Agreement

\$120M	Prop 116 Funds
\$ 82 M	SamTrans
\$ 10M	Credit for Construction of Maintenance Facility
\$212M	Total Cost of Purchase

Original ROW purchase amount owed to SamTrans	43.0 million
<i>Amount attributed to VTA</i>	<i>34.7 million</i>
<i>Amount attributed to SF</i>	<i>8.3 million</i>
Compounded interest prior to 2008 RPOA Reset	48.5 million
Total amount owed to SamTrans prior to 2008 RPOA Reset	91.5 million
2008 RPOA Reset amount owed to SamTrans	53.3 million

Repayment of Principal to SamTrans – From Real Property Ownership Agreement (RPOA) – Amended 2008

- The parties¹ agreed to reset the amount of the additional contribution attributable to VTA and San Francisco at \$53.3 million, to be paid partly by San Francisco (\$2 million) and VTA (\$8 million) and partly by MTC (\$43.3 million). Of the \$43.3 million to be paid by MTC, approximately 80% would be paid on behalf of VTA, and 20% on behalf of San Francisco.
- The parties also agreed that SamTrans could serve as managing agency for as long as it chose to do so in exchange for forgiving \$38.2 million of the \$48.5 million it was owed in accrued interest on its initial contribution.

Summary of Current Payments/Balances as a Result of the 2007 Agreement and 2008 RPOA

	2007 Agreed to Payment to SamTrans	Paid to Date	Remaining Principal Balance
Total	53.3 million	33.5 million	19.8 million
<i>MTC</i>	<i>43.3 million</i>	<i>23.7 million</i>	<i>19.6 million</i>
<i>VTA</i>	<i>8 million</i>	<i>8 million</i>	<i>0</i>
<i>SF</i>	<i>2 million</i>	<i>1.8 million</i>	<i>0.2 million</i>

Note #1 - above calculations represent information from report related to principal repayment.

¹ Santa Clara Valley Transportation Authority, San Francisco City and County, and San Mateo County Transit District



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Deputy Executive Director, Operations

Brad Paul
Deputy Executive Director, Local
Government Services

January 4, 2022

Michelle Bouchard
Acting Executive Director
Caltrain Joint Powers Board
1250 San Carlos Ave.
San Carlos, CA, 94070-1306

Dear Ms. Bouchard:

As follow-up to recent discussions and in reference to the January 6th Joint Powers Board (JPB) item #8, Draft Recommendation on Caltrain Governance, I plan to brief and seek input from the MTC Commission on the nature and scope of their role, going forward, in the \$19.6 million right-of-way repayment principal balance. I note that the JPB Draft Governance Recommendation Part C assumes MTC will provide this repayment. The timeline for final action on the Governance Recommendation at the February 3rd JPB meeting provides time for the Commission to weigh in on this important matter.

I also plan to provide an update to the Commission this month on the Caltrain Peninsula Corridor Electrification project given the December 2021 action by the JPB to approve a cost increase, global settlement with the contractor, and a revised funding strategy. It will be important to acknowledge the intersection of this situation with the ROW repayment, as regional fund programming capacity for each very likely comes from similar sources—all of which are limited compared to transportation demands across the Bay Area. As well, there will be interest in the project delivery challenges the Electrification project and other mega projects face, and the connections those have to implementation of Plan Bay Area 2050 and other inter-related initiatives such as the Regional Rail Governance Study and the Megaproject Advancement Policy.

I look forward to continuing to work closely with you on these efforts in the coming months.

Sincerely,

Therese W. McMillan
Executive Director

Update on the Caltrain Governance Discussions and Peninsula Corridor Electrification Project



Links to Governance and SamTrans ROW

- JPB is completing a Governance study to evaluate structural governance options for delivering Caltrain projects and service. JPB is expected to consider adopting recommendations from the study at its February meeting
- MTC's Rail Governance Study will examine governance and project delivery structures on this corridor and the region as a whole
- Repayment of Right-of-Way funds fronted by SamTrans has been central to governance conversations
 - Payment obligations are set forth in a 2007 settlement and 2008 RPOA amendment

