



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Metropolitan Transportation Commission

*Alfredo Pedroza, Chair   Nick Josefowitz, Vice Chair*

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Wednesday, January 25, 2023

9:35 AM

HYBRID (In-Person Option Available)

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#### Joint Meeting with the Bay Area Housing Finance Authority (BAHFA)

The Metropolitan Transportation Commission is scheduled to meet jointly with BAHFA on Wednesday, January 25, 2023 at 9:35 a.m., in the Bay Area Metro Center (HYBRID with In-person option available). In light of Governor Newsom's State of Emergency declaration regarding COVID-19 and in accordance with Assembly Bill 361's (Rivas) provisions 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.

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. 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/88238989488>

Or iPhone one-tap: US: +13462487799,,88238989488# or +12532050468,,88238989488#

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

+1 408 638 0968 or +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799 or

+1 312 626 6799 or +1 646 876 9923 or +1 301 715 8592 or

877 853 5247 (Toll Free) or 888 788 0099 (Toll Free)

Webinar ID: 882 3898 9488

International numbers available: <https://bayareametro.zoom.us/j/88238989488>

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](mailto: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, Carol Dutra-Vernaci, Dina El-Tawansy\*, Victoria Fleming,  
Dorene M. Giacomini\*, Federal D. Glover, Matt Mahan, Nate Miley, Gina Papan, David Rabbitt,  
Hillary Ronen, James P. Sperling, Sheng Thao, Vacant, Vacant, Vacant\*

**\*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 (9).*

**2. Pledge of Allegiance/ Acknowledgement of the Flag**

**3. Compensation Announcement**

**4. Joint MTC and BAHFA Consent Calendar**

- 4a. [23-0068](#) Minutes of the December 21, 2022 Joint MTC with BAHFA meeting
- Action: Commission Approval; and Authority Approval
- Attachments: [4a 23-0068 December 21 2022 Draft Commission w-BAHFA Minutes.pdf](#)
- 4b. [23-0069](#) MTC Resolution No. 4557, and BAHFA Resolution No. 26 - Providing for Remote Meetings Pursuant to Assembly Bill 361
- Action: Commission Approval; and Authority Approval
- Attachments: [4b 23-0069 MTC Resolution 4557 AB 361.pdf](#)  
[4b 23-0069 BAHFA Reslution 26 AB 361.pdf](#)

**5. Public Comment / Other Business**

**6. Adjourn BAHFA and Continue with MTC Agenda**

**7. Chair's Report (Pedroza)**

- 7a. [23-0158](#) MTC Resolution No. 4558. Resolution of Appreciation for Commissioner Amy Worth on the occasion of her departure from MTC.
- Action: Commission Approval
- 7b. [23-0159](#) MTC Resolution No. 4559. Adoption of Equity Platform
- A request that the Commission adopt MTC Resolution No. 4559, MTC's Equity Platform, meant to address equity challenges and inform how MTC and ABAG approach complex systems and environments.
- Action: Commission Approval
- Attachments: [7b 23-0159 MTC Resolution 4559 Equity Platform.pdf](#)

**8. Ad-Hoc Nominating Committee Report (Spering)**

- 8a. [23-0169](#) Recommendation for new Chair and Vice Chair

Action: Information

**9. Policy Advisory Council Report (Council Chair/Vice Chair)**

**10. Executive Director's Report (McMillan)**

- [23-0070](#) Executive Director's Report

Action: Information

**11. Commissioner Comments**

**12. Consent Calendar:**

***Administration Committee***

- 12a. [23-0038](#) MTC Resolution No. 4563, Statement of Investment Policy

Action: MTC Commission Approval

Attachments: [12a\\_23-0038\\_MTC\\_Reso\\_4563\\_Statement\\_of\\_Investment\\_Policy.pdf](#)

- 12b. [23-0039](#) MTC Resolution No. 4265, Revised - MTC Debt Policy Issuance and Management

Action: MTC Commission Approval

Attachments: [12b\\_23-0039\\_MTC\\_Reso\\_4265\\_MTC\\_Debt\\_Policy\\_Issuance\\_and\\_Manageme](#)

***Programming and Allocations Committee***

- 12c. [23-0097](#) MTC Resolution No. 4555. Higher Impact Transformative Allocation of the Regional Early Action Planning Grant (REAP 2.0) Application Request

Action: Commission Approval

Attachments: [12c\\_23-0097\\_MTC\\_Reso\\_4555\\_REAP2\\_HIT\\_Application.pdf](#)

### **Legislation Committee**

- 12d. [23-0100](#) MTC Resolution No. 3931, Revised - Reflect Policy Advisory Council Meeting and Language Changes made to MTC Resolution 1058, Revised

**Action:** MTC Commission Approval

**Attachments:** [12d 23-0100 MTC Reso 3931 Reflect Changes to MTC Res 1058.pdf](#)

### **Committee Reports**

#### **13. Programming and Allocations Committee (Rabbitt)**

- 13a. [23-0045](#) MTC Resolutions No. 4487, Revised and 4505, Revised. Adoption of 2023 Regional Active Transportation Program (ATP) Cycle 6 Program of Projects and Revisions to the One Bay Area Grant (OBAG 3) Program.

i. MTC Resolution No. 4487, Revised. Adoption of the 2023 Regional ATP Cycle 6 Program of Projects, which programs \$143 million in new funding capacity covering FY 2023-24 through FY 2026-27.

ii. MTC Resolution No. 4505, Revised. Revisions to OBAG3, including programming about \$302 million within the County and Local Program and \$300,000 to MTC's Active Transportation Technical Assistance Program.

**Action:** Commission Approval

**Attachments:** [13a 23-0045 ATP and OBAG3 Presentation.pdf](#)  
[13ai 23-0045 MTC Resolution 4487 ATP Cycle6 Program of Projects and](#)  
[13aii 23-0045 MTC Resolution 4505 OBAG3 Revisions.pdf](#)  
[13a 23-0045 ATP and OBAG3 Public Comments Combined.pdf](#)  
[13a Public Comment Baumer.pdf](#)



#### 14. MTC Executive Committee

- 14a. [23-0093](#) Recommended Regional Network Management (RNM) Short/Near-Term Framework and Proposed Implementation Plan and Evaluation Framework

The Commission will be provided an update on the Network Management Business Case and an initial RNM framework recommendation, as discussed with the Executive Committee earlier in the month. Staff plans to seek Commission approval of the RNM framework in February, followed by approval of the Implementation Plan in a subsequent month.

**Action:** Information

**Attachments:** [14a 23-0093 Regional Network Management Business Case Evaluation.pdf](#)  
[14a 23-0093 Regional NMBC Evaluation Presentation Updated.pdf](#)  
[14a 23-0093 Public Comment.pdf](#)

#### 15. Commission Approval

- 15a. [23-0160](#) MTC Resolution No. 4560. Resolution of Appreciation for Executive Director, Therese McMillan on the occasion of her retirement from MTC.

**Action:** Commission Approval

#### 16. Public Comment / Other Business

#### 17. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held at 9:35 a.m. on Wednesday, February 22, 2023. 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](http://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.

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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)

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**File #:** 23-0068      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Consent

**File created:** 12/5/2022      **In control:** Metropolitan Transportation Commission

**On agenda:** 1/25/2023      **Final action:**

**Title:** Minutes of the December 21, 2022 Joint MTC with BAHFA meeting

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4a\\_23-0068\\_December\\_21\\_2022\\_Draft\\_Commission\\_w-BAHFA\\_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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### Subject:

Minutes of the December 21, 2022 Joint MTC with BAHFA meeting

### Recommended Action:

Commission Approval; and Authority Approval



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

## Meeting Minutes

### Metropolitan Transportation Commission

*Alfredo Pedroza, Chair Nick Josefowitz, Vice Chair*

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Wednesday, December 21, 2022

9:35 AM

HYBRID (In-Person Option Available)

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Chair Pedroza called the meeting to order at 9:37 a.m.

#### 1. Roll Call / Confirm Quorum

- Present:** 11 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Liccardo, Commissioner Rabbitt, Commissioner Schaaf, and Commissioner Spering
- Absent:** 5 - Vice Chair Josefowitz, Commissioner Fleming, Commissioner Miley, Commissioner Papan, and Commissioner Ronen

Due to her decision to retire from elected office, Amy Worth is no longer on the Authority effective December 19, 2022.

Commissioner Liccardo arrived during agenda item 7.

Non-Voting Commissioner Present: Commissioner Giacomini

Non-Voting Commissioner Absent: Commissioner El-Tawansy

#### 2. Pledge of Allegiance/ Acknowledgement of the Flag

#### 3. Compensation Announcement

#### 4. Joint MTC and BAHFA Consent Calendar

**Upon the motion by Commissioner Rabbitt and seconded by Commissioner Glover, this was approved the Consent Agenda. The motion carried by the following vote:**

- Aye:** 10 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Rabbitt, Commissioner Schaaf and Commissioner Spering

- Absent:** 6 - Vice Chair Josefowitz, Commissioner Fleming, Commissioner Liccardo, Commissioner Miley, Commissioner Papan and Commissioner Ronen

- 4a.** [22-1791](#) Minutes of the November 16, 2022 Joint MTC w/ BAHFA meeting and December 14, 2022 Joint Commission with BAHFA, BATA, and BAIFA

**Action:** Commission / Authority Approval

- 4b.**     [23-0098](#)     MTC Resolution No. 4551, and BAHFA Resolution No. 25 - Providing for Remote Meetings Pursuant to Assembly Bill 361

**Action:** Commission Approval; and Authority Approval

- 4c.**     [22-1793](#)     BAHFA Resolution No. 23. Rejection, Allowance, Compromise or Settlement of Claims and Actions and Delegated Authority for Contracting for Legal Services to General Counsel

**Action:** Authority Approval

**Presenter:** Andrea Visveshwara

**5. Public Comment / Other Business**

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

**7. Chair's Report (Pedroza)**

**Agenda items 7a, 7b, and 7c were adopted in a single motion and vote.**

**Upon the motion by Commissioner Glover and seconded by Commissioner Schaaf, the Commission unanimously adopted MTC Resolution Nos. 4552, 4553, and 4554. The motion carried by the following vote:**

**Aye:** 11 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Liccardo, Commissioner Rabbitt, Commissioner Schaaf and Commissioner Spering

**Absent:** 5 - Vice Chair Josefowitz, Commissioner Fleming, Commissioner Miley, Commissioner Papan and Commissioner Ronen

- 7a.**     [22-1841](#)     MTC Resolution No. 4552 - Resolution of Appreciation for Commissioner Damon Connolly on the occasion of his departure from MTC.

**Action:** Commission Approval

- 7b.**     [22-1842](#)     MTC Resolution No. 4553 - Resolution of Appreciation for Commissioner Sam Liccardo on the occasion of his departure from MTC.

**Action:** Commission Approval

- 7c.**     [22-1843](#)     MTC Resolution No. 4554 - Resolution of Appreciation for Commissioner Libby Schaaf on the occasion of her departure from MTC.

**Action:** Commission Approval

- 7d. [23-0001](#) Executive Director and General Counsel Performance Evaluations and Contract Approvals
1. Approval of employment contract amendment with Executive Director Therese McMillan through February 1, 2023 (\$428,604.80 annual salary);
  2. Approval of employment contract with General Counsel Kathleen Kane through December 31, 2026 (\$348,132.20 annual salary); and
  3. Approval of changes to salary schedule to reflect increases to Executive Director and General Counsel salaries (MTC Resolution No. 4369 and MTC Resolution No. 4369: Attachment A).

**Action:** Commission Approval

**Upon the motion by Commissioner Liccardo and seconded by Commissioner Abe-Koga, the Commission unanimously approved the employment agreement amendment with Executive Director Therese McMillan through February 1, 2023; the employment agreement with General Counsel Kathleen Kane through December 31, 2026; and the changes to salary schedule to reflect increases to their salaries (MTC Resolution No. 4369, Attachment A) which will be an annualized salary of \$428,604.80 for the Executive Director and \$348,122.20 for the General Counsel. The motion carried by the following vote:**

- Aye:** 11 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Liccardo, Commissioner Rabbitt, Commissioner Schaaf and Commissioner Spering
- Absent:** 5 - Vice Chair Josefowitz, Commissioner Fleming, Commissioner Miley, Commissioner Papan and Commissioner Ronen

#### Chair's Report (Pedroza)

**Upon the motion by Commissioner Rabbitt and seconded by Commissioner Ahn, the Commission unanimously approved the appointment of an Ad Hoc nominating committee appointing Commissioners Dutra-Vernaci, Glover, and Spering (Chair). The motion carried by the following vote:**

- Aye:** 11 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Liccardo, Commissioner Rabbitt, Commissioner Schaaf and Commissioner Spering
- Absent:** 5 - Vice Chair Josefowitz, Commissioner Fleming, Commissioner Miley, Commissioner Papan and Commissioner Ronen

#### 8. Policy Advisory Council Report (Randi Kinman)

No report was given.

#### 9. Executive Director's Report (McMillan)

- [23-0127](#) Executive Director's Report

**10. Commissioner Comments****11. Consent Calendar:**

Commissioner Schaaf left before agenda item 11.

Upon the motion by Commissioner Dutra-Vernaci and seconded by Commissioner Rabbitt, the Commission unanimously approved the Consent Calendar by the following vote:

**Aye:** 10 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Liccardo, Commissioner Rabbitt and Commissioner Sperling

**Absent:** 6 - Vice Chair Josefowitz, Commissioner Fleming, Commissioner Miley, Commissioner Papan, Commissioner Ronen and Commissioner Schaaf

**Operations Committee****11a. [22-1801](#) Resilient State Route 37 Memorandum of Understanding Amendment**

Resilient State Route 37 Memorandum of Understanding (MOU) Amendment to integrate Sonoma-Marin Area Rail Transit District (SMART) and update the organizational structure for delivery from Bay Area Toll Authority (BATA) to Metropolitan Transportation Commission (MTC)/ Bay Area Infrastructure Financing Authority (BAIFA).

**Action:** Commission Approval

**Presenter:** Jeanette Weisman

**Programming and Allocations Committee****11b. [22-1609](#) MTC Resolution Nos. 4523, Revised and 4524, Revised. Allocation of \$19 million in FY 2022-23 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to Santa Clara Valley Transportation Authority (VTA) and Solano Transportation Authority (Solano TA) to support transit operations and planning in the region.**

**Action:** Commission Approval

**Presenter:** Cheryl Chi

**11c. [22-1750](#) MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-02**

**Action:** Commission Approval

**Presenter:** Adam Crenshaw

**Committee Reports**

## 12. Legislation Committee (Vice Chair Liccardo)

### 12a. [22-1610](#) Proposed Final 2023 Joint Advocacy Program

Final 2023 Joint Advocacy Program for MTC and ABAG outlining the agencies' state and federal legislative priorities.

**Action:** ABAG Executive Board Approval  
MTC Commission Approval

**Presenter:** Georgia Gann Dohrmann

**Upon the motion by Commissioner Liccardo and seconded by Commissioner Rabbitt, the Commission unanimously approved the adoption of the 2023 Joint Advocacy Program. The motion carried by the following vote:**

**Aye:** 10 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Liccardo, Commissioner Rabbitt and Commissioner Spering

**Absent:** 6 - Vice Chair Josefowitz, Commissioner Fleming, Commissioner Miley, Commissioner Papan, Commissioner Ronen and Commissioner Schaaf

## 13. Public Comment / Other Business

Written correspondence was received from: Ernie Sexton, Ana Menendez, Ann Joyce, and Anonymous.

[23-0128](#) Public Comment

## 14. Adjournment / Next Meetings:

**The next meeting of the Metropolitan Transportation Commission is scheduled to be held at 9:35 a.m. on Wednesday, January 25, 2023. 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 #:** 23-0069      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Consent

**File created:** 12/5/2022      **In control:** Metropolitan Transportation Commission

**On agenda:** 1/25/2023      **Final action:**

**Title:** MTC Resolution No. 4557, and BAHFA Resolution No. 26 - Providing for Remote Meetings Pursuant to Assembly Bill 361

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4b 23-0069 MTC Resolution 4557 AB 361.pdf](#)  
[4b 23-0069 BAHFA Reslution 26 AB 361.pdf](#)

Date	Ver.	Action By	Action	Result
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### Subject:

MTC Resolution No. 4557, and BAHFA Resolution No. 26 - Providing for Remote Meetings Pursuant to Assembly Bill 361

### Recommended Action:

Commission Approval; and Authority Approval

# Metropolitan Transportation Commission

January 25, 2023

Agenda Item 4b - 23-0069

## MTC Resolution No. 4557 Providing for Remote Meetings Pursuant to AB 361

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### **Subject:**

Approval of MTC Resolution No. 4557 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 prospectively for 30 days following the Commission's action.