Summary of Caltrain Right of Way Repayment

Purchase of ROW Mainline – From 1991 Purchase Sale and Option Agreement

- \$120M Prop 116 Funds
- \$ 82 M SamTrans
- \$ 10M Credit for Construction of Maintenance Facility
- **\$212M Total Cost of Purchase**

From Olson Remcho Law Firm – Report to JPB Board – April 1, 2021

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¹ Santa Clara Valley Transportation Authority, San Francisco City and County, and San Mateo County Transit District

From Olson Remcho Law Firm – Report to JPB Board – April 1, 2021

Summary of Caltrain Right of Way Repayment

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VTA	8 million	8 million	0
SF	2 million	1.8 million	0.2 million

From Olson Remcho Law Firm – Report to JPB Board – April 1, 2021

Consideration of MTC Contribution and Potential Conditions

- Staff proposes that the Commission consider payment by MTC to SamTrans of the \$19.6 million principal subject to the following conditions:
 - Principal payment of \$19.6 million constitutes full payment of any and all remaining MTC obligation for monies advanced by SamTrans for the purchase of the Caltrain right of way, with no expectation by SamTrans of future contributions by the Commission.
 - Inclusion of a policy statement affirming agreement does not preclude recommendations forthcoming from the Network Management Business Case and/or the Regional Rail Study.
 - Inclusion in the recommendation that future evaluation and reconvening related to the MOU between the JPB and SamTrans should include consultation with MTC as it relates to network management recommendations that may be adopted before that time.

Caltrain Electrification Project Overview

- San Francisco to San Jose (Tamien Station)
- 51 miles
- Revenue service: Sept. 2024
- Electrification
 - Overhead Contact System (OCS)
 - Traction Power Facilities
 - Signal System
- Electric Trains
 - 19 7-car train sets (133 cars - *96 cars funded by project; 37 cars funded by State TIRCP*)



Caltrain Electrification Funding Plan Prior to Cost Increase

Fund Source	Amount
FTA Core Capacity	647,000,000
FTA Section 5307 (EMU)/SMCTA	315,000,000
FTA Section 5307 (Environmental)	15,676,000
Prop 1A	600,000,000
High Speed Rail Non-Prop 1A	113,000,000
TIRCP	20,000,000
Prop 1B	8,000,000
Bridge Tolls (RM1/RM2)	39,430,000
Carl Moyer	20,000,000
JPB Members 7 & 9 Party MOU	184,146,533
Caltrain LCTOP	9,000,000
Prior Local Contribution	9,000,000
Total	1,980,252,533

Key Reasons for Cost Overruns

- Delays and cost increases arising from the COVID-19 pandemic
- Unforeseen site conditions
- Resolution of commercial disputes with contractor on signal system scope and outstanding change orders



Project Cost Overruns

- Updated project cost and schedule
 - \$2.4B
 - No change to 2024 revenue service
- Additional cost \$462.4M key elements
 - Global settlement with BBII \$346.68M
 - Project budget scrub \$115.76M
- Peninsula Corridor JPB approved budget increase and global settlement on December 6th



Funding Strategy

- Funding need ~\$410M (Project Cost Increase ~\$462M; Federal American Rescue Plan funding to date \$52.4M)
- Cashflow sufficient through June 2023, additional funding needed to complete project
- FTA/CHSRA Recovery Plan
 - \$52.4 ARP
 - \$150M credit financing
 - \$60M Measure RR capital reserve
 - \$200M super contingency (2017 Commitment by MTC, SFCTA, SMCTA, VTA);
 - Caltrain will seek state and federal funding to complete the project. Should those grants or funds not be sufficient, Caltrain will work to identify “own source” funds to fill any gap, including member agency funding, Measure RR revenues, and proceeds from bonds secured by Measure RR or low carbon fuel standards credits revenue.

Megaproject Advancement Policy

- Focused framework based on Plan Bay Area 2050
- Include *multi-modal* strategies and sequencing of projects to better advocate for federal and state funding
- Development of the strategy will include assessment of project risks and plan for managing risk over the course of new and ongoing projects
- Apply lessons learned and experience from past megaproject delivery

Next Steps / Action

- Staff recommends convening a **workshop** in the coming months focused on **rail capital project delivery and governance** to provide valuable and timely inputs to the Rail Governance study and Major Project Advancement Policy.
- **Direction from Committee** on scope and nature of MTC's contribution and involvement in the **Right-of-Way settlement agreement**. A refined proposal based on direction received will be brought to the January 26th Commission meeting for approval.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-0008 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 12/9/2021 **In control:** Operations Committee
On agenda: 1/14/2022 **Final action:**
Title: Future Roles and Structure of the Bay Area Infrastructure Financing Authority (BAIFA)

Request for MTC to support in concept restructuring BAIFA, a joint powers authority composed of MTC and BATA, to: (1) allow BAIFA to serve as the tolling agency for State Route 37, subject to legislative authorization, and (2) provide enhanced regional transportation conduit financing.

Sponsors:

Indexes:

Code sections:

Attachments: [13a - 22-0008 - Future BAIFA Roles and Structure.pdf](#)
[5a Future BAIFA Roles and Structure.pdf](#)

Date	Ver.	Action By	Action	Result
1/14/2022	1	Operations Committee		

Subject:

Future Roles and Structure of the Bay Area Infrastructure Financing Authority (BAIFA)

Request for MTC to support in concept restructuring BAIFA, a joint powers authority composed of MTC and BATA, to: (1) allow BAIFA to serve as the tolling agency for State Route 37, subject to legislative authorization, and (2) provide enhanced regional transportation conduit financing.

Presenter:

Lisa Klein

Recommended Action:

MTC Commission Approval

Attachments:

**Metropolitan Transportation Commission
Operations Committee****January 14, 2022****Agenda Item 5a****Future Roles and Structure of the Bay Area Infrastructure Financing Authority (BAIFA)****Subject:**

Request for MTC to support in concept restructuring BAIFA, a joint powers authority composed of MTC and BATA, to: (1) allow BAIFA to serve as the tolling agency for State Route 37, subject to legislative authorization, and (2) provide enhanced regional transportation conduit financing.

Background:

BAIFA was established in 2006 as a joint powers authority (JPA) between BATA and MTC for financing the State contribution to the toll bridge seismic retrofit program and other potential transportation projects. BAIFA was intended to be the infrastructure financing arm of MTC, which cannot issue debt. Between 2011 and 2013, administration of Regional Express Lanes was added to BAIFA's authority so BAIFA could implement and operate MTC's 270-mile Regional Express Lane Network. At that time, BATA and MTC redefined BAIFA membership, previously a subset of Commission and Committee officers, to reflect the commissioners representing the counties in the MTC Express Lanes Network (Alameda, Contra Costa and Solano), the MTC Chair, BATA Oversight Committee Chair, and California State Transportation Agency (CalSTA) representative. (See Attachment for additional detail on BAIFA's history and current responsibilities.)

Presently, there is an opportunity for BAIFA to fill two important additional roles: (1) as the regional tolling authority for State Route 37 (SR 37), subject to legislation that Senator Bill Dodd is expected to introduce early next year; and (2) as a regional transportation infrastructure conduit financing entity to help deliver the ambitious transportation investment program in Plan Bay Area 2050, starting with long-planned conduit financing of the BART car replacement project backed by Federal Transit Administration formula funds. Staff initiated conversations about these roles and potential changes to BAIFA's structure in Spring 2020. (See Attachment B for a summary.) At the time, a suggestion was made to bring the issue to BAIFA for consideration and recommendation to MTC. Soon thereafter, the COVID-19 pandemic paused

the associated legislative and financing activities, and the Commission turned its attention to other matters including the Blue Ribbon Transit Recovery Task Force, the BATA Recovery Ad Hoc Committee, and completion of Plan Bay Area 2050.

The Commission's work over the past two years on these topics underscores calls to action and inform staff's recommended approach to enabling BAIFA to assume the two additional roles.