### **Issues:**

Findings in support of MTC Resolution No. 4557 are found in the attached resolution. 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. 4557, authorizing its committees and related entities, to meet remotely pursuant to the provisions of AB 361.

### **Attachments:**

- Attachment A: MTC Resolution No. 4557



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Alix A. Bockelman

Date: January 25, 2023  
Referred By: Commission

ABSTRACT

Resolution No. 4557

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 25, 2023.

Date: January 25, 2023  
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. 4557

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

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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 25, 2023.

**Bay Area Housing Finance Authority**  
**BAHFA**

**January 25, 2023**

**Agenda Item 4b - 23-0069**

**BAHFA Resolution No. 26 Providing for Remote Meetings Pursuant to AB 361**

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**Subject:**

Approval of BAHFA Resolution No. 26 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 prospectively for 30 days following the Bay Area Housing Finance Authority's action.

**Issues:**

Findings in support of Resolution No. 26 are found in the attached resolution. 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. 26, authorizing its committees and related entities, to meet remotely pursuant to the provisions of AB 361.

**Attachments:**

- BAHFA Resolution No. 26



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Alix A. Bockelman

Date: January 25, 2023  
Referred By: BAHFA

ABSTRACT

Resolution No. 0026

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 25, 2023.



Date: January 25, 2023  
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. 0026

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

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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 25, 2023.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 23-0158      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Commission Approval

**File created:** 12/28/2022      **In control:** Metropolitan Transportation Commission

**On agenda:** 1/25/2023      **Final action:**

**Title:** MTC Resolution No. 4558. Resolution of Appreciation for Commissioner Amy Worth on the occasion of her departure from MTC.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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**Subject:**  
MTC Resolution No. 4558. Resolution of Appreciation for Commissioner Amy Worth on the occasion of her departure from MTC.

**Recommended Action:**  
Commission Approval



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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<b>File #:</b>	23-0159	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Commission Approval	
<b>File created:</b>	12/28/2022	<b>In control:</b>		Metropolitan Transportation Commission	
<b>On agenda:</b>	1/25/2023	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution No. 4559. Adoption of Equity Platform				

A request that the Commission adopt MTC Resolution No. 4559, MTC's Equity Platform, meant to address equity challenges and inform how MTC and ABAG approach complex systems and environments.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [7b 23-0159 MTC Resolution 4559 Equity Platform.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

MTC Resolution No. 4559. Adoption of Equity Platform

*A request that the Commission adopt MTC Resolution No. 4559, MTC's Equity Platform, meant to address equity challenges and inform how MTC and ABAG approach complex systems and environments.*

**Recommended Action:**

Commission Approval

# Metropolitan Transportation Commission

January 25, 2023

Agenda Item 7b - 23-0459

## MTC Resolution No. 4559. Adoption of Equity Platform.

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### **Subject:**

A request that the Commission adopt MTC Resolution No. 4559, MTC's Equity Platform, meant to address equity challenges and inform how MTC and ABAG approach complex systems and environments.

### **Background:**

At the Metropolitan Transportation Commission and the Association of Bay Area Governments, equity means "inclusion into a Bay Area where everyone can participate, prosper and reach their full potential." The agency strives to advance equity through carefully considered investments and policies directed at historically underserved and systemically marginalized groups, including people with low incomes and communities of color.

By setting policies and delivering programs, holding ourselves accountable to data-backed results, and taking real actions, MTC and ABAG aim to contribute to creating a Bay Area where everyone can thrive.

### **Recommended Action:**

The Commission is requested to adopt MTC Resolution No. 4559, MTC's Equity Platform, meant to address equity challenges and inform how MTC and ABAG approach complex systems and environments.

### **Attachments:**

- MTC Resolution No. 4559



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Therese W. McMillan

Date: January 25, 2023  
Referred By: Commission

ABSTRACT

Resolution No. 4559

This resolution defines equity as “inclusion into a Bay Area where everyone can participate, prosper and reach their full potential.” The agency strives to advance equity through carefully considered investments and policies directed at historically underserved and systemically marginalized groups, including people with low incomes and communities of color.

Further discussion of this subject is contained in the Metropolitan Transportation Commission Summary Sheet dated January 25, 2023.

Date: January 25, 2023  
Referred By: Commission

RE: Adoption of MTC's Equity Platform

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4559

WHEREAS, the San Francisco Bay Area is an economic engine of California and the nation; an area of enviable natural beauty; and home to rich and vibrantly diverse communities; and

WHEREAS, the Bay Area's past and present are marred by the reality that these gifts are not attainable for all the region's people, too many of whom cannot achieve opportunities due to systemic racism, entrenched gender biases, and imbedded discrimination against persons with disabilities through public sector policies and practices that hold back marginalized communities; and

WHEREAS, MTC's and ABAG's Executive Director Therese W. McMillan in October 2019 introduced the Equity Platform as a framework to address such disparities; and

WHEREAS, the Equity Platform is built on four key pillars further outlined in Attachment A: 1) Listen and Learn; 2) Define and Measure; 3) Focus and Deliver; and 4) Train and Grow; and

WHEREAS, the Bay Area's vast planning, community engagement and resource investments in transportation, housing, the environment and the economy must intentionally bring equity to the forefront of these efforts, and be accountable to positive change; and

WHEREAS, the Equity Platform is not a discrete project or program, but a comprehensive paradigm in which equity is a forefront consideration across all lines of internal and external MTC and ABAG business and operations; now therefore be it

RESOLVED, that MTC and ABAG [or "MTC and its sister agency ABAG", and vice versa if doing two separate resolutions], adopt the Equity Platform as a core commitment to develop an inclusive Bay Area where everyone can participate, prosper and reach their full potential; and be it further



RESOLVED, that in adopting the Equity Platform, the Commission recognizes Therese McMillan's contribution as its architect and "first champion," and honors her belief that public leadership is not a torch to be claimed, but a light to be passed hand to hand, guiding a shared path.

METROPOLITAN TRANSPORTATION COMMISSION

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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 25, 2023.

Date: January 25, 2022  
Referred by: Commission

Attachment A  
Resolution No. 4559  
Page 1 of 2

## **Principles of the Equity Platform**

At the Metropolitan Transportation Commission and the Association of Bay Area Governments, equity means “inclusion into a Bay Area where everyone can participate, prosper and reach their full potential.” The agency strives to advance equity through carefully considered investments and policies directed at historically underserved and systemically marginalized groups, including people with low incomes and communities of color.

By setting policies and delivering programs, holding ourselves accountable to data-backed results, and taking real actions, MTC and ABAG aim to contribute to creating a Bay Area where everyone can thrive.

The Equity Platform is meant to address equity challenges and inform how MTC and ABAG approach complex systems and environments. The Equity Platform is a process and practice to:

- Create designs and solutions that focus on affected communities
- Increase opportunity for those people most affected by exclusion
- Shift decision-making power to the people who are affected by policies
- Invest in training and education to advance goals for fairness and inclusion.

The Equity Platform, at its core, is grounded by a set of Equity Pillars:

- Listen & Learn — It is essential to seek out, understand and collaborate directly with those members of the Bay Area community who have been most harmed by racism, gender biases, disability discrimination and other inequitable outcomes resulting from public policies and practices, intentional or not.
- Define and Measure— Change is difficult without clear goals, and a way to measure success. A shared equity agenda emerging from listening and learning must be grounded in specific objectives and quantitative and qualitative data to ensure accountable progress.
- Focus & Deliver— Defining problems and solutions must be backed up with real investments on the ground; bringing new and/or redirected resources to bear in capital projects and operational services to those who most need it.

- Train and Grow— Equity is a job that is never done; committing to equity throughout the agency is a continuous evaluative process.

MTC and ABAG provide more detail and resources at:

<https://mtc.ca.gov/about-mtc/what-mtc/equity-platform>

<https://abag.ca.gov/about-abag/abag-mtc-equity-platform>



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 23-0169      **Version:** 1      **Name:**

**Type:** Report      **Status:** Informational

**File created:** 12/30/2022      **In control:** Metropolitan Transportation Commission

**On agenda:** 1/25/2023      **Final action:**

**Title:** Recommendation for new Chair and Vice Chair

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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**Subject:**  
Recommendation for new Chair and Vice Chair

**Recommended Action:**  
Information



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 23-0070      **Version:** 1      **Name:**

**Type:** Report      **Status:** Informational

**File created:** 12/5/2022      **In control:** Metropolitan Transportation Commission

**On agenda:** 1/25/2023      **Final action:**

**Title:** Executive Director's Report

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

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

**Recommended Action:**  
Information



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 23-0038      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Consent  
**File created:** 11/29/2022      **In control:** Administration Committee  
**On agenda:** 1/11/2023      **Final action:**  
**Title:** MTC Resolution No. 4563, Statement of Investment Policy  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [12a 23-0038 MTC Reso 4563 Statement of Investment Policy.pdf](#)  
[2bi 23-0038 Summary Sheet MTC Res No 4563.pdf](#)  
[2bii 23-0038 Attachment A MTC Res 4563.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
MTC Resolution No. 4563, Statement of Investment Policy

**Presenter:**  
Derek Hansel

**Recommended Action:**  
MTC Commission Approval

**Attachments:**

**Metropolitan Transportation Commission  
Administration Committee****January 11, 2023****Agenda Item 2b****MTC Resolution No. 4563, Statement of Investment Policy**

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**Subject:**

Staff requests that the Committee authorize the referral of MTC Resolution No. 4563 Statement of Investment Policy to the Commission for approval.

**Background:**

The Statement of Investment Policy (“Policy”) governs the investment of funds for MTC and all entities managed under MTC. The policy establishes rules and procedures for the administration of all funds, including permitted investments, fund and liquidity levels, and safekeeping.

The Policy also includes requirements for audit of internal controls, investment reports on a quarterly basis at minimum as well as signature controls, and the requirement for annual review and approval by the Commission. In addition, broker dealer firms are required to meet licensing requirements to be eligible to work with the Agency.

Staff recommends the following modifications to the current Statement of Investment Policy:

- Added the Bay Area Housing Finance Authority (BAHFA) as an additional MTC affiliated entity.
- Updated the Policy to more accurately reflect the current California State Code.
- Improved the layout and update language to make it more precise.

This resolution would supersede MTC Resolution No. 4173, the current Statement of Investment Policy.

**Issues:**

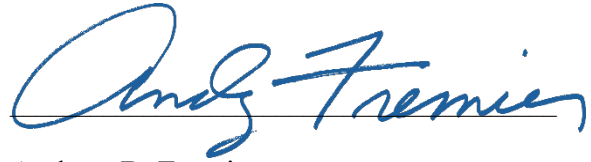
None identified.

**Recommendations:**

Refer MTC Resolution No. 4563 to the Commission for approval.

**Attachments:**

- Attachment A: MTC Resolution No. 4563, Statement of Investment Policy

A handwritten signature in blue ink, reading "Andrew B. Fremier". The signature is written in a cursive style with a horizontal line underneath the name.

Andrew B. Fremier



Date: January 25, 2023  
W.I.: 15.2.1  
Referred by: Admin. Committee

ABSTRACT

Resolution No. 4563

This resolution authorizes the establishment of a Statement of Investment Policy for the management of MTC funds. This resolution also accepts administrative responsibility for management of the funds of the MTC Service Authority for Freeways and Expressways (SAFE), the Bay Area Toll Authority (BATA), the Bay Area Infrastructure Financing Authority (BAIFA), the Bay Area Headquarters Authority (BAHA), the Bay Area Housing Finance Authority (BAHFA), and other MTC affiliated agencies as delegated to MTC by MTC SAFE, BATA, BAIFA, BAHA, BAHFA and other MTC affiliated agencies; and for the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities, for which MTC is accepting administrative responsibility for management of funds, effective July 1, 2017 pursuant to a contract for services between MTC and ABAG, dated May 30, 2017.

This resolution supersedes MTC Resolution No. 4173 and any other MTC resolutions to the extent that they may conflict with this policy.

Further discussion of this resolution is contained in the Executive Director's memoranda to the Administration Committee dated January 11, 2023.

Date: January 25, 2023

W.I.: 15.2.1

Referred by: Admin. Committee

RE: Establishment of a Statement of Investment Policy.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4563

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

WHEREAS, the MTC has the responsibility to manage funds received in accordance with the provisions of Government Code §§ 53600 et seq. and a Statement of Investment Policy adopted pursuant to those statutory provisions; and

WHEREAS, the MTC Service Authority for Freeways and Expressways (MTC SAFE), created pursuant to Streets and Highways Code §§ 2250-2556; the Bay Area Toll Authority (BATA), created pursuant to Streets & Highways Code §§ 30950 et seq.; the Bay Area Headquarters Authority (BAHA), created pursuant to a Joint Exercise of Powers Agreement between MTC and BATA dated September 28, 2011; the Bay Area Infrastructure Financing Authority (BAIFA), created pursuant to the joint exercise of powers between MTC and BATA dated August 1, 2006; Bay Area Housing Finance Authority (BAHFA), established by AB 1487 (2019, Chiu) ; and other MTC affiliated entities have requested MTC to assume administrative responsibility for all such MTC affiliated entities' respective funds; and

WHEREAS, MTC is accepting administrative responsibility for the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities, for management of funds, effective July 1, 2017 pursuant to a contract for services between MTC and ABAG, dated May 30, 2017; and

WHEREAS, MTC intends to manage all funds for which it is responsible pursuant to a single comprehensive investment policy; and

WHEREAS, the ABAG Administrative Committee has authorized MTC to open new and manage or close existing accounts with banks, financial institutions, and government pooled investment funds as needed in order to manage ABAG's and all related entities cash and investments under MTC signatures utilizing ABAG's and all related entities' tax identification numbers; now therefore, be it

RESOLVED, that MTC hereby adopts the Statement of investment Policy as set forth in Attachment A to this Resolution, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, Attachment A shall be applicable to all funds delegated to MTC; and, be it further

RESOLVED, that the Resolution No. 4563 supersedes MTC Resolution No. 4173; and, be it further

RESOLVED, that MTC's Executive Director or Treasurer or both, as applicable, are directed to manage MTC funds and funds delegated to MTC's administrative responsibility in conformance with said policy; and, be it further

RESOLVED, that this policy shall remain in effect unless modified by MTC; and, be it further

RESOLVED, that this Resolution shall take precedent over any prior MTC Resolutions to the extent that they may conflict herewith or with Attachment A.

METROPOLITAN TRANSPORTATION COMMISSION

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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 25, 2023.

Date: January 25, 2023  
W.I.: 15.2.1  
Referred by: Admin. Committee

Attachment A  
Resolution No. 4563  
Page 1 of 8

### Statement of Investment Policy

The Treasurer of the Metropolitan Transportation Commission (MTC) shall invest all funds over which MTC is administratively responsible, including those of MTC, MTC Service Authority for Freeways and Expressways (SAFE), the Bay Area Toll Authority (BATA), the Bay Area Headquarters Authority (BAHA) the Bay Area Infrastructure Financing Authority (BAIFA), the Bay Area Housing Finance Authority (BAHFA), and other MTC affiliated agencies, and the Association of Bay Area Governments (ABAG) a separate joint powers authority, and its affiliated entities, for which MTC is accepting administrative responsibility for management of funds, effective July 1, 2017 pursuant to a contract for services dated May 30, 2017 in accordance with the provisions of §§ 53600 et seq. of the Government Code and the provisions of this investment policy.

#### **1.0 Prudent Investor Rule:**

Funds shall be managed under the “prudent investor standard” which requires all agencies investing public funds to be trustees of those funds, and therefore, fiduciaries subject to the prudent investor standard. When investing, reinvesting, purchasing, acquiring, exchanging, selling or managing public funds, a trustee shall act with care, skill, prudence and diligence under circumstances then prevailing, including, but not limited to, the general economic conditions and anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency. All funds shall be invested within the following objectives, in order of priority:

*1.1 Safety:* Preservation and safeguard of capital.