1. Plan Bay Area 2050 includes an ambitious transportation investment program that will require tools including regional conduit financing. This activity can best be undertaken by a regional body with representation from all Bay Area counties.
2. The importance of a seamless approach to regional tolling is more evident than ever. It is a key foundation for transit priority and network management, and critical to serving the toll paying public. At the same time, SR-37 would be entering an especially complex tolling landscape, with new features including All Electronic Tolling, FasTrak® Equity Action Plan, and a growing, more connected regional express lanes network. There is tremendous value in creating a forum that has a big picture of the tolling landscape.
3. The stresses and strains of the past year have underscored the cost of administrative complexity. By appropriately streamlining the Commission's boards and committees, we can direct funds, staff time and commissioner time to achieving outcomes instead of toward administration.

Recommended Approach:

In November 2021, staff presented an approach to restructuring BAIFA to serve as a regional conduit financing entity and the SR 37 tolling authority while executing its current express lanes responsibilities. BAIFA directed staff to move the staff recommendation forward to MTC

The Bay Area Infrastructure Financing Authority would be restructured to be coterminous with the MTC board and responsible for all conduit borrowing for transportation infrastructure.

The new BAIFA board would establish a Tolling Committee of the Authority made up of the existing BAIFA Board and the North Bay counties on the MTC Board. The Tolling Committee would function much like the BATA Oversight Committee, providing in-

depth review and recommendations to the Authority on all matters related to express lanes and SR 37 as well as contract approvals.

A chief advantage of this approach is its strong support of the seamless principle. The larger board combined with the Tolling Committee create a structure with the knowledge and skills both to understand the region's complex tolling landscape and deliver and operate BAIFA's express lanes and SR 37. In the future the board could amend the committee to address other tolling opportunities, such as all lane tolling included in Plan Bay Area 2050.

Importantly, the revenues associated with each program would be segregated and fully protected. For this reason, the debt issued for one program should not affect the credit rating for the other programs, nor can revenue from one program be used as a backstop for another. Per California Streets and Highways Section 149.7, express lane toll revenue may be used for debt obligations, operations and maintenance and capital improvements of the toll facility (BAIFA facility approved by the California Transportation Commission) and reserves. Any remaining (net) revenue shall be used in the corridor in which it was generated. The SR 37 tolling legislation is expected to similarly restrict revenue from SR 37 to corridor improvements for mobility, safety and resiliency, including the ultimate project. Likewise, assuming BAIFA issues bonds backed by Federal Transit Administration revenue or other transportation revenue streams, those revenues will be dedicated to repayment of those bonds and not available for use on express lanes or SR 37.

BATA and MTC can alter BAIFA's governing board structure by approving an amendment to the Joint Powers Agreement that created BAIFA. The BAIFA board could subsequently establish the Tolling Committee. However, BAIFA's role as the tolling authority for SR 37 is dependent on state legislation; if that legislation fails to pass, BAIFA might choose to focus the Tolling Committee on express lanes only.

BAIFA endorsed the approach described above in November 2021 as preferable to two alternatives. The alternatives have higher administrative impacts, and more importantly, neither promotes seamlessness as effectively as the staff recommendation.

- Alternative A: Bay Area Infrastructure Financing Authority would be coterminous with the MTC board and would handle all conduit borrowing. The Authority would have two separate committees instead of a single tolling committee. One committee would provide in-depth review and recommendations for express lanes and would be composed of the current BAIFA membership. The second committee would provide review and recommendations for SR 37 and would be composed of commissioners representing the North Bay counties plus the MTC Chair, BATA Oversight Chair and CalSTA representative.
- Alternative B: MTC and BATA would create two new JPAs for a total of three separate JPAs. The JPA responsible for express lanes would have the same responsibilities and membership as BAIFA does today. The JPA responsible for regional transportation financing would be coterminous with the MTC board. The JPA responsible for SR 37 tolling would be composed of commissioners representing the North Bay counties plus the MTC Chair, BATA Oversight Chair and CalSTA representative. Staff does not recommend this alternative, which does little to advance seamlessness and has significantly higher administrative cost.

Next Steps:

If the Commission approves the staff recommendation in concept, the Executive Director would write a letter to Senator Dodd indicating the Commission's support for identifying BAIFA as the tolling authority in the State Route 37 tolling legislation to be introduced in early 2022.

In addition, staff would return to both MTC and BATA potentially as soon as February or March for approval to amend the BAIFA Joint Powers Agreement to establish the new board structure and recognize State Route 37 tolling responsibilities, the latter contingent upon enactment of Senator Dodd's bill. (The Joint Powers Agreement already provides conduit financing authority and should not require major revisions for that role.) The exact schedule for revisions to the Joint Powers Agreement will depend on two other major actions staff anticipates bringing to BAIFA in the first half of 2022. The timing of these actions remains somewhat fluid.

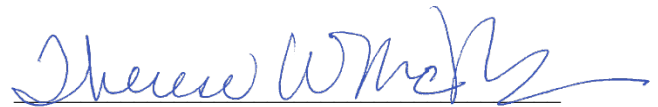
1. Staff will ask BAIFA to consider an amendment to BAIFA's Toll Facility Ordinance. Staff is currently reviewing the schedule for this amendment, originally planned to kick off in December 2021, to allow more time for Bay Area express lane operators to collectively discuss an approach to reduced penalties for express lane toll violations. Staff would like to avoid changing the board structure during four-month period from the start of the public comment on the proposed amendment to the date the amendment becomes effective.
2. Staff may ask BAIFA to authorize the previously approved BART car financing as early as Spring 2022 so that proceeds are available to BART in summer 2022 to accommodate to BART's current schedule for purchasing the replacement rail cars. It is advantageous for BAIFA's action on the financing to be taken by the restructured board.

Requested Action:

Staff requests this Committee refer this item to the Commission for support in concept the recommended approach to restructuring of BAIFA in order to: (1) allow BAIFA to serve as the tolling agency for State Route 37, subject to legislative authorization, and (2) provide enhanced regional transportation conduit financing.

Attachments:

- Attachment A: BAIFA History and Current Responsibilities
- Attachment B: Spring 2020 Discussion of Future BAIFA Roles
- Attachment C: Presentation



Therese W. McMillan

Attachment A

BAIFA History and Current Responsibilities

The Bay Area Infrastructure Financing Authority, or BAIFA, was established in September 2006 as a joint powers authority (JPA) between BATA and MTC for the financing of the State contribution to the toll bridge seismic retrofit program and other potential transportation improvement projects. BAIFA was intended to be the infrastructure financing arm of MTC, which cannot issue debt.

Between 2011 and April 2013, administration of the Regional Express Lanes was added to BAIFA's authority. At that time, BATA and MTC revised the JPA agreement to define membership as: the chair of the Commission, chair of BATA Oversight, the commissioners representing each of the three counties in the express lane network approved by the California Transportation Commission (Alameda, Contra Costa and Solano), and the CalSTA representative (non-voting). BAIFA agreed to enter into a cooperative agreement with MTC through which MTC delegates authority to BAIFA to develop and operate its 270-mile Regional Express Lane Network (Network). With the April 2013 action, BAIFA took on responsibility for a range of policy decisions including: project sequencing; toll rates and discounts; the proposed means-based toll pilot project; violation penalties; and actions necessary to finance the Network. BAIFA also provides operational services for other express lanes through agreements with the Alameda CTC and the San Mateo County Express Lanes Joint Powers Authority.

BAIFA still has the powers to plan and finance infrastructure and related transportation projects but is primarily focused on express lane implementation and operations. The six members currently include: the chair of the Commission representing Napa (Pedroza), Chair of BATA Oversight (Worth), Dutra-Vernaci (representative chosen by the Chair, as per the JPA agreement when the Chair is a county commissioner), Glover (Contra Costa), and Spering (Solano) and CalSTA (El-Tawansy, non-voting).