*1.2 Liquidity:* Funds shall be invested in a manner consistent with operating needs of the agency.

*1.3 Yield:* Funds shall be invested to earn a secured and safe return without compromising the objectives of safety and liquidity.

## **2.0 Permitted Investments:**

Investments authorized under this policy shall be limited to:

*2.1* United States treasury notes, bonds or bills for which the full faith and credit of the United States are pledged for the payment of principal and interest.

*2.2* Bonds, notes, bills, warrants or obligations issued by an agency of the United States.

*2.3* Commercial Paper of “prime” quality of the highest ranking or of the highest letter and numerical rating provided by Moody’s Investor Services or Standard & Poor’s Corporation.

- Eligible paper is further limited to issuing corporations organized and operating in the United States and having total assets in excess of five hundred million dollars (\$500,000,000) and having an “A” or higher rating for the issuers’ debt, other than commercial paper, if any, as provided by Moody’s Investor Services or Standard & Poor’s Corporation or the equivalent of other nationally recognized rating services that may be allowed by statute. Purchases shall not exceed 270 days maturity, 10% of the outstanding commercial paper of a single issuing corporation and 10% of the agency’s funds.

- 2.4 Negotiable certificates of deposit issued by a nationally or State chartered bank, a savings association or a federal association (as defined by Section 5102 of the Financial Code), a state or federal credit union, or by a federally licensed or state-licensed branch of a foreign bank, not to exceed 10% of agency funds.
- 2.5 Medium-Term notes of a maximum five years maturity issued by corporations meeting criteria in Section 2.3, not to exceed 30% of agency's funds.
- 2.6 Mutual funds registered with the Securities and Exchange Commission, having attained the highest letter and numerical ranking by at least two Nationally recognized statistical rating organizations. Such investments shall not exceed 20% of funds, with no more than 10% invested in any single mutual fund.
- 2.7 Local Agency Investment Fund (LAIF) as authorized by Government Code §§ 16429.1.
- 2.8 The Alameda County Treasury local agency investment fund authorized under Government Code §§ 53684.
- 2.9 Repurchase agreements collateralized by securities of the United States Government or an agency of the United States Government.
- 2.10 Municipal Obligations issued by State or Local agencies:
  - a) Such bonds can include the obligations of the Bay Area Toll Authority and the Bay Area Infrastructure Financing Authority;
  - b) The maturity does not exceed 5 years from the date of purchase;
  - c) With regards to Municipal Obligations in the form of variable rate demand bonds, the obligations shall have mandatory investor tender rights supported by a third-party liquidity facility from a financial institution with short-term ratings of at least A-1 by S&P or P-1 by Moody's. The maturity of these bonds shall be equivalent to the investor's tender option supported by the liquidity facility.

2.11 All other investments authorized under §§ 53600 et seq. of the California Government Code as appropriate for public fund investments and not specifically prohibited by this policy.

### **3.0 Prohibited Investments:**

In addition to any prohibited investments listed in California Code §§ 53601.6 and 53631.5, the following are specifically prohibited:

- 3.1 Reverse repurchase agreements.
- 3.2 Financial futures.
- 3.3 Option contracts.
- 3.4 Mortgage interest strips.
- 3.5 Inverse floaters.
- 3.6 Securities lending.
- 3.7 Repurchase agreements purchased for “yield enhancement” purposes and not required for banking and liquidity purposes.
- 3.8 Any investment that fails to meet credit or portfolio limits at the time of investment.

### **4.0 Sales Prior to Maturity:**

- 4.1 The primary strategy of this investment policy is to “buy and hold” securities to maturity, however, a security may be sold prior to maturity if the sale is necessary to avoid further erosion of market value or meet operational or project liquidity needs. All sales prior to maturity shall be detailed in the investment report.
- 4.2 A security whose market or credit quality falls outside the investment policy parameters after purchase may be held to maturity without violation of this policy provided the fact is disclosed in the investment report.



## **5.0 Investment Pools:**

Investment pools operated by LAIF and Alameda County as permitted investments under Section II of this policy, whose portfolios contain specific securities not permitted under this policy, but none-the-less permitted under the law or approved investment policy of the respective pool, are permitted under this policy.

## **6.0 Fund and Liquidity Levels:**

- 6.1 All funds under management for operating requirements shall be commingled for investment purposes. The liquidity level shall be maintained in an appropriate manner but not less than:

<u>30 Days</u>	<u>90 Days</u>	<u>1 Year</u>	<u>Maximum Weighted Maturity</u>
10%	15%	30%	5 years

The percentages within the 30 and 90 day counts are cumulative towards the one year minimum.

- 6.2 Reserve Funds:

Specifically designated reserve funds may have a maximum maturity of 40 years or less, provided each fund is clearly identified in the investment report.

- 6.3 All funds under management shall be combined for the purpose of evaluating credit and portfolio limits.

## **7.0 Brokerage Firms:**

Only firms meeting the following criteria shall be authorized to buy or sell securities:

- 7.1 Firms licensed to conduct business as a broker-dealer under § 25004 of the Corporations Code, licensed and registered under the Securities Exchange Commission, a Federally or State chartered bank, or designated a “primary dealer” by the Federal Reserve Bank.

7.2 The Treasurer will maintain a current list of approved brokers and dealers who may conduct business with MTC. All financial institutions on the approved list will be evaluated individually, with preference given to primary dealers, who possess a strong capital and credit base appropriate to their operations.

If MTC has contracted with an investment advisor to provide investment services, the investment advisor may use their own list of approved brokers/dealers and financial institutions to conduct transactions on MTC's behalf.

7.3 Provided written certification that they received a copy of the approved policy.

#### **8.0 Bond Repurchase Accounts**

MTC will use licensed brokerage firms for the purpose of purchasing BATA bonds with the intent of retiring its debt when such debt is offered for sale in the secondary market. Such brokerage firms are for the specific purpose of purchasing and transferring BATA bonds to BATA and as such will be exempt from the requirements of Section VII, except that all firms shall be licensed brokers.

#### **9.0 Investment Management Services:**

Only firms meeting all of the following criteria shall be authorized to manage investment funds.

- 9.1 Firms licensed to conduct business as an investment advisor under § 25009 of the Corporations Code, licensed and registered under the Securities Exchange Commission.
- 9.2 Firms licensed to conduct business as a Registered Investment Advisor under the Investment Advisors Act of 1940.
- 9.3 Firms must have assets under management of at least five billion dollars (\$5,000,000,000) and the investment fund must be rated at least an "A".

- 9.4 Firms must provide certification of an annual audit or certification of internal cash controls (i.e. SOC , SSAE-80, or equivalent) satisfactory to the Chief Financial Officer.
- 9.5 Firms must have a minimum of 10 years experience of investment advisory experience in the public sector.
- 9.6 Firms must carry errors and omission insurance in accordance with MTC Policy.
- 9.7 Firms must provide written certification that they meet all of the above criteria.

#### **10.0 Safekeeping:**

- 10.1 All securities shall be maintained in a safekeeping account, independent from all broker accounts, with securities held in the name of the agency. Banks with independent “trust” or safekeeping departments shall qualify as independent safekeeping accounts.
- 10.2 Safekeeping accounts shall be maintained with firms or banks with at least fifty million dollars (\$50,000,000) in trust and safekeeping accounts under management and a minimum rating in the “A” category from a nationally recognized rating service.
- 10.3 The Treasurer, Executive Director, or their designated assignee(s) are authorized to sign documents providing for the sale and purchase of securities, as well as all documents required to provide for safekeeping and trust.

#### **11.0 Internal Controls:**

The Treasurer shall be responsible for developing a system of internal controls that maintain appropriate records of all transactions as well as individual fund ownership of all investments and interest earnings and shall also be subject to the annual independent audit process.

## **12.0 Investment Reports:**

In accordance with § 53646 of the Government Code, at least quarterly, the Treasurer shall submit an investment report to the Executive Director who shall forward the report to all entities whose funds are subject to this policy. The report shall detail all securities, par value, market value, maturity, liquidity and credit limit thresholds, as well as any sales prior to maturity, any securities no longer meeting policy standards, and any investment policy violations.

## **13.0 Financial Accounts:**

Both the Executive Director and the Treasurer are required to sign documents to open financial accounts with banks, financial institutions and government pooled investment funds as needed in order to manage MTC's investments as described within this investment policy; provided that all such accounts meet policy standards.

## **14.0 Authorized Signers:**

The following positions are authorized to sign on all accounts:

Executive Director

Deputy Executive Directors –

all Treasurer/Chief Financial

Officer

Deputy Treasurer/ Director of Treasury

Other Assignee(s) designated by the Executive Director, Treasurer, or Deputy Treasurer

## **15.0 Renewal:**

This investment policy shall be subject to review annually.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 23-0039      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Consent  
**File created:** 11/29/2022      **In control:** Administration Committee  
**On agenda:** 1/11/2023      **Final action:**  
**Title:** MTC Resolution No. 4265, Revised - MTC Debt Policy Issuance and Management  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [12b 23-0039 MTC Reso 4265 MTC Debt Policy Issuance and Management.pdf](#)  
[2ci 23-0039 Summary Sheet MTC Res 4265.pdf](#)  
[2cii 23-0039 Attachment A MTC Res 4265.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
MTC Resolution No. 4265, Revised - MTC Debt Policy Issuance and Management

**Presenter:**  
Derek Hansel

**Recommended Action:**  
MTC Commission Approval

**Attachments:**

**Metropolitan Transportation Commission  
Administration Committee**

**January 11, 2023**

**Agenda Item 2c**

**MTC Resolution No. 4265, Revised – MTC Debt Policy Issuance and Management**

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**Subject:**

Referral of MTC Resolution No. 4265, Revised to the Commission for the renewal of the Debt Policy for MTC and all MTC affiliated entities as well as the Association of Bay Area Governments (ABAG), which is administered under the Contract for Services between MTC and ABAG.

**Background:**

The Debt Policy establishes the rules and limitations for all debt issued by MTC or any affiliated entity as well as ABAG. Prior to January 2017, the Debt Policy was primarily a BATA concern. However, in light of MTC now covering ABAG and ABAG FAN debt pursuant to the Contract for Services between MTC and ABAG as well as preparing a federal funding securitization through BAIFA, approval of the Debt Policy has shifted to the MTC through referral to the full Commission by the Administration Committee.

The criteria listed in Resolution No. 4265, Revised are quite extensive and specifically relate to the authorization to issue debt. The provisions include:

- Issuance only by approved resolution
- Complete detail on total issuance and debt costs
- Complete capital financing plan
- Criteria for the use of credit enhancements
- Credit criteria for use of structured products (derivatives)
- Analysis of debt capacity
- Refunding requirements of minimum 3% net present value for savings

There are also specific requirements for internal controls, administration, and audit. The debt policy complies with state law and all state reporting requirements.

Staff recommends the following changes to the Policy for this year's reauthorization:

- Revise the requirement for an annual review and approval of this Policy to a periodic review and approval.
- Update certain language to make it more precise.

**Issues:**

None identified.

**Recommendations:**

Refer MTC Resolution No. 4265, Revised to the Commission for approval.

**Attachments:**

- Attachment A: MTC Resolution No. 4265, Revised, MTC Debt Policy



Andrew B. Frenier

Date: January 25, 2017

W.I.:

Referred by: Admin. Committee

Revised: 06/28/17-C      03/28/18-C  
03/27/19-C      11/20/19-C  
12/16/20-C      11/17/21-C  
01/25/23

### ABSTRACT

MTC Resolution No. 4265, Revised

This resolution authorizes the establishment of a Debt Policy with respect to the issuance and management of debts for the Metropolitan Transportation Commission (MTC) and its affiliated entities, including but not limited to the Bay Area Toll Authority (BATA) and the Bay Area Infrastructure Financing Authority (BAIFA), as delegated to MTC, and for the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities, for which MTC is providing administration of debts and other obligations effective July 1, 2017 pursuant to a contract for services between MTC and ABAG dated May 30, 2017.

This resolution was revised on June 28, 2017 to add ABAG to the MTC Debt Policy.

Attachment A to this Resolution is being submitted for the Commission's annual approval on March 28, 2018 as stipulated in the "Objectives" section of the attachment.

Attachment A to this Resolution is being submitted for the Commission's annual approval on March 27, 2019 as stipulated in the "Objectives" section of the attachment.

This resolution was revised on November 20, 2019 to update language and regulatory requirements.

Attachment A to this Resolution is being submitted for the Commission's annual approval on December 16, 2020 as stipulated in the "Objectives" section of the attachment.

Attachment A to this Resolution is being submitted for the Commission's annual approval on November 17, 2021 as stipulated in the "Objectives" section of the attachment.

This resolution was revised on January 25, 2023 to update language and revise the requirement for an annual review and approval of this Policy to a periodic review and approval.

Further discussion of this amendment is contained in the Deputy Executive Director's memoranda to the Administration Committee dated June 7, 2017, February 28, 2018,



February 27, 2019, November 13, 2019, December 9, 2020 and the Administration Committee Summary Sheet dated November 10, 2021 and January 11, 2023.

Date: January 25, 2017  
W.I.:  
Referred by: Admin. Committee  
Revised: 06/28/17-C

Re: Establishment of a Comprehensive MTC Debt Policy

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 4265, REVISED

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

WHEREAS, the Bay Area Toll Authority (BATA), created pursuant to Streets & Highways Code §§ 30950 et seq. and the Bay Area Infrastructure Financing Authority (BAIFA) created pursuant to the joint exercise of powers agreement between MTC and BATA dated August 1, 2006 as amended, have requested MTC to assume administrative responsibility for BATA and BAIFA debts; and

WHEREAS, the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities, for which MTC is providing administration of debts and other obligations, effective July 1, 2017 pursuant to a contract for services between MTC and ABAG dated May 30, 2017; and

WHEREAS, MTC intends to administer all debts for which it is responsible pursuant to a single comprehensive debt policy; now, therefore, be it

RESOLVED, that MTC hereby adopts MTC Resolution No. 4265, as set forth in Attachment A to this Resolution, and incorporated herein as though set forth at length, which establishes MTC's debt policy with respect to the issuance and management of MTC debt.

METROPOLITAN TRANSPORTATION COMMISSION

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Chair

The above resolution, revising and superseding the resolution approved on January 25, 2017, was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on June 28, 2017.

Date: January 25, 2017

W.I.:

Referred by: Admin. Committee

Revised: 06/28/17-C      03/28/18-C  
03/27/19-C      11/20/19-C  
12/16/20-C      11/17/21-C  
01/25/23-C

Attachment A

MTC Resolution No. 4265

Page 1 of 8

## METROPOLITAN TRANSPORTATION COMMISSION DEBT POLICY

### Introduction

The purpose of the Debt Policy is to establish guidelines for the issuance and financial management of debts for which the Metropolitan Transportation Commission (MTC) is administratively responsible, including those of the Bay Area Toll Authority (BATA), the Bay Area Infrastructure Financing Authority (BAIFA). This Debt Policy is intended to guide decisions related to any debt issued by MTC or its affiliated entities. This Debt Policy is also intended to guide decisions related to any debt issued by the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities for which MTC is administering debts and other obligations, effective July 1, 2017 pursuant to a contract for services between MTC and ABAG dated May 30, 2017. Collectively, these entities comprise MTC as defined in this Debt Policy. The MTC recognizes that cost-effective access to the capital markets is highly dependent on sound management of the MTC's debt program.

### Objectives

The purpose of the Debt Policy is to assist the MTC in meeting the following objectives:

- Issue debt in accordance with established guidelines
- Complete an approved capital financing plan
- Timely repayment of debt
- Maintain the highest of ratings that are consistent with the financing plan
- Ensure compliance with applicable State and Federal laws
- Assure access to credit markets
- Preserve financial flexibility

The MTC's Debt Policy shall be reviewed and updated periodically and presented to the Board for approval. The Debt Policy requires that the MTC's Board specifically authorize each debt financing by resolution approved by the Board.

**I. Long-Term Debt Financing**

A. The MTC will use the following criteria to evaluate pay-as-you-go versus long-term debt financing in funding capital projects.