Attachment B

Spring 2020 Discussion of Future BAIFA Roles

State Route 37 (March 2020 Legislation Committee)

Staff proposed BAIFA could potentially serve as the tolling entity called for in SB 1408 (Dodd), which would have authorized tolling on State Route 37 (SR 37) to help fund interim congestion relief and longer-term resilience to flooding and sea-level rise. In 2016, the SR 37 Policy Committee started exploring tolling in the corridor to generate funds for the interim congestion relief and ultimate resilience project. The Resilient SR 37 Program MOU signed in February 2019 by BATA, Caltrans and the four North Bay County Transportation Agencies incorporated the idea of authorizing tolling on the facility by adding it as the 8th toll bridge in the BATA enterprise. However, staff no longer recommends that SR 37 tolling authority be vested in BATA for several reasons, including financial covenants BATA has with bondholders.

A key factor is that BATA bridges operate as a single system. Carving out special rules applicable to a new facility would violate this underlying principle and would contradict bond indentures of the existing BATA bonds. To comply with these bond indentures, if SR 37 were added as an 8th toll bridge, revenue from the first three dollars (Regional Measures 1-3) of tolls on SR 37 would be pledged to those programs and could not be reserved for SR 37.

By the same token, if SR 37 were added to the BATA enterprise, even if the legislation narrowly circumscribed BATA's responsibility for operation and maintenance and for completing the ultimate project, investors and bond rating agencies could consider flooding and the cost of the ultimate project as risks to the BATA enterprise as a whole, potentially causing a bond rating downgrade that would drive up borrowing costs and reduce the availability of toll revenue for transportation improvements.

Regional Financing Considerations (April 2020 BAIFA)

Staff summarized the need for financing against future federal formula funding to meet the cashflow needs of the Region's Transit Capital Priorities. The most immediate need is the BART car replacement project, but other regional transit operators are likely to face a similar timing mismatch between major capital priorities and the Federal Transit Authority (FTA) formula funding stream.

In October 2016, the Commission directed staff to pursue FTA Financing for the BART railcar project (replacing existing 669-car fleet and expanding to 775 through FY26 at an estimated cost of \$2.6 billion). FTA granted a Letter of No Prejudice for BART railcar project and financing of \$1.3 billion on February 13, 2019. The FTA approval letter includes, "MTC states that it will annually program FT A formula funds from the San Francisco-Oakland, Concord, and Antioch urbanized areas (UZAs) for repayment of scheduled debt service for years 2021-2034. The LONP set forth a structure that included BAIFA as the entity to issue debt; the LONP request and approval did not provide any detail on the governance structure of BAIFA. The current estimated amount of the proceeds needed are \$933 million over next 3-4 years (FY21-FY24).

The BART/FTA financing is an example of the potential benefit BAIFA could provide in financing important regional transportation projects that might be otherwise delayed. As BAIFA may act as a financing entity for a number of projects in the region, over time, it is advantageous for the BAIFA board to be coterminous with the MTC board, as is the case with BATA. To the extent there may be future financings using BAIFA as the issuer, that benefit other parts of the region, it may well be that Commissioners representing those parts of the region may insist on having a seat on the BAIFA board.



FUTURE ROLES & STRUCTURE OF BAIFA

MTC OPERATIONS COMMITTEE

JANUARY 14, 2022

LANDSCAPE

CALLS TO ACTION

1. Ambitious 30-year transportation investment program will require innovative financing (Plan Bay Area 2050)
2. Regional tolling landscape is increasingly complex while seamlessness is more essential than ever (SR-37, BATA Equity Action Plan, Roadway Pricing Study, Blue Ribbon, Network Management)
3. Administrative simplicity enhances ability to achieve outcomes



OPPORTUNITIES

1. Create a regional body for conduit transportation financing that protects each program
2. Identify a tolling agency for SR-37 legislation to be introduced in early 2022 and create a forum equipped to identify synergies and conflicts in toll policies
3. Manage the number of boards and committees to reduce administrative demands on board members and staff

ORIGINAL BAIFA

- Created in 2006 to finance the State contribution to the toll bridge seismic program and other potential regional transportation projects – a financing arm for MTC

Original BAIFA Membership

1. MTC Chair
2. MTC Vice Chair
3. BATA Oversight Chair
4. BATA Oversight Vice Chair
5. Programming and Allocations Chair
6. Programming and Allocations Vice Chair



BAIFA TODAY

- Modified in 2013 to add responsibilities for delivery and operation of MTC express lanes
- Membership revised at that time to include one commissioner from each county in the MTC Network