**1) Factors that favor pay-as-you-go:**

- a) Current revenues and adequate fund balances are available
- b) Project phasing is feasible
- c) Debt levels could adversely affect the MTC's or its affiliated entities' credit rating
- d) Market conditions are unstable or present difficulties in marketing long-term debt

**2) The MTC will consider the use of long-term debt financing for capital projects under, but not limited to, the following circumstances:**

- a) When the project's useful life will equal or exceed the term of the financing.
- b) Revenues available for debt service are considered sufficient and reliable so that long-term financing can be marketed with an appropriate credit rating.
- c) The project that is being considered will not adversely affect the MTC's or its affiliated entities' credit rating.
- d) Market conditions present favorable interest rates.
- e) High priority projects that result from regional or economic conditions that require use of long-term debt.

**3) Each debt issuance for the financing of capital projects shall be approved by resolution specifying the following:**

- a) The security pledge for repayment of debt service
- b) Total principal amount of the bonds.

- c) Maximum interest rate, not to exceed 12%.
  - d) Total expected principal and interest payments, and such estimates may be set forth in a staff report accompanying or relating to the resolution approving the debt issuance.
  - e) All fees associated with the issuance. Fees may be in the form of a discount applied to the price of the bond issue or direct payments of the fees.
  - f) Whether bonds are to be fixed or variable rate.
  - g) Any other special terms or conditions, including forward or delayed issuance and delivery of bonds.
- B. The MTC may use debt in special circumstances for projects other than long-term capital projects. Long-term debt will not be used to fund any ongoing operational costs.
- C. The MTC may use lease financing as an appropriate means of financing capital facilities, projects and certain equipment. The useful life of the capital equipment, the terms and conditions of the lease and budget flexibility will be evaluated prior to the implementation of the lease obligation. Efforts will be made to fund capital on a pay-as-you-go basis where feasible.
- D. No debt shall be issued for the financing of capital projects without approval of the resolution by the Board.

#### Capital Financing Plan

A Capital Financing Plan will be prepared for each long-term debt financing. Analysis must include, but is not limited to, the following requirements:

- a) Description and availability of all sources of funds
- b) Timing and priority of capital projects
- c) A financing plan which includes, but is not limited to:
  - 1) Projected debt service coverage
  - 2) Debt covenants
- d) Debt service requirements
- e) Effect of projects on debt capacity
- f) Measurable objectives or goals

- g) Conformance with California Government Code Section 58521.1

#### Debt Service Reserve Fund

A Debt Service Reserve Fund (DSRF) will not be required on a financing if there is no negative or additional cost implications to the financing. An analysis and financing plan will be prepared for each debt financing which analyzes the appropriate method and level of funding the DSRF to achieve project objectives and support debt service. If funded, the reserve will be funded through cash on hand, bond proceeds or a DSRF surety policy provided by a highly rated bond insurer.

## II. Short-Term Financing

Short-term borrowing may be utilized for any purpose for which long-term debt may be issued. Additionally, short-term borrowing may be utilized as a source of temporary funding of operational cash flow deficits, of anticipated revenues, of inter-fund borrowing or as an interim source of funding in anticipation of long-term borrowing.

Short-term debt can be issued as follows, but is not limited to:

- a) Bond Anticipation Notes (BANs)
- b) Tax and Revenue Anticipation Notes (TRANs)
- c) Grant Anticipation Notes (GANs)
- d) Lines of Credit/Letters of credit/Loans
- e) Commercial Paper (CP)
- f) Term rate bonds
- g) Floating rate notes

A financing plan must be submitted prior to the use of short-term financing.

### **III. Variable Rate Debt**

The MTC may issue variable rate debt. It is often appropriate to issue variable rate debt to diversify the debt portfolio and improve the match of assets to liabilities. An analysis and budgeting plan will be prepared for each debt financing which analyzes the appropriate amount of hedged and unhedged variable rate debt to achieve project objectives and support debt service.

### **IV. Credit Enhancements**

The MTC may purchase bond insurance, letters of credit or other means of credit enhancement for its borrowing of publicly sold or direct purchase bonds if the credit enhancement improves the credit quality of the bonds and as a result provides MTC with interest cost savings or other substantial market advantages. An analysis of utilizing credit enhancement instruments will be prepared for each debt financing to determine if there is appropriate value to support purchasing the enhancement.

### **V. Structured Financial Products (Derivatives)**

The MTC may utilize derivative products such as floating-to-fixed and fixed-to-floating rate swaps as a tool to manage interest rate risk or reduce interest rate cost in the debt portfolio. Derivative products will be evaluated on a case-by-case basis to determine the value of potential benefits as well as a clear understanding of the risks and costs.

The MTC will consider the following risks when considering structured products:

- 1) Counterparty risk: The counterparty's ratings, or the ratings of an entity controlling the counterparty, must be the equivalent of "A+" or better from three nationally recognized rating agencies, and the counterparty must have ratings that are equal to or better than MTC's current ratings from any two nationally recognized rating agencies at the time of the execution of the transaction.

**1A) Counterparty Limits:**

Corporate Rating <sup>(a)</sup>	Counterparty Security	Portfolio Limit	Single Firm Limit
AAA	Collateral	No Limit	No Limit
AA <sup>(b)</sup>	Collateral	No Limit	No Limit
A <sup>(b)</sup>	Collateral	No Limit	25%

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<sup>(a)</sup> – or equivalent

<sup>(b)</sup> – without graduation

- 2) Credit risk: Swap agreement will require unilateral posting by the counterparty if it fails to maintain its credit ratings.
- 3) Counterparty exposure risk: The MTC will attempt to use different counterparties to diversify exposure; however, the selection of a counterparty should not be at the expense of pricing or other credit factors.
- 4) Termination risk: Swap agreement will allow the MTC the unilateral option to terminate the swap at any time with 30 days notice.
- 5) Rollover risk: All swap transactions will be coterminous with or terminate earlier than the underlying bonds.
- 6) Amortization risk: The swap will be structured to amortize with or earlier than the maturity of the underlying bonds.

Structured financial products may not be used for speculative purposes. Derivative products shall not be used for the sole purpose of generating operating or capital proceeds. Prior Board approval is required in order to utilize a derivative product.

- 7) Novation/Assignment: If counterparty or the entity controlling the counterparty does not maintain ratings conforming to subparagraph (1), the MTC may seek novations and assignments with replacement counterparties to reduce the MTC's exposure. Replacement counterparties must be rated higher than the counterparty being novated but not less than "A-" or equivalent from two rating agencies. In determining eligible novations/assignments, credit limitations in Section I shall not apply.



- 8) Conformance with Dodd-Frank: It is the intent of the MTC to conform this policy to the requirements relating to legislation and regulations for over-the-counter derivatives transactions under Title VII of the Wall Street Transparency and Accountability Act of 2010, as supplemented and amended from time to time (herein collectively referred to as "Dodd-Frank"). Pursuant to such intent, it is the policy of the MTC that: (i) each swap advisor engaged or to be engaged by the MTC will function as the designated qualified investment representative of the MTC, sometimes referred to as the "Designated QIR"; (ii) each swap advisor agrees to meet and meets the requirements specified in Commodity Futures Trading Commission Regulation 23.450(b)(1) or any successor regulation thereto (herein referred to as the "Representative Regulation"); (iii) each swap advisor provide a written certification to the MTC to the effect that such swap advisor agrees to meet and meets the requirements specified in the Representative Regulation; (iv) the MTC monitors the performance of each swap advisor consistent with the requirements specified in the Representative Regulation; (v) the MTC exercise independent judgment in consultation with its swap advisor in evaluating all recommendations, if any, presented by any counterparty with respect to transactions authorized pursuant to this Debt Policy; and (vi) the MTC relies on the advice of its swap advisor with respect to transactions authorized pursuant to this Debt Policy and does not rely on recommendations, if any, presented by any counterparty with respect to transactions authorized pursuant to this Debt Policy

## **VI. Debt Capacity**

An analysis and financing plan will be prepared for each debt financing which analyzes the appropriate amount of debt capacity to achieve project objectives and support debt service. Debt levels will be maintained at a level consistent with project objectives and creditworthiness goals.

## **VII. Refunding**

Outstanding debt will be monitored, on an ongoing basis, for potential savings via refunding opportunities. Refunding, either on a tax-exempt or taxable basis, will be considered if and when there is a net present value economic benefit of 3% resulting from the refunding or refundings may be non-economic and may be undertaken to achieve other project objectives such as, changes in covenants, call provisions, operational flexibility, tax status, or the debt service profile. An analysis will be prepared discussing the economic merits of the refunding and presented to the Board.

### **VIII. Debt Rollover**

Debt that is maturing or subject to mandatory tender and will be refunded as a rollover or remarketing to a new maturity, may be refunded or advance refunded as a business practice necessary for the administration of the debt portfolio without consideration of refunding criteria.

### **IX. Bond Proceeds**

Proceeds will be invested in compliance with the provisions of the applicable bond indenture, federal and state tax requirements, and the adopted Investment Policy.

### **X. Bond Covenants and Laws**

The MTC shall comply with all covenants and requirements of the bond resolutions, indentures, tax certificates and State and Federal laws authorizing and governing the issuance and administration of debt obligations.

The MTC shall comply with the reporting requirements of California Government Code Section 8855.

### **XI. Continuing Disclosure**

In addition to annual audit and reporting disclosures, MTC's Finance department shall be responsible for complying with all continuing disclosure agreement (CDA) requirements entered into pursuant to the requirements of Securities and Exchange Commission Rule 15(c)2-12 ("The Rule") which applies to publicly offered securities. The Finance department will be responsible for ensuring that all filings required under "The Rule" and outstanding CDA's are filed in a complete and timely manner.

### **XII. Arbitrage and Rebate Compliance**

The Finance department shall maintain a system of accounts, record keeping and reporting as required under Generally Accepted Accounting Principles (GAAP), bond covenants and resolutions.

The use of bond proceeds and their investments must be monitored to ensure timely compliance with both current and future federal tax arbitrage restrictions. All rebates, if any, shall be made in a timely manner.

**XIII. Internal Control Procedures**

The Finance department maintains internal control procedures to monitor and ensure that the proceeds of all debt issuance are directed to and utilized for the intended use. Such procedures are tested as part of the annual financial audit.

**XIV. Bond Rating Agency**

The Finance department shall be responsible for maintaining the MTC's relationships with the credit rating agencies. The MTC will maintain a practice of meeting regularly with credit analysts from the bond rating agencies to keep them informed of the MTC's borrowing plans, financial profile, and financial condition.

**XV. Investor Relations**

The Finance department will make all efforts to keep the various investors informed of current events surrounding the MTC. The Finance department will make all efforts to respond to questions from fund managers in a timely and efficient manner.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	23-0097	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Consent	
<b>File created:</b>	12/12/2022	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	1/11/2023	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution No. 4555. Higher Impact Transformative Allocation of the Regional Early Action Planning Grant (REAP 2.0) Application Request				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">12c 23-0097 MTC Reso 4555 REAP2 HIT Application.pdf</a> <a href="#">2d 23-0097 REAP2 HIT Application.pdf</a> <a href="#">2d Public Comment Mirante Bay Area Council.pdf</a>				

Date	Ver.	Action By	Action	Result
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### Subject:

MTC Resolution No. 4555. Higher Impact Transformative Allocation of the Regional Early Action Planning Grant (REAP 2.0) Application Request

### Presenter:

Kate Hartley

### Recommended Action:

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee****January 11, 2023****Agenda Item 2d - 23-0097****MTC Resolution No. 4555**

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**Subject:**

Higher Impact Transformative Allocation of the Regional Early Action Planning Grant (REAP 2.0) Application Request. Adoption of Resolution No. 4555, authorizing MTC to submit a competitive application to the California Department of Housing and Community Development (HCD) for a \$10 million grant of Higher Impact Transformative Allocation funding as part of the Regional Early Action Planning Grants of 2021 (REAP 2.0).

**Background:**

In November 2022, MTC staff requested and received approval from the Programming and Allocations Committee to apply to HCD for a \$102.8 million formula allocation of Regional Early Action Planning Grant (REAP 2.0) funding. The approved REAP 2.0 formula proposal includes programs that will advance the Plan Bay Area 2050 Growth Framework (including direct affordable housing investments); the Transit Transformation Action Plan (including regional transit fare coordination and integration); and Community Choice Initiatives (including community power-building and engagement).

Subsequent to HCD's noticing of the formula funding availability, HCD released a competitive funding notice of availability for REAP 2.0 "Higher Impact Transformative" (HIT) funds for \$30 million statewide. As an accompaniment to the formula funds, HCD created the REAP 2.0 HIT program to support "novel, unique or innovative" actions that are scalable and that further REAP 2.0 goals and objectives, principally including the acceleration of urban infill affordable housing; the advancement of fair housing outcomes; and the reduction of vehicle miles travelled (VMT).

MTC requests approval to apply for REAP 2.0 HIT funds in the amount of \$10 million to further advance both state housing and transportation goals and MTC/ABAG's Plan Bay Area 2050 objectives. MTC further requests approval to submit this application in partnership with Turner Housing Innovation Labs (Turner) and the San Francisco Housing Accelerator Fund (HAF) and shall return to the Committee for a subsequent approval of a partnership agreement.

**Proposed Use of Funds:**

MTC, Turner and HAF seek HIT funding to 1) create the "Bay Area Builders Lab", a new construction technology incubator, and 2) establish the "Industrialized Construction Catalyst Fund (ICCF), a revolving fund designed to facilitate location-efficient, off-site affordable

housing production. Both uses fulfill all three HIT objectives by addressing one of the principal causes of California's chronic shortage of affordable housing: the high cost of construction. Five million dollars is proposed for each of the two uses. Through the Bay Area Builders Lab and ICCF, the team will:

- Accelerate infill development by incubating new technologies, products, and processes that can reduce the time and cost required for urban infill housing construction.
- Address the significant housing disparities and lack of opportunity low-income households face, especially in disadvantaged and historically underserved communities.
- Reduce VMT per capita by accelerating infill development through innovative cost control advancements.

Turner Center brings a substantial and preexisting commitment to the Builders Lab and is working with the City of Alameda on a selected site for its installation. Turner will also leverage world-class coaching in industrialized construction and business development from professors at UC Berkeley and Stanford University and scientists from Lawrence Berkeley National Labs.

As a complementary effort, the ICCF will fill gaps that are currently stalling the productive growth of off-site housing production: the need for upfront deposits that allow factories to buy materials and for affordable developers to secure a guaranteed spot in the production queue.

**Next Steps:**

- HIT application due to HCD: 12/31/22
- Submission of Programming and Allocations Committee (PAC) Resolution of approval to HCD: by 2/15/23
- Presentation to PAC of MTC, Turner Housing Innovation Labs and San Francisco Housing Accelerator Fund partnership agreement for approval: February 2023
- HCD awards issued: March 31, 2023

**Issues:** None.

**Recommendation:**

Refer MTC Resolution No. 4555 to the Commission for approval and authorize the Executive Director or designee to submit a \$10 million HIT Allocation of the Regional Early Action Planning Grant (REAP 2.0) application to HCD.

**Attachments:**

- MTC Resolution No. 4555

A handwritten signature in blue ink, reading "Alix A. Bockelman", followed by a long horizontal flourish.

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Alix A. Bockelman

Date: January 25, 2023

W.I.: 0097

Referred by: PAC

ABSTRACT

Resolution No. 4555

Authorization to submit a competitive application to the California Department of Housing and Community Development (HCD) for a \$10 million grant of Higher Impact Transformative Allocation funding as part of the Regional Early Action Planning Grants of 2021 (REAP 2.0).

Further discussion of the HIT REAP 2.0 application request is contained in the memorandum to the Programming and Allocations Committee dated January 11, 2023.



## REQUIRED RESOLUTION TEMPLATE

### ***MTC Resolution No. 4555*** ***Metropolitan Transportation Commission***

#### **AUTHORIZING RESOLUTION**

The necessary quorum and majority of the Commissioners of the Metropolitan Transportation Commission (MTC), a Metropolitan Planning Organization, ("Applicant") hereby consents to, adopts and ratifies the following resolution:

- A. WHEREAS, the Department is authorized to provide up to \$30,000,000 to Eligible Entities ("Applicant") listed in Health and Safety Code Section 50515.08, subdivisions (a)(1)-(6) under the Higher Impact Transformative (HIT) Allocation of the Regional Early Action Planning grants program (REAP 2.0), as detailed in Health and Safety Code Section 50515.08-10.
- B. WHEREAS the State of California (the "State"), Department of Housing and Community Development ("Department"), issued a Notice of Funding Availability on November 9, 2022 for REAP 2.0 HIT Allocation funds available to Eligible Entities;
- C. WHEREAS Applicant is an Eligible Entity eligible to submit a Request for Funds pursuant to Health and Safety Code Section 50515.08(c) to develop and accelerate the implementation of the requirements described in Health and Safety Code section 50515.08(c)(1).
- D. WHEREAS the Department shall approve the Request for Funds, subject to the terms and conditions of Eligibility, Guidelines, NOFAs, Program requirements, and the Standard Agreement by and between the Department and REAP 2.0 Grant Recipients;

NOW THEREFORE BE IT RESOLVED THAT:

- 1. The **Metropolitan Transportation Commission** is hereby authorized and directed to request an allocation of funds not to exceed **\$10,000,000.00** (the amount allocated pursuant to Health and Safety Code section 50515.07(a) consistent with the methodology described in 50515.09(a)).
- 2. The **Executive Director** is authorized to execute the Request for Funds, on behalf of the MTC as required by the Department for receipt of REAP 2.0 funds.
- 3. When **MTC** receives an allocation of REAP 2.0 funds in the authorized amount of **\$10,000,000.00** from the Department pursuant to the above referenced Request for Funds, it represents and certifies that it will use all such funds only for eligible activities as set forth in Health and Safety Code section 50515.08(c)(1), as approved by the Department and in accordance with all REAP 2.0 requirements, guidelines, all applicable state and federal statutes, rules, regulations, and the Standard Agreement executed by and between the Applicant, MTC, and the Department.

## REQUIRED RESOLUTION TEMPLATE

4. The **Executive Director** is authorized to enter into, execute, and deliver a State of California Standard Agreement for the amount of **\$10,000,000.00**, and any and all other documents required or deemed necessary or appropriate to evidence and secure the REAP 2.0 Allocation, the **MTC** obligations related thereto and all amendments the Department deems necessary and in accordance with REAP 2.0.

PASSED AND ADOPTED at a regular meeting of the Metropolitan Transportation Commission this twenty-fifth day of January, 2023, by the following vote:

AYES: \_\_\_\_\_ ABSTENTIONS: \_\_\_\_\_  
NOES: \_\_\_\_\_ ABSENT: \_\_\_\_\_

---

Alfredo Pedroza, Chair

ATTEST: \_\_\_\_\_  
Kimberly Ward, Clerk

**From:** Louis Mirante  
**Sent:** Tuesday, January 10, 2023 3:59 PM  
**To:** [info@bayareametro.gov](mailto:info@bayareametro.gov)  
**Subject:** Agenda Item 2d - 23-0097 - Support

Hello,

I write to offer the Bay Area Council's support for Item 2D - 23-0097, MTC Resolution No 4555. The Bay Area needs solutions to the housing crisis, and innovative building materials must be a part of the conversation on how to reduce overall housing costs. We are excited to see MTC and its partners taking steps to create the Bay Area Builders Lab, and we think this resolution's goal of applying for REAP 2.0 funds to begin one is a strategic investment in our region's future. I would also note that the current proposed site for the Lab, Alameda, is a potential advantage because of its proximity and access to global marine shipping, allowing us to leverage lower shipping costs. Thank you for bringing this item forward, and we wish to support your application to HCD if you choose to submit one. We encourage MTC to contact us with information about how we might be able to help this project in the future.

Best wishes,  
Louis



**Louis Mirante**  
Vice President of Public Policy, Housing

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	23-0100	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Consent	
<b>File created:</b>	12/14/2022	<b>In control:</b>		Joint MTC ABAG Legislation Committee	
<b>On agenda:</b>	1/13/2023	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution No. 3931, Revised - Reflect Policy Advisory Council Meeting and Language Changes made to MTC Resolution 1058, Revised				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">12d 23-0100 MTC Reso 3931 Reflect Changes to MTC Res 1058.pdf</a> <a href="#">2bi 23-0100 Summary Sheet MTC Res No.3931 Reflect Changes to MTC Res 1058.pdf</a> <a href="#">2bii 23-0100 Attachment A TEMP-RES-3931.pdf</a>				

Date	Ver.	Action By	Action	Result
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**Subject:**

MTC Resolution No. 3931, Revised - Reflect Policy Advisory Council Meeting and Language Changes made to MTC Resolution 1058, Revised

**Presenter:**

Kỳ-Nam Miller

**Recommended Action:**

MTC Commission Approval

**Attachments:**

**Metropolitan Transportation Commission and Association of Bay Area Governments**  
**Joint MTC ABAG Legislation Committee**

January 13, 2023

Agenda Item 2b

**MTC Resolution No. 3931, Revised - Reflect Changes made to MTC Resolution 1058,  
Revised**

**Subject:**

Update MTC Resolution No. 3931, Revised to reflect approved changes to MTC Resolution 1058, Revised made in December 2021.

**Background:**

In December 2021, the Administration Committee recommended that the meeting stipends for Policy Advisory Council Members be increased from \$50 to \$100 per meeting. The edits, approved by the Commission in December 2021, to the Commission Procedures Manual included the updates listed below.

<b>Location</b>	<b>Change Made <i>(new language reflected in underlined italics and highlights)</i></b>
Resolution 1058 Appendix D Section 1	Individual members of the public appointed by the Commission serving on the Policy Advisory Council or other advisory committees shall each be eligible to receive a stipend of <del>\$50</del> \$100 per meeting as defined below, with a maximum of <del>three</del> <u>five</u> meetings per month <del>per committee to which they are appointed, not to exceed a combined total of five such meetings in any one calendar month.</del> Advisors who are appointed to two committees may receive a stipend for a combined total of five meetings per month... This includes initiatives undertaken by MTC that require outreach assistance from <del>citizen</del> <u>advisors</u> (i.e., when the advisor attends a community meeting with MTC staff, or provides an introduction to a particular community and attends the meeting with staff).
Resolution 1058 Appendix D Section 2	Members of the Policy Advisory Council (“advisors”) may be reimbursed for actual travel expenses, as defined below, for a maximum of <del>three</del> <u>five</u> meetings <del>per month per committee to which they are appointed, not to exceed a combined total of five such meetings in any one calendar month.</del> Advisors <del>who are appointed to two committees</del> may receive travel reimbursement for a combined total of five meetings per month.

Resolution 3931 Attachment A Section E “Procedures” subsection 3	“... advisors will receive a stipend per meeting and be reimbursed for actual expenses for travel, with a maximum of <del>three</del> <b>five</b> meetings per month.”
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MTC Resolution No. 3931, Revised (Attachment A), outlines the compensation which created the Policy Advisory Council, which currently states that “advisors will receive a stipend per meeting and be reimbursed for actual expenses for travel, with a maximum of three meetings per month.” That section should be updated as in the table above to reflect the Administration Committee’s decision to increase the maximum number of eligible meetings from three to five.

**Issues:**

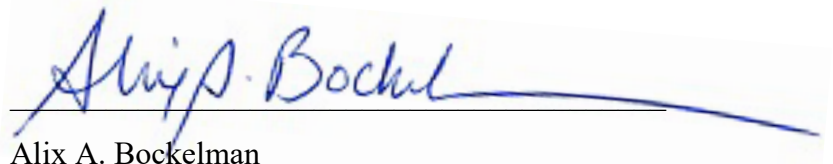
None identified.

**Recommendations:**

Staff requests the Committee approve MTC Resolution No. 3931, Revised, as stated above, to reflect the approved changes in MTC Resolution 1058, Revised and refer approval of it to the Commission.

**Attachments:**

- Attachment A: MTC Resolution No. 3931, Revised



Alix A. Bockelman

Date: November 18, 2009  
W.I.: 1114  
Referred by: Legislation  
Revised: 03/24/10-C 02/23/11-C  
02/22/12-C 07/25/12-C  
03/27/13-C 07/24/13-C  
07/23/14-C 11/19/14-C  
03/25/15-C 09/23/15-C  
10/26/16-C 07/26/17-C  
10/25/17-C 04/24/19-C  
07/24/19-C 02/26/20-C  
12/16/20-C 03/24/21-C  
11/17/21-C 03/23/22-C  
07/27/22-C 10/26/22-C  
01/25/23-C

### ABSTRACT

#### Resolution No. 3931, Revised

This resolution defines the role and responsibilities of the Commission's Policy Advisory Council.

This resolution supersedes Resolution No. 3516. Further discussion of this action is contained in the Executive Director's memorandum dated November 6, 2009. This resolution includes:

- Attachment A, which outlines the mission statement, roles, expectations, procedures, appointment process and membership criteria for the Council;

This resolution was revised on March 24, 2010, to include:

- Attachment B, a table listing the currently appointed advisors and their term.

This resolution was revised on February 23, 2011, to include revisions to Attachment B and:

- Attachment C, a table showing which advisors have been replaced and their replacements.

This resolution was revised on February 22, 2012 to extend the terms of the advisors identified in Attachment B through July 2013.

This resolution was revised on July 25, 2012, to include revisions to Attachment B and Attachment C.

This resolution was revised on March 27, 2013, to add Conflict of Interest and Ethics Training policies to Attachment A.

This resolution was revised on July 24, 2013, to include revisions to Attachment B and Attachment C.

This resolution was revised on July 23, 2014, to include revisions to Attachment B and Attachment C.

This resolution was revised on November 19, 2014, to include revisions to Attachment B and Attachment C.

This resolution was revised on March 25, 2015, to include revisions to Attachment B and Attachment C.

This resolution was revised on September 23, 2015, to include revisions to Attachment B and Attachment C.

This resolution was revised on October 26, 2016, to include revisions to Attachment A, Attachment B and Attachment C.

This resolution was revised on July 26, 2017 to extend the terms of the advisors identified in Attachment B through September or October 2017, depending on final 2017 recruitment appointment.

This resolution was revised on October 25, 2017, to include revisions to Attachment B and Attachment C.

This resolution was revised on April 24, 2019, to include revisions to Attachment B and Attachment C.



This resolution was revised on July 24, 2019, to include revisions to Attachment B and Attachment C.

This resolution was revised on February 26, 2020, to include revisions to Attachment B and Attachment C.

This resolution was revised on December 16, 2020 to extend the terms of the advisors identified in Attachment B through December 2021.

This resolution was revised on March 24, 2021, to include revisions to Attachment B and Attachment C.

This resolution was revised on November 17, 2021, to include revisions to Attachment B and Attachment C.

This resolution was revised on March 23, 2022, to include revisions to Attachment B and Attachment C.

This resolution was revised on July 27, 2022, to include revisions to Attachment B and Attachment C.

This resolution was revised on October 26, 2022, to include revisions to Attachment B and Attachment C.

This resolution was revised on January 25, 2023, to include revisions to Attachment A.

Date: November 18, 2009  
W.I.: 1114  
Referred by: Legislation

RE: Commission Policy Advisory Council

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 3931

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, MTC seeks to involve citizens of diverse backgrounds and interests in the development of transportation plans and programs, in a manner consistent with applicable state and federal requirements and Commission policy (Resolution No. 2648); and

WHEREAS, MTC seeks to focus its advisory processes around the “Three E” principles of sustainability outlined in the regional transportation plan: a prosperous and globally competitive economy; a healthy and safe environment; and equity wherein all Bay Area residents share in the benefits of a well-maintained, efficient and connected regional transportation system; and

WHEREAS, MTC seeks to utilize its advisors to ensure that a wide spectrum of views are considered in developing transportation policy, and enhance the contributions and effectiveness of its advisors, now, therefore be it

RESOLVED, that the Commission establishes a Policy Advisory Council; and be it further

RESOLVED, that the members of the Policy Advisory Council will be appointed according to the process and shall have the role, tasks, membership and meetings as described in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that the Policy Advisory Council roster is contained in Attachment B to this resolution; and be it further

RESOLVED, that the Executive Director is instructed to secure nominations to fill expired terms and other vacancies and present them to the Commission for confirmation by periodically revising Attachment B; and be it further

RESOLVED, that Resolution No. 3516, Revised, is superseded with the adoption of this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

---

Scott Haggerty, Chair

The above resolution was entered into by the  
Metropolitan Transportation Commission  
at a regular meeting of the Commission held  
in Oakland, California, on November 18, 2009

Date: November 18, 2009  
W.I.: 1114  
Referred by: Legislation  
Revised: 03/27/13-C 10/26/16-C  
01/25/23-C

Attachment A  
Resolution No. 3931  
Page 1 of 4

**Attachment A**  
**Metropolitan Transportation Commission**  
**Policy Advisory Council**

A. Mission Statement

The mission of the Metropolitan Transportation Commission's Policy Advisory Council (Council) is to advise the Commission on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity. The Council advises the Commission and its staff through the appropriate MTC standing committees on matters within MTC's jurisdiction and as assigned by the Commission.

B. Roles/Expectations

1. Advisors Provide Interest-Based and/or Geographic Perspectives

Advisors should represent the stakeholder interest under which they have been appointed. Although some advisors may be appointed based on an organizational affiliation, they should represent their constituency (not just their individual organization).

2. Responsibilities

Advisors will be expected to regularly attend their Council meetings and to maintain an ongoing engagement with organizations and individuals who make up the advisor's constituency.

3. Council Work Plan

The Commission will hold an annual workshop as a separately agendized meeting with the Policy Advisory Council to set the Council's work plan and schedule for the year. At this meeting, the Commission will identify several priority areas in which it desires feedback and/or research from the Council, and establish appropriate goals and performance measures. Advisors also will be given the opportunity to recommend initiatives of potential relevance to the Commission for inclusion in the work plan.

4. Reporting to the Commission

With the assistance of MTC staff, the Council will report on its work plan progress or present recommendations to the full Commission or MTC's standing committees, as appropriate.

5. Limitations on Advisor Activities

The role of the advisors is to advise the MTC Commission. Advisors are not to convey positions to outside agencies on behalf of the Council, independent of Commission action.

6. Conflict of Interest Policy

In order to avoid potential conflict of interest, no person shall sit on the Policy Advisory Council and concurrently be in a business relationship with MTC/BATA. A member is considered to have a business relationship with MTC/BATA when that member is employed by or serves on the Board of Directors of an organization that has received a grant or contract award from MTC – where MTC staff alone reviews proposals and recommends an organization or organizations for award of that grant or contract. In such cases, the member shall resign from the Council for the duration of the contract or grant, but may reapply for any vacancies upon completion of the contract or grant.

7. Ethics Training

All members of the Council shall complete an ethnics training course within the first year of their term on the Council.

C. Membership

The Council shall be composed of twenty-seven (27) members as follows.

A total of nine (9) members, one from each Bay Area county, shall be selected to represent interests related to the communities of color, environmental justice and low-income issues. A minimum of four members shall represent the communities of color, and a minimum of four shall represent environmental justice/low-income issues. The ninth member shall be selected from either category.

A total of nine (9) members, one from each Bay Area county, shall be selected to represent the interests of disabled persons and seniors. A minimum of four members shall represent senior issues, and a minimum of four shall represent disabled issues. The ninth member shall be selected from either category.

A total of nine (9) members shall be selected to represent interests related to the economy and the environment. A minimum of four members shall represent economy interests and a minimum of four members shall represent environmental interests. The ninth member shall be selected from either category. Of these nine seats, at least five should be held by residents from each of the five most populous counties. The remaining four seats may be selected at large from throughout the entire Bay Area.

There shall be no alternates to the appointed membership.

D. Appointment Process

1. General

MTC staff shall secure nominations to fill terms and vacancies for the Council and present them to the appropriate Commissioners for confirmation. Appointments for advisors representing a particular county will be made by that county's Commissioners. Appointments for all the at-large advisors will be made by the Commission's chair and vice chair. Nominations for members of the Council will be solicited from a wide range of sources including, but not limited to: MTC Commissioners, current advisors, relevant organizations in the community, and via news releases or display ads sent to media outlets in the nine-county Bay Area.

2. Terms of Appointment

In general, advisors will serve four-year terms. Although there are no term limits, MTC Commissioners are to consider length of service and effectiveness before recommending the reappointment of advisors. All advisors wishing to be reappointed must reapply.