Current BAIFA Membership

1. MTC Chair
2. BATA Oversight Chair
3. MTC Commissioner from Alameda County*
4. MTC Commissioner from Contra Costa County
5. MTC Commissioner from Solano County
6. Cal STA (non-voting)

* In 2019 Chair Haggerty appointed Commissioner Dutra-Vernaci to this slot, consistent with the Joint Powers Agreement



RECOMMENDATION: EXPAND BAIFA & CREATE TOLLING COMMITTEE

- BAIFA board coterminous with MTC to enable regional transportation financing
- Tolling Committee provides in-depth review/recommendations to the full board on all matters related to BAIFA express lanes and SR-37, similar to BATA Oversight Committee

	Full Board (21 members; 18 voting)	Tolling Committee (9 members; 8 voting)
Membership	Same as MTC	BATA Oversight Chair Operations Chair Express Lane County commissioners: ALA, CC, SOL* SR 37 County commissioners: MRN, SON, NAP Cal STA (non-voting) * Represents SOL for both express lanes and SR-37
Authority	Issue transportation financing Issue express lanes and SR-37 financing Approve policy, technical and recommendations for express lanes and SR-37 (forwarded by committee)	Provide policy and technical recommendations on <ul style="list-style-type: none">- Toll policy (rates, equity, HOV requirements, discounts)- Toll ordinance (violations)- Operating, capital and rehab budgets- Net revenue policy and expenditures- Grants and financing Approve contracts and agreements

HOW OPPORTUNITIES ARE ADDRESSED

OPPORTUNITIES

1. Create a regional body for conduit transportation financing that protects each program
2. Regional tolling landscape is increasingly complex while seamlessness is more essential than ever (SR-37, BATA Equity Action Plan, Roadway Pricing Study, Blue Ribbon, Network Management)
3. Manage the number of boards and committees to reduce administrative demands on board members and staff



PROPOSAL

1. Facilitates financing for projects throughout the region (BAIFA's original intent) because the board is coterminous with MTC. Programs are protected by statute and bond covenants
2. Builds on BAIFA's tolling knowledge and track record. Committee and board have good understanding of BATA, express lanes and SR-37 tolling context and can facilitate seamlessness, including consideration of broader roadway pricing called for in Plan Bay Area 2050
3. With one new committee, the additional meeting demands on board and staff is contained

SEAMLESS TOLLING

Requires a forum to understand synergies and conflicts in complex tolling policies

	BATA	SR-37 (pending legislation / future board action)	BAIFA Express Lanes
Violation Penalties	Reduction approved	Align with BATA	Pending future approval
Toll Rates	Based on statute and number of axles. Must cover debt service, O&M and Rehab and Regional Measures	Based on statute and number of axles. Must cover debt service and O&M.	Based on congestion
Discounts	HOV: 50% Clean air vehicles: 50%	Align with BATA (required in draft bill)	HOV: free or 50% Clean air vehicles: 50%
HOV Hours	Peak periods (match express lanes in future?)	Align with BATA (match express lanes in future?)	5 AM to 8 PM (same as tolling)
HOV Occupancy	HOV 2+/HOV 3+ Consultation with Caltrans	TBD Consultation with Caltrans	HOV 2+/HOV 3+ Consultation with Caltrans
Equity	Under development	Required in draft bill; build on BATA and express lanes	Pilot underway

Aligns with BATA

Consistent with Regional Express Lanes

PROGRAMS ARE PROTECTED

- Express lane statute restricts use of revenue to facility/corridor (SCH 149.7 excerpt attached)
- SR-37 legislation is expected to similarly restrict use of revenue
- FTA revenue used to back transit financing cannot be used for express lanes or SR-37
- Bottom Line: Revenue from one program cannot be used as a backstop for another program



FUTURE POTENTIAL TO ADD EXPRESS LANE CORRIDORS

- Proposal with comprehensive regional representation facilitates addition of corridors to BAIFA if willing parties reach agreement in the future
- BAIFA board could readily adjust Tolling Committee membership
- Promotes seamless customer experience and operational efficiency
- Counties in each corridor would approve use of net revenue