E. Procedures

Attendance and Participation

1. Advisors must attend at least two-thirds of the Council's regularly scheduled meetings each year and make a constructive contribution to the work of the Policy Advisory Council. Those who do not do so may be subject to dismissal from the Council at the discretion of the appointing Commissioner(s).

2. Residency Requirements

Advisors must live or work in the nine-county Bay Area.

3. Compensation

Subject to the Commission Procedures Manual (MTC Resolution No. 1058, Revised,

Appendix D), advisors will receive a stipend per meeting and be reimbursed for actual expenses for travel, with a maximum of five meetings per month. Meetings are defined as a) publicly noticed meetings or meetings of ad hoc working groups of the Council; b) noticed MTC Commission or committee meetings; or c) attendance at a community meeting at the request of the Commission or MTC staff to provide outreach assistance (i.e., when he/she attends a community meeting with MTC staff to provide an introduction to a particular community).

4. Meeting Frequency and Location of Meetings

The Council will meet regularly as required by its annual work plan. Public meetings will be held at the MTC offices or other locations at a regular time to be agreed upon by the members of the Council.

5. Ad Hoc Working Groups

To implement its work plan, the Council may establish working groups, with participation from MTC staff, on an ad hoc basis.

6. Quorum Requirements

At least 50 percent plus one of the Council's appointed membership must be present to constitute a quorum and vote on issues. The Council can hold discussions in the absence of a quorum, but cannot vote.

7. Election of Council Chair and Vice Chair

The Council will have a chair and a vice-chair, to be elected by the council for a two-year term. Although Council officers may be reelected, regular rotation of these positions among the Council membership is strongly encouraged.

8. Public Meetings

All Council meetings and any ad hoc working group meetings will be noticed and open to the public.

Date: March 24, 2010  
 W.I.: 1114  
 Referred by: Legislation  
 Revised: 02/23/11-C 02/22/12-C 07/25/12-C  
 07/24/13-C 07/23/14-C 11/19/14-C  
 03/25/15-C 09/23/15-C 10/26/16-C  
 07/26/17-C 10/25/17-C 04/24/19-C  
 07/24/19-C 02/26/20-C 12/16/20-C  
 03/24/21-C 11/17/21-C 03/23/22-C  
 07/27/22-C 10/26/22-C

Attachment B  
 Resolution No. 3931  
 Page 1 of 1

**Metropolitan Transportation Commission**  
**Policy Advisory Council**  
**Term: January 2021 – December 2025**

Advisor Name	Representing	County	Appointing Commissioner(s)
Adina Levin	Environment	At-Large	Chair Pedroza and Vice Chair Josefowitz
Anne Olivia Eldred	Environment	At-Large	Chair Pedroza and Vice Chair Josefowitz
Carina Vinh Lieu	People of Color	Alameda	Dutra-Vernaci, Miley and Schaaf
Chris Fitzgerald	Disabled	Santa Clara	Chavez, Abe-Koga, and Liccardo
Dwayne Hankerson	Disabled	Solano	Spering
Frank Welte	Disabled	Alameda	Dutra-Vernaci, Miley and Schaaf
Gabriela Yamilet Orantes	People of Color	Sonoma	Fleming, Rabbitt
Genay Markham	Environment	At-Large	Chair Pedroza and Vice Chair Josefowitz
Gerald Glaser	Older Adult	Sonoma	Fleming, Rabbitt
Howard Wong	Older Adult	San Francisco	Vice Chair Josefowitz, Ronen, Ahn
Ilaf Esuf	Economy	At-Large	Chair Haggerty and Vice Chair Pedroza
Michael Baldini	Low-Income/Environmental Justice	Napa	Chair Pedroza (for Napa County)
Pamela Campos	People of Color	San Mateo	Papan, Canepa
Phil Pierce	Environment	At-Large	Chair Pedroza and Vice Chair Josefowitz
Rachel Zack	Environment	At-Large	Chair Pedroza and Vice Chair Josefowitz
Randi Kinman	Low-Income/Environmental Justice	Santa Clara	Chavez, Abe-Koga, and Liccardo
Rich Hedges	Older Adult	San Mateo	Papan, Canepa
Rodney Nickens	Economy	At-Large	Chair Pedroza and Vice Chair Josefowitz
Terrence (Terry) Keith Scott	Older Adult	Napa	Chair Pedroza (for Napa County)
Veda Florez	Older Adult	Marin	Connolly
Vinay Pimple	Disabled	Contra Costa	Glover, Worth
Walter Wilson	Economy	At-Large	Chair Haggerty and Vice Chair Pedroza
Wendi Kallins	Low-Income/Environmental Justice	Marin	Connolly
William Goodwin	People of Color	Contra Costa	Glover, Worth
Zachary Deutsch-Gross	Economy	At-Large	Chair Pedroza and Vice Chair Josefowitz
John Parker Jr.	People of Color	Solano	Spering
Zelly Lodin	Low-Income/Environmental Justice	San Francisco	Vice Chair Josefowitz and Ronen



Date: February 23, 2011  
 W.I.: 1114  
 Referred by: Legislation  
 Revised: 07/25/12-C 07/24/13-C  
 07/23/14-C 11/19/14-C  
 03/25/15-C 09/23/15-C  
 10/26/16-C 10/25/17-C  
 04/24/19-C 07/24/19-C  
 02/26/20-C 03/24/21-C  
 11/17/21-C 03/23/22-C  
 07/27/22-C 10/26/22-C  
 Attachment C  
 Resolution No. 3931  
 Page 1 of 3

**Metropolitan Transportation Commission**  
**Policy Advisory Council**  
**Former Advisors and Their Replacements**

Former Advisor	Time Served	Representing	Replaced By	Replaced On
Andrew Casteel	March 2010 – June 2010	Environment	Sandi Galvez, Environment	February 23, 2011
Ann Hancock	March 2010 – July 2010	Environment	Tanya Narath, Environment	February 23, 2011
Allison M. Hughes	March 2010 – September 2011	Equity	Jim E. Blacksten, Equity	July 25, 2012
Evelina Molina	March 2010 – February 2012	Equity	Elizabeth A. Clary, Equity	July 25, 2012
Cheryl O'Connor	March 2010 – February 2012	Economy	Alan R. Talansky, Economy	July 25, 2012
Carmen Rojas	March 2010 – November 2010	Equity	Yokia Mason, Equity	February 23, 2011
Abigail Thorne-Lyman	March 2010 – June 2010	Environment	Tina King Neuhausel, Environment	February 23, 2011
Dolores Jaquez	March 2010 – July 2013	Equity	Elizabeth Clary, Equity	July 24, 2013
Federico Lopez	March 2010 – July 2013	Equity	Timothy Reeder, Equity	July 24, 2013
Yokia Mason	February 2011 – July 2013	Equity	Carlos Castellanos, Equity	July 24, 2013
Tanya Narath	February 2011 – July 2013	Environment	Chris Coursey, Environment	July 24, 2013
Tina King Neuhausel	February 2011 – July 2013	Environment	Linda Jeffrey Sailors, Environment	July 24, 2013
Kendal Oku	March 2010 – July 2013	Equity	Veda Florez, Equity	July 24, 2013
Lori Reese-Brown	March 2010 – July 2013	Equity	Richard Burnett, Equity	July 24, 2013
Frank Robertson	March 2010 – July 2013	Equity	Mark Nicholson, Equity	July 24, 2013
Dolly Sandoval	March 2010 – July 2013	Equity	Marie Marchese, Equity	July 24, 2013
Egon Terplan	March 2010 – July 2013	Environment	Benjamin Schweng, Environment	July 24, 2013
Jack Gray	July 2013 – April 2014	Economy	Cathleen Baker, Environment	July 23, 2014
Marie Marchese	July 2013 – October 2013	Equity	Harriet Wolf, Equity	November 19, 2014
Mordechai Winter	July 2013 – June 2014	Equity	Charles Kaufman, Equity	November 19, 2014
Cathleen Baker	March 2010 – July 2014	Equity	Shireen Malekafzali, Equity	November 19, 2014
Chris Coursey	July 2013 – November 2014	Environment	Cynthia Murray, Economy	March 25, 2015
Tim Reeder	July 2013 – December 2014	Equity	Michelle R. Hernandez, Equity	September 23, 2015

Former Advisor	Time Served	Representing	Replaced By	Replaced On
Bena Chang	March 2010 – November 2014	Economy	Scott Lane, Environment	September 23, 2015
Joanne Busenbark	September 2013 – September 2015	Equity	Sudhir Chaudhary, Equity	October 26, 2016
Linda Jeffrey Sailors	July 2013 – May 2016	Environment	Sydney Fang, Environment	October 26, 2016
Gerald Rico	March 2010 – June 2016	Equity	Cathleen Baker, Equity	October 26, 2016
Sandi Galvez	February 2011 – June 2016	Environment	Jonathan Fearn, Economy	October 26, 2016
Cathleen Baker	July 2014 – October 2016	Environment	Anna Lee, Environment	October 26, 2016
Caroline Banuelos	March 2010 – October 2017	Equity	Adrian Mendoza, Equity	October 25, 2017
Naomi Armenta	March 2010 – October 2017	Equity	Abigail Cochran, Equity	October 25, 2017
Elizabeth A. Clary	July 2013 – October 2017	Equity	Rick Coates, Equity	October 25, 2017
Sydney Fang	October 2016 – October 2017	Environment	Wendi Kallins, Environment	October 25, 2017
Jonathan Fearn	October 2016 – October 2017	Economy	Teddy Kÿ-Nam Miller, Economy	October 25, 2017
Bob Glover	September 2013 – October 2017	Economy	Matt Regan, Economy	October 25, 2017
Charles Kaufman	November 2014 – October 2017	Equity	Marc Madden, Equity	October 25, 2017
Scott Lane	September 2015 – October 2017	Environment	Corinne Winter, Environment	October 25, 2017
Jerry Levine	July 2013 – October 2017	Environment	Adina Levin, Environment	October 25, 2017
Shireen Malekafzali	November 2014 – October 2017	Equity	Daniel Saver, Equity	October 25, 2017
Mark Nicholson	July 2013 – October 2017	Equity	Rahmon Momoh, Equity	October 25, 2017
Mike Pechner	July 2013 – October 2017	Equity	Richard Burnett, Equity	October 25, 2017
Alan R. Talansky	July 2012 – October 2017	Economy	Patrick Wolff, Economy	October 25, 2017
Harriet Wolf	November 2014 – October 2017	Equity	Michael Lopez, Equity	October 25, 2017
Richard Burnett	March 2010 – October 2017	Equity	K. Patrice Williams, Equity	October 25, 2017
Wil Din	September 2013 – October 2017	Equity	Jerri Diep, Equity	October 25, 2017
Corinne Winter	October 2017 – December 2018	Environment	Anne Olivia Eldred, Environment	April 24, 2019
Jerri Diep	October 2017 – January 2019	Equity	Daisy Ozim, Equity	July 24, 2019
Sudhir Chaudhary	October 2017 – March 2019	Equity	Terry Scott, Equity	February 26, 2020
Matt Regan	October 2017 – July 2018	Economy	Bob Glover, Economy	February 26, 2020
Teddy Kÿ-Nam Miller	October 2017 – July 2019	Economy	Christina Gotuaco, Economy	February 26, 2020
Patrick Wolff	October 2017 – October 2019	Economy	Walter Wilson, Economy	February 26, 2020
Daniel Saver	October 2017 – December 2019	Equity	Pamela Campos, Equity	January 12, 2022
Jim E. Blacksten	July 2012 – July 2020	Equity	Frank Welte, Equity	March 24, 2021
Cathleen Baker	October 2016 – July 2019	Equity	Michael Baldini, Equity	February 26, 2020
K. Patrice Williams	October 2017 – June 2020	Equity	Benjamin Edokpayi, Equity	January 12, 2022
Daisy Ozim	July 2019 – December 2020	Equity	Christina Gotuaco, Equity	January 12, 2022
Abigail Cochran	October 2017 – August 2021	Equity	Howard Wong, Equity	January 12, 2022
Adrian Mendoza	October 2017 – December 2021	Equity	Gabriela Yamilet Orantes, Equity	January 12, 2022
Anna Lee	October 2016 – March 2020	Environment	Genay Markham, Environment	January 12, 2022
Bob Glover	February 2020 – December 2021	Economy	Ilaf Esuf, Economy	January 12, 2022

Former Advisor	Time Served	Representing	Replaced By	Replaced On
Carlos Castellanos	2007 – December 2021	Equity	Carina Vinh Lieu	January 12, 2022
Cynthia Murray	March 2015 – December 2021	Economy	Rodney K. Nickens, Economy	January 12, 2022
Marc Madden	October 2017 – December 2021	Equity	Phil Pierce, Environment	January 12, 2022
Michael Lopez	October 2017 – December 2021	Equity	Chris Fitzgerald, Equity	January 12, 2022
Michelle Hernandez	Sept. 2015 – December 2021	Equity	Vinay Pimple, Equity	January 12, 2022
Rahmon Momoh	October 2017 – December 2021	Equity	William Goodwin, Equity	January 12, 2022
Richard Burnett	March 2010 – December 2021	Equity	Dwayne Hankerson, Equity	January 12, 2022
Rick Coates	October 2017 – December 2021	Equity	Gerald Glaser, Equity	January 12, 2022
Terry Scott	February 2020 – December 2021	Equity	Hans Korge, Equity	March 23, 2022
Benjamin Schweng	July 2013 – December 2021	Environment	Rachel Zack, Environment	January 12, 2022
Hans Korge	n/a	Equity	Terry Scott, Equity	April 13, 2022
Benjamin Edokpayi	January 2022 – April 2022	Equity	John Parker Jr., Equity	July 27, 2022
Christina Gotuaco	February 2020 – September 2022	Equity	Zelly Lodin, Environment	October 26, 2022



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	23-0045	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Commission Approval	
<b>File created:</b>	11/30/2022	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	1/11/2023	<b>Final action:</b>			
<b>Title:</b>	MTC Resolutions No. 4487, Revised and 4505, Revised. Adoption of 2023 Regional Active Transportation Program (ATP) Cycle 6 Program of Projects and Revisions to the One Bay Area Grant (OBAG 3) Program.				

i. MTC Resolution No. 4487, Revised. Adoption of the 2023 Regional ATP Cycle 6 Program of Projects, which programs \$143 million in new funding capacity covering FY 2023-24 through FY 2026-27.

ii. MTC Resolution No. 4505, Revised. Revisions to OBAG3, including programming about \$302 million within the County and Local Program and \$300,000 to MTC's Active Transportation Technical Assistance Program.

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [13a 23-0045 ATP and OBAG3 Presentation.pdf](#)  
[13ai 23-0045 MTC Resolution 4487 ATP Cycle6 Program of Projects and Funding.pdf](#)  
[13aii 23-0045 MTC Resolution 4505 OBAG3 Revisions.pdf](#)  
[13a 23-0045 ATP and OBAG3 Public Comments Combined.pdf](#)  
[13a Public Comment Baumer.pdf](#)  
[3a 23-0045 ATP and OBAG3 Presentation .pdf](#)  
[3ai 23-0045 MTC Resolution 4487 ATP Cycle6 Program of Projects and Funding.pdf](#)  
[3aii 23-0045 MTC Resolution 4505 OBAG3 Revisions.pdf](#)  
[3aii Public Comment 12-30-2022 Snow.pdf](#)  
[3aii Public Comment 01-01-2023 Pavao.pdf](#)  
[3aii Public Comment 12-28-2022 Felder.pdf](#)  
[3aii Public Comment 12-29-2022 Garrigan.pdf](#)  
[3aii Public Comment 12-29-2022 Shumaker.pdf](#)  
[3aii Public Comment 12-29-2022 Stevens.pdf](#)  
[3aii Public Comment 12-30-2022 Hunt.pdf](#)  
[3aii Public Comment 12-30-2022 Schraga.pdf](#)  
[3aii Public Comment 01-10-2023 Richman TAM.pdf](#)

Date	Ver.	Action By	Action	Result
1/11/2023	1	Programming and Allocations Committee		

### Subject:

MTC Resolutions No. 4487, Revised and 4505, Revised. Adoption of 2023 Regional Active Transportation Program (ATP) Cycle 6 Program of Projects and Revisions to the One Bay Area Grant (OBAG 3) Program.

- i. MTC Resolution No. 4487, Revised. Adoption of the 2023 Regional ATP Cycle 6 Program of Projects, which programs \$143 million in new funding capacity covering FY 2023-24 through FY 2026-27.
- ii. MTC Resolution No. 4505, Revised. Revisions to OBAG3, including programming about \$302 million within the County and Local Program and \$300,000 to MTC's Active Transportation Technical Assistance Program.

**Presenter:**

Karl Anderson and Thomas Arndt

**Recommended Action:**

Commission Approval

MTC

## Active Transportation Program

### 2023 Regional Program Adoption

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MTC Programming &  
Allocations Committee

January 11, 2023



# ATP: Overview of Program

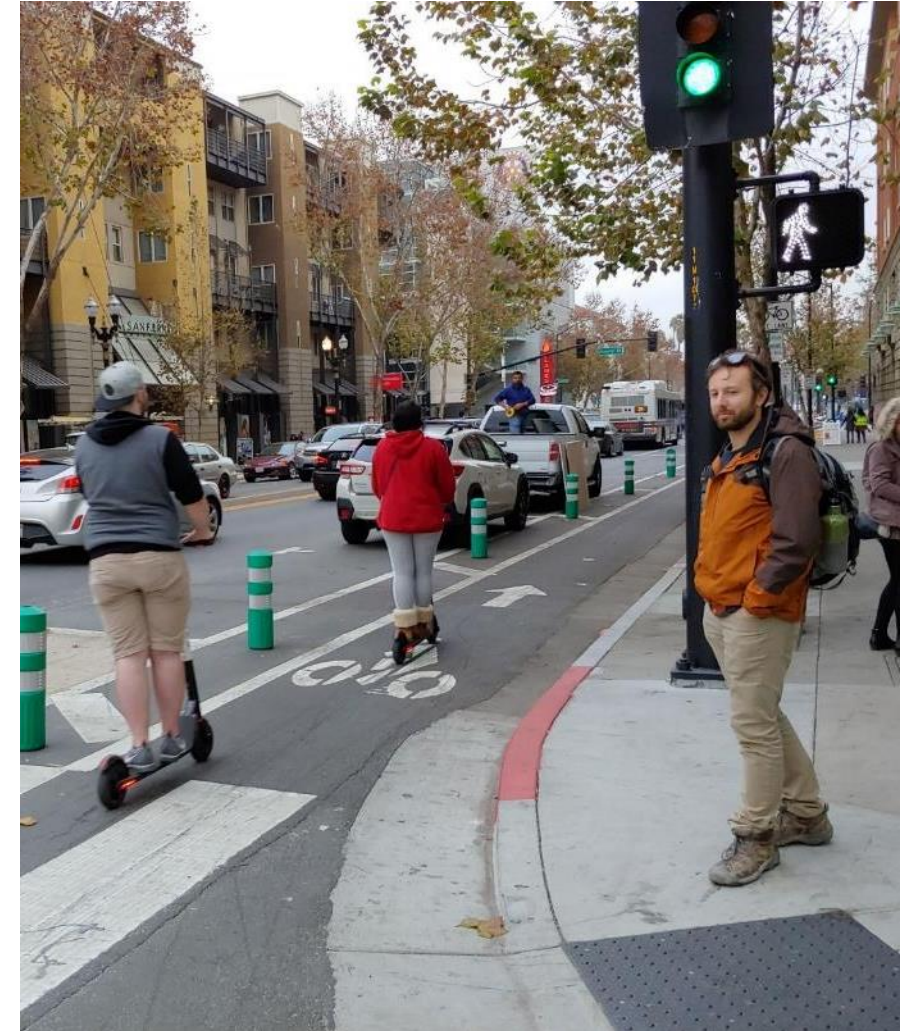
- About \$320 million per year statewide
- Competitive program adopted every 2 years, split into three pots:
  - 50% to State for Statewide Program (Caltrans/CTC)
  - 40% to 10 large Metropolitan Planning Organizations (MPOs), including MTC
  - 10% to Small Urban/Rural (Bay Area ineligible to compete)
- Recent legislative augmentations:
  - SB1 (2017): \$100M/year, ongoing
  - Federal IIJA/BIL: \$50M/year, ongoing
  - 2023 State Budget: \$1B, one-time





# ATP Cycle 6 Applications Summary

- State Program Applications:
  - 434 applications submitted to the state competitive program
  - Applicants requested over \$3.1 billion in ATP funds
  - Average ATP request size this cycle increased to \$7.1 million, up from \$5 million in Cycle 5
- Regional Program Applications:
  - 63 applications submitted to MTC for the regional component
  - Applicants requested \$544 million toward \$900 million in total project costs
  - Alameda and Contra Costa counties submitted the most applications in the region, 16 each
  - Napa and San Francisco submitted the fewest, 2 each



Source: City of San José



# ATP Statewide Component Results

- Statewide Competitive ATP Program Adoption
  - CTC adopted the Statewide Competitive ATP list of projects on December 7, 2022.
  - CTC funded 67 projects statewide.
  - CTC funded six projects in the MTC region for a total of \$88 million, out of a statewide program of \$853 million (10% of the statewide total).

County	Sponsor- Project Title	Amount (\$Ms)
Alameda	BATA- West Oakland Link of the Bay Skyway	\$17.6
Alameda	Berkeley- Addison Street Bicycle Boulevard Project	\$4.9
Contra Costa	CCPW- Pacifica Avenue Safe Routes to School Proj.	\$3.9
Contra Costa	CCPW- San Pablo Ave Complete Streets/Bay Trail Gap Closure	\$10.5
San Francisco	SFMTA- Bayview Multimodal Community Corridor	\$12.3
Santa Clara	VTA- Bascom Avenue Complete Street Project	\$39.1
Total		\$88.3



Source: City of Oakland

# Regional ATP Recommendations

- Based on 22-member evaluation panel's scores, staff recommends
  - Fully funding 14 projects
  - Partially funding one project
- Recommendation fully programs \$143 million available
- All projects benefit Equity Priority Communities
- All projects support MTC initiatives to reduce GHG emissions or expand the Regional Bike Network
- Contingency list totaling \$53 million (see Attachment 2)

County	Sponsor- Project Title	Reg. ATP Funds (\$M)
ALA	ACPWA- Mission Blvd Safe and Complete Streets for Active Transportation	\$ 25.0
ALA	ACPWA- Oakland Making Moves: Active Oakland Neighborhoods	\$ 1.0
ALA	ACPWA- San Lorenzo Creekway: Building Equitable Active Transportation	\$ 17.2
ALA	ACTC- East Bay Greenway Multimodal, Phase 1	\$ 19.5
ALA	ACTC- San Pablo Ave. Safety Enhancements and Transit Bulbs Project	\$ 9.0
ALA	Berkeley- Washington ES and Berkeley HS Safe Routes to School project	\$ 1.5
ALA	Oakland- Bancroft Ave. Greenway	\$ 29.3
CC	Concord- Willow Pass Rd. Bikeway Project	\$ 2.8
CC	San Pablo- Broadway-El Portal Safe Routes	\$ 7.2
MRN	Corte Madera- Central Marin Regional Pathways Gap Closure Project	\$ 1.5
MRN	San Rafael- Canal Neighborhood Active Transportation Enhancements Project	\$ 4.1
MRN	San Rafael- Canal Crossing Project	\$ 3.9
SM	SM Co.- Santa Cruz Ave/Alameda de las Pulgas Complete Street Project	\$ 5.4
SCL	San Jose- Story-Keyes Complete Streets (partial)	\$ 3.7
SON	Healdsburg- Healdsburg Ave. Complete Streets	\$ 11.8
	<b>Total</b>	<b>\$ 143.1</b>

# ATP-OBAG3 Linkage

- Shared Program Evaluation Periods
  - Six OBAG 3 and ATP applications included overlapping scope
  - The program teams ensured recommendations did not conflict
  - For highly scoring projects with overlapping scope, staff recommends funding the regional ATP request first and any remaining balance as a part of the OBAG 3 recommendations.
- Two exceptions to this approach:
  - a project in Alameda County that included expanded scope in the ATP application
  - a project in Santa Clara County that is the last project able to use the remaining ATP funding at the funding cut off



Source: City of East Palo Alto

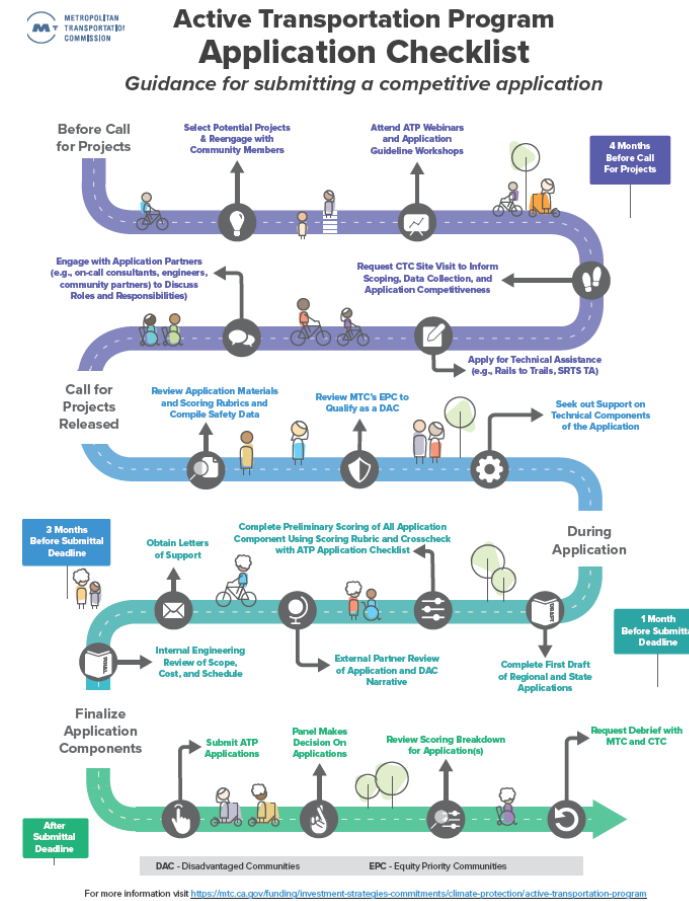
# ATP Funding History

- Since 2014, \$556 million has been awarded to projects in the MTC region
- Most counties have received a comparable amount of funds to their population share within the region
- The ATP heavily prioritizes projects benefitting disadvantaged communities

State and Regional ATP Programs Cycles 1 through 6 (including staff recommendations)				
County	Population Share in Region	Awards by CTC and MTC (\$M)	Award Share	Pop. % Differential
Alameda	21.7%	\$240.3	43.2%	21.5%
Contra Costa	15.2%	\$59.0	10.6%	-4.6%
Marin	3.4%	\$19.6	3.5%	0.1%
Napa	1.8%	\$10.7	1.9%	0.1%
San Francisco	11.1%	\$52.8	9.5%	-1.6%
San Mateo	9.8%	\$27.7	5.0%	-4.8%
Santa Clara	24.9%	\$82.5	14.8%	-10.0%
Solano	5.9%	\$24.4	4.4%	-1.5%
Sonoma	6.3%	\$38.7	7.0%	0.6%
Total		\$555.7		

# MTC ATP Technical Assistance Program

- Technical Assistance for Current Cycle 6:
  - Staff led the program with consultant support to improve overall competitiveness of applications from the region
  - Assistance limited to application and technical support
  - Staff selected seven projects for TA; four are recommended for funding in the regional program
- Proposed Technical Assistance for Future Cycle 7:
  - Staff proposes to augment and refine the technical assistance program for the next ATP Cycle
  - MTC- and CTA-led prioritization and early project scope support proposed
  - OBAG3 includes proposed \$300K for augmented support







# One Bay Area Grant County & Local Program Adoption

MTC Programming & Allocations Committee  
January 11, 2023

# OBAG 3 County & Local Program Overview

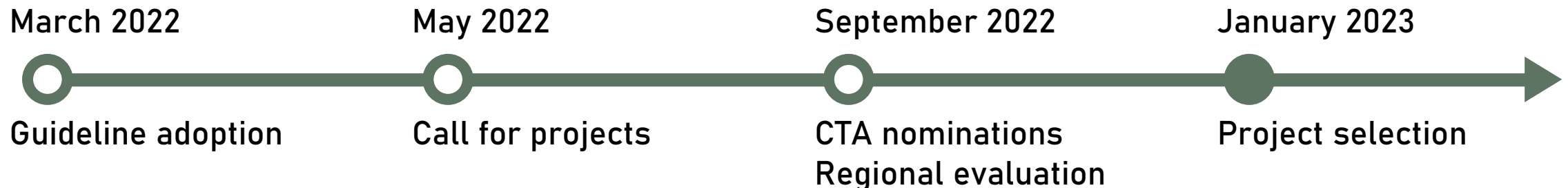
## Principles

- ❖ Support local-priority projects while advancing regional objectives through:
  - Focusing transportation investments in growth areas
  - Prioritizing multimodal projects
  - Incentivizing compliance with state and regional requirements

## Policies

- ❖ County Transportation Agency (CTA) nomination targets
  - Based on population and housing shares
  - Total 120% of available funding
- ❖ Regional project evaluation
  - Emphasis on CTA priorities
  - Priority Development Areas (PDAs), active transportation, Safe Routes to School (SRTS) investment targets
  - Air quality assessments for select projects

## Process Timeline



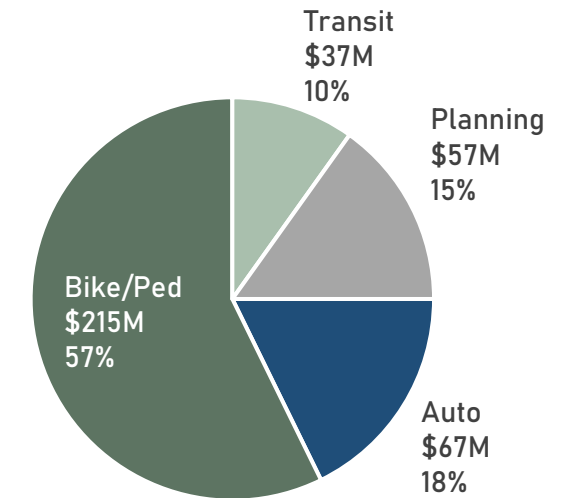
# Proposed Program

## Key Findings

- ❖ \$4.6M average grant award
  - Increase over prior cycles
  - Mirrors ATP trends
- ❖ Supports \$917M in total project costs
- ❖ Most nominations eligible for Congestion Mitigation Air Quality Improvement (CMAQ) funds
  - CMAQ prioritized for most cost-effective projects
  - Substantial associated emission reductions

## Investment by Project Type

- ❖ 90% PDA-supportive
  - 50/70% targets by county
- ❖ \$215M active transportation
  - Exceeds \$200M target
- ❖ \$47M SRTS investment
  - Exceeds \$25M target
- ❖ \$209M within Equity Priority Communities (EPCs)
  - No established target



*Note: Project type totals include base CTA planning amounts, and advance programming for CTA planning augmentations and SRTS programs.*