Regional Express Lane Network
in Play Bay Area 2050

ALTERNATIVE A: EXPAND BAIFA AND CREATE TWO COMMITTEES (PRESENTED SPRING 2020)

- BAIFA board coterminous with MTC to enable regional transportation financing
- Separate committees for express lanes and SR-37; delegated authority may be limited

	Full Board (21 members; 18 voting)	Express Lanes Committee (6 members; 5 voting)	SR-37 Committee (7 members; 6 voting)
Membership	Same as MTC	MTC Chair <i>(or Ops Chair)</i> BATA O Chair County commissioners: ALA, CC, SOL Cal STA (non-voting)	MTC Chair <i>(or Ops Chair)</i> BATA O Chair County commissioners: SOL, NAP, SON, MRN Cal STA (non-voting)
Authority	Issue transportation financing Issue express lanes & SR-37 financing Adopt budgets Adopt toll ordinances (violations)	Provide policy & technical recommendations on <u>all</u> express lane matters and budgets <u>Potential delegated authority (subject to further review)</u> - Set toll policy (rates, equity, HOV requirements, discounts) - Approve net revenue policy and expenditures - Approve contracts and agreements	Provide policy & technical recommendations on <u>all</u> SR-37 matters and budgets Authority for toll policy, net revenue and contracts would be equivalent to Express Lanes committee

ALTERNATIVE B: CREATE NEW, INDEPENDENT JPAS

- Results in three separate JPAs
 - Financing JPA coterminous with MTC board
 - Two separate JPAs for express lanes and SR-37
- Additional risks:
 - Resource intensive, with no means to support
 - Need to determine whether BAIFA needs to be significantly restructured under this model

	Financing Authority (21 members; 18 voting)	Express Lanes Toll Authority (6 members; 5 voting)	SR-37 Toll Authority (7 members; 6 voting)
Membership	Same as MTC	MTC Chair BATA O Chair County commissioners: ALA, CC, SOL Cal STA (non-voting)	MTC Chair BATA O Chair County commissioners: SOL, NAP, SON, MRN Cal STA (non-voting)
Authority	Issue transportation financing (except MTC express lanes & SR-37 financing)	<ul style="list-style-type: none"> - Issue express lanes financing - Set toll policy (rates, equity, HOV rqts, discounts) - Adopt toll ordinance (violations) - Adopt operating, capital and rehab budgets - Approve net revenue policy and expenditures - Secure grants - Approve contracts and agreements 	Same as express lanes Plus, conservation and sea level rise / climate responsibilities in legislation

COMPARISON

	PBA 2050 - Regional Entity for Financing	Tolling Expansion - SR 37 & Exp Lanes	Seamless Travel - Toll Synergies & Conflicts	Admin Simplicity - Manage Number of Boards
RECOMMENDED BAIFA coterminous with MTC One Tolling Committee, (similar to BATA Oversight)	++ (best)	++ (best)	++ (best)	++ (best)
Alternative A: BAIFA coterminous with MTC Two Committees (Spring 2020 approach)	++ (best)	++ (best)	+ (fair)	- (poor)
Alternative B: Three Separate JPAs for Financing, SR 37 and Express Lanes	++ (best)	++ (best)	-- (worst)	-- (worst)

SCHEDULE

Date	Action
Early 2022	<p>Contingent on MTC approval, Executive Director notifies Senator Dodd MTC supports listing BAIFA as SR-37 tolling agency in legislation</p> <p>Dodd introduces SR-37 legislation</p> <p>BATA and MTC amend the BAIFA Joint Powers Agreement; BAIFA establishes committee structure (SR-37 elements activated once bill is enacted)</p>
Spring 2022	<p>BAIFA amends toll ordinance for Means Based Pilot and reduced violation penalties (timing to be confirmed)</p> <p>BAIFA approves BART car financing (timing to be confirmed)</p>
Summer 2022	<p>BART needs financing proceeds</p>
October 2022	<p>Deadline for governor's signature on new legislation</p> <p>If SR-37 legislation enacted, activate BAIFA SR-37 responsibilities</p>