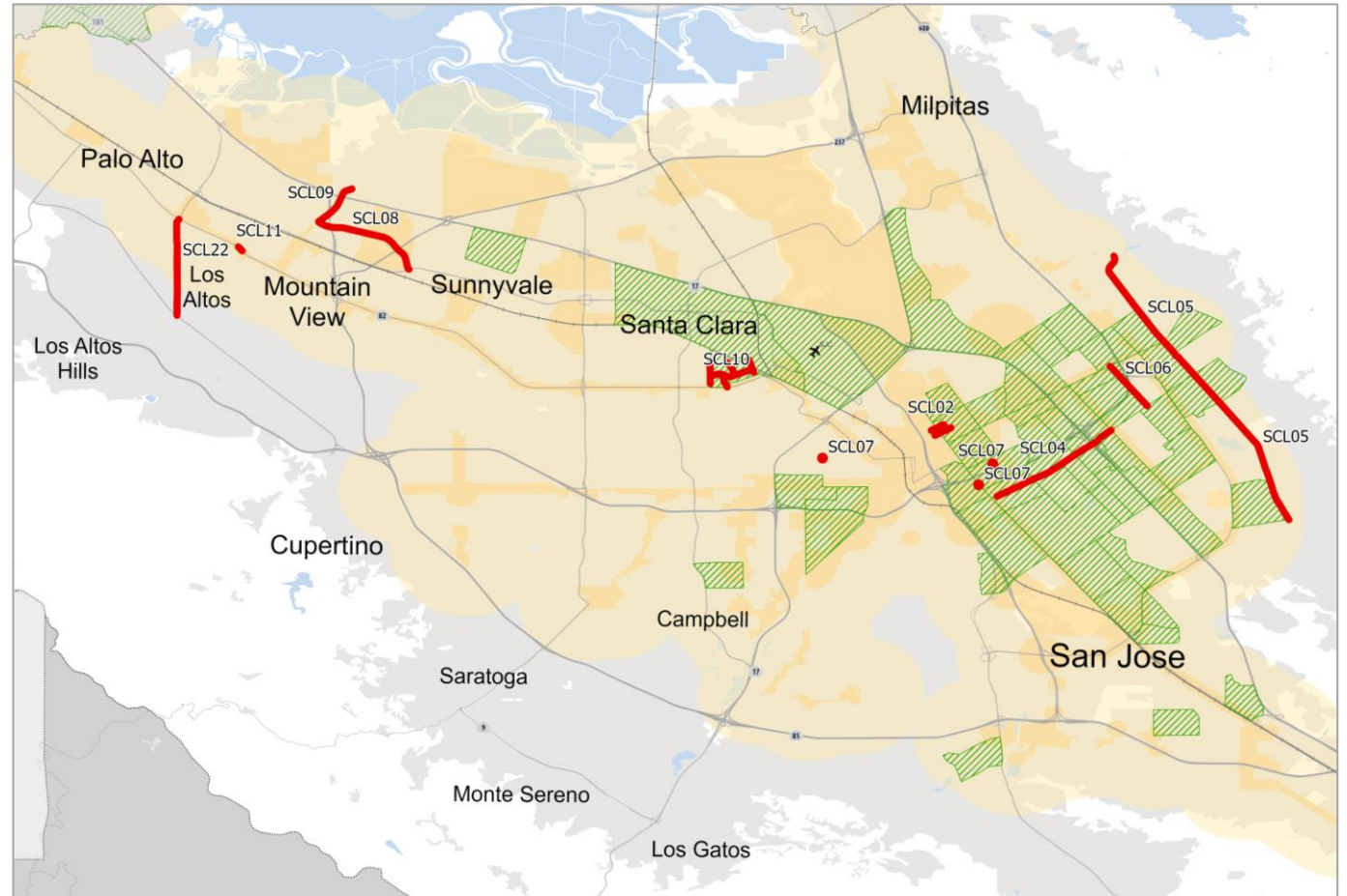


# Proposed Program

## Proposed Investments by County

County	Proposed Award	Proposed Share
Alameda	\$67	20%
Contra Costa	\$48	14%
Marin	\$10	3%
Napa	\$6	2%
San Francisco	\$50	15%
San Mateo	\$31	9%
Santa Clara	\$92	27%
Solano	\$16	5%
Sonoma	\$20	6%
Totals	\$340	100%

*Notes: Dollar amounts in millions. Proposed awards include advance programming for CTA planning augmentations and SRTS NI programs. Totals may not add due to rounding.*



# Next Steps

- ❖ Awardees must comply with OBAG 3 requirements prior to accessing funds
  - Ongoing requirements apply throughout the program period (FY 2022/23 – 2025/26)
  - Awards to non-compliant sponsors will be recommended for reprogramming after December 31, 2023 deadline
- ❖ Sponsors must obligate all funds by January 31, 2027

## Program Requirements

- Certified Housing Element and annual progress reporting
- Self-certification of compliance with state housing laws
- Local Roadway Safety Plan (LRSP) or equivalent
- Certified Pavement Management Program (PMP)
- Participation in statewide needs assessment survey, traffic count reporting
- Complete Streets and Regional Project Delivery policy compliance

# Contingency List & Future Programming

## Proposed Project List

- ❖ Establish priorities for any future programming
- ❖ Recommendations based on:
  - Regional significance
  - Deliverability and complete funding plans
  - Total project score
- ❖ Commission maintains discretion to consider programming beyond the contingency list

## Future Programming

- ❖ Programming from the contingency list may be recommended in the case of:
  - Higher than anticipated federal revenues, such as increases from Infrastructure Investment and Jobs Act (IIJA)
  - Cost savings from prior OBAG cycles
  - Project failures
  - Funds returned by sponsors due to additional federal or state discretionary grants and/or earmarks
- ❖ Spring 2023: Return to Commission with proposal to program additional capacity resulting from IIJA increase & earmarks

# Recommendations

## Resolution 4487, Revised – Regional ATP Cycle 6

- ❖ Adoption of the Cycle 6 Regional ATP project list

## Resolution 4505, Revised – OBAG 3 County & Local Program

- ❖ Programming \$302 million to 65 projects
- ❖ Approve contingency project list and priorities
- ❖ Programming \$300K for Active Transportation Technical Assistance program

**Metropolitan Transportation Commission  
Programming and Allocations Committee****January 11, 2023****Agenda Item 3a.i. - 23-0045****MTC Resolution No. 4487, Revised**

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**Subject:**

2023 Regional Active Transportation Program (ATP) Cycle 6 Program of Projects and Funding Target Update.

**Background:**

The State established the ATP in September 2013. ATP funding is distributed with 50% to the state for a statewide competitive program; 10% to the small urban and rural area competitive program to be managed by the state; and 40% to the large urbanized area competitive program, with funding distributed by population to and managed by the ten largest Metropolitan Planning Organizations (“Regional ATP”). The 2022-2023 California State Budget included a one-time \$1 billion augmentation to the ATP. The California Transportation Commission (CTC) elected to augment the 2023 ATP Cycle 6 program with the new funding, subject to the statutory funding distribution formula. The one-time augmentation provided an additional \$93 million to MTC for the regional ATP component.

A summary of the region’s performance in the Cycle 6 ATP statewide component is discussed in more detail in Attachment 1. MTC is responsible for developing the region’s guidelines for the Regional ATP, and for submitting the proposed projects to the CTC for adoption. CTC approved MTC’s Regional ATP Guidelines on February 23, 2022, and applications for the Regional Program were due to MTC on June 15, 2022. MTC’s Cycle 6 Regional ATP includes \$143 million available for programming. MTC staff’s recommended regional project awards and recommended contingency projects are listed in Attachment 2.

**MTC’s Regional Project Selection Process**

MTC received 63 applications requesting \$551 million, approximately four times the available amount. Caltrans and MTC staff determined that all projects were eligible, and no projects were removed from consideration. MTC staff enlisted a 21-member multi-disciplinary evaluation committee in seven teams of three evaluators each to score and rank the applications (see Attachment 3). The review committee used the same evaluation form and revised scoring criteria

used in the Statewide Competitive ATP, plus an additional 10 maximum points for regional priorities, for a maximum point score of 110.

### **Regional Project Recommendations**

Staff recommends fully funding 14 projects and partially funding one project for a total of \$143 million (see Attachment 2). Staff also recommends adopting a list of contingency projects totaling \$53 million, ranked in order based on the project's evaluation score. MTC would fund projects on the contingency list should there be any project failures, ineligibility determinations, or savings in the Cycle 6 Regional ATP. All proposed projects in the regional ATP include safe routes to school or safe routes for seniors' components and would benefit Equity Priority Communities, greatly exceeding the required 25% state target for disadvantaged communities. Further, the recommended project list supports MTC initiatives such as greenhouse gas reduction efforts and expansion of the regional bike network. Specifically, 92% of the recommended funding are for projects projected to reduce greenhouse gas emissions and 80% of the recommended funding would enhance or expand the regional bike network.

### **Project Recommendations Items of Interest**

#### **1. Partial Funding:**

San Jose requested \$36 million in ATP funds for the Story-Keyes Complete Streets project; however, only \$4 million of ATP remains after funding higher scoring projects. Therefore, staff recommends partially funding the project with \$4 million in ATP funds. San Jose also submitted the same project application for a higher request amount as a part of the One Bay Area Grant 3 (OBAG3) program call for projects. The Story-Keyes Complete Streets project scored highly in the OBAG3 evaluation process and is recommended for funding under item 3a.iii. MTC staff expects the full project benefits to be delivered as the funding plan will be complete between the recommended funding in the Regional ATP and OBAG 3 programs. Should San Jose not be able to deliver the project benefits, or to fully fund the project using other funds, staff recommends removing the Story-Keyes project from the regional list and re-directing the \$4 million to other projects on the contingency list.

## **2. One Bay Area Grant Program 3 (OBAG3) Application Overlap:**

The regional ATP and OBAG 3 program shared evaluation timelines with ATP. Staff reviewed both lists and found six projects that overlapped. Both program teams coordinated to ensure recommendations did not conflict. For highly-scoring projects with overlapping elements, staff recommends funding the regional ATP request first and any remaining balance as a part of the OBAG 3 recommendations. However, there are two exceptions. Alameda County's San Lorenzo Creekway project included expanded scope in its ATP application; therefore, staff recommends funding the base project in OBAG3 and the added scope in the ATP program. Second, staff recommends partially funding San Jose's Story-Keyes project with remaining ATP funds, as discussed above, with the balance recommended from the OBAG3 program. Both projects' funding plans would be completed with recommended ATP and OBAG3 funding.

### **ATP Funding History**

Since 2014, \$555 million has been awarded to projects in the MTC region through both the State and Regional ATP competitions. Attachment 5 provides a historical summary of the total awards sorted by county for the combined and individual programs. Considering both programs, most counties have received a comparable amount of funds to their population share within the region. However, there are two outliers, Alameda County which has received significantly more in grant funding than its population share, and Santa Clara County which has received less. This discrepancy exists for two main reasons.

1. The ATP program heavily prioritizes projects benefiting disadvantaged communities. Alameda County has a higher proportion of census tracts and neighborhoods that qualify under the current definitions compared to Santa Clara County.
2. There is a significant difference in the amount of funds and number of applications requested by each of the two counties. Alameda County has requested 32% of the total fund requests through 147 applications over all cycles, whereas Santa Clara has requested 16% of the fund requests through 63 applications. Notably Santa Clara County agencies only submitted eight applications this cycle, while Alameda County agencies submitted 16 applications.

Staff will continue to work with all eligible applicants in the region to improve applications and increase the region's ATP grant success rate. Further discussion is provided below and in Attachment 1.

**Staff-Led Application Technical Assistance Program**

As a continuation from ATP Cycle 5, MTC extended an application technical assistance program to improve the quality and overall competitiveness of applications from the region. MTC staff led the program with support from the prior consultant and reviewed seven applications assessing overall quality, legibility, consistency, and technical details. Of these seven applications, none were selected for funding in the State program and four projects are recommended for funding in the regional program. Staff proposes to augment and refine the technical assistance program in the next ATP cycle. Further discussion is provided in Attachment 1.

**Issues:**

**Performance in State Program:** The CTC adopted the Statewide Competitive ATP list of projects on December 7, 2022. CTC funded six projects in the MTC region for a total of \$88 million, out of a statewide program of \$853 million (about 10% of the statewide total). Further discussion of the region's performance in the statewide ATP, as well as recommended next steps for future cycles, is included in Attachment 1.

**Recommendations:**

1. Refer MTC Resolution No. 4487, Revised to the Commission for approval.
2. Direct staff to transmit the recommended project list to the CTC.

**Attachments:**

- Attachment 1: Cycle 6 ATP Statewide Component Summary
- Attachment 2: Recommended Cycle 6 Regional ATP Program of Projects and Contingency Project List
- Attachment 3: List of Project Evaluators
- Attachment 4: Cycle 6 ATP List of Applications Received
- Attachment 5: ATP Funding History Summary



- Attachment 6: MTC Resolution No. 4487, Revised

A handwritten signature in blue ink, reading "Alix A. Bockelman", followed by a horizontal line.

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Alix A. Bockelman

## Attachment 1: Cycle 6 ATP Statewide Component Summary

### Statewide Competitive ATP & Quick Build Pilot Program Results

The CTC adopted the Statewide Competitive ATP list of projects on December 7, 2022. CTC funded six projects in the MTC region for a total of \$88 million, out of a statewide program of \$853 million (about 10% of the statewide total), as listed below.

County	Agency	Project Title	Amount (1,000s)
Alameda	Bay Area Toll Authority	West Oakland Link of the Bay Skyway	\$17,600
Alameda	Berkeley	Addison Street Bicycle Boulevard Project	\$4,870
Contra Costa	County Public Works	Pacifica Avenue Safe Routes to School Project	\$3,902
Contra Costa	County Public Works	San Pablo Avenue Complete Streets/Bay Trail Gap Closure Project	\$10,517
San Francisco	SFMTA	Bayview Multimodal Community Corridor	\$12,325
Santa Clara	Santa Clara VTA	Bascom Avenue Complete Street Project (I-880 to Hamilton Avenue)	\$39,103
<b>Total</b>			<b>\$88,317</b>

The state received 434 applications requesting over \$3.1 billion in ATP funds. This cycle, the average ATP request size increased to \$7.1 million per application, up from \$5 million in Cycle 5. The CTC ultimately funded 67 projects from the statewide ATP component.

The 2023 Active Transportation Program included the Quick-Build Project Pilot Program with up to \$7 million in funding available from the Statewide component. None of the Quick-Build Project Pilot Program project applications met the funding recommendation scoring threshold of 89 points for the Statewide component. Therefore, CTC did not fund any quick-build projects. The CTC will continue to refine the pilot program and intends on including it in future ATP cycles.

### Statewide Competitive ATP Discussion

MTC staff debriefed with the CTC ATP program management team immediately after the CTC's publication of the draft recommendations to discuss the Cycle 6 results, review application

patterns, and the future of the program. A notable discovery from these discussions is that small urban and rural agencies outperformed agencies within the ten large MPOs (large MPOs like MTC receive dedicated ATP funds for their regions). Further, agencies not in a large MPO tended to work more collaboratively with their MPO or regional agency to develop more robust and refined ATP applications. Since smaller MPOs and regional agencies do not have a regional program to administer, their staff have no conflict of interest in a regional component to support and prioritize member applications. Regional support and prioritization, along with local agencies engaged in the application process, seemed to contribute to better overall application performance in the statewide ATP competition.

**Strategies for future ATP Cycles**

Looking ahead to future ATP cycles, MTC staff recommends implementing a suite of strategies to improve performance in the program. This may include, but not limited to, strategies such as:

- Hold a singular call for projects for active transportation elements, that may include other programs such as OBAG4 and Regional Measure 3 Safe Routes to Transit;
- Develop a prioritization and screening process, in collaboration with County Transportation Agencies, with Commission approval;
- Provide early application scope review and development for prioritized projects, leveraging MTC and external consultant expertise; and
- Expand the MTC technical assistance program beyond application review.

Notably, on the last point, staff recommends programming OBAG3 regional funds for ATP technical assistance – which is included in the OBAG3 item on this month's Programming and Allocations Committee agenda. Staff will return to this committee in the coming months to present strategies for consideration ahead of ATP Cycle 7. Applications for ATP Cycle 7 is expected to be due in mid-2024.

**Attachment 2**

**Recommended Cycle 6 Regional ATP Program of Projects (Alphabetical Order)**

(\$1,000s)

County	Sponsor	Project Title	Recommended Funding	Project Description
ALA	ACPW	Mission Boulevard Safe and Complete Streets for Active Transportation	\$ 25,000	On Mission Boulevard between East Lewelling Boulevard/1-238 and Rose St, in the unincorporated Alameda County communities of Ashland and Cherryland. Install Class IV separated bikeways, protected intersections, pedestrian hybrid beacons, curb extensions, median refuges, high-visibility crosswalks, signal timing, streetscaping.
ALA	ACPW	Oakland Making Moves: Active Oakland Neighborhoods	\$ 999	Oakland Making Moves: Active Oakland Neighborhood will serve 13 affordable housing sites located in disadvantaged/equity priority communities in Oakland. Oakland Making Moves will engage residents in mapping and using safe walking/biking routes from 13 affordable housing sites in Oakland to healthy places.
ALA	ACPW	San Lorenzo Creekway: Building Equitable Active Transportation in Alameda County	\$ 17,200	The San Lorenzo Creekway project will include a pedestrian and bicycle facility that runs along the San Lorenzo Creek for 7.7 miles. The SLC will be the only east-west connector through four disadvantaged communities in the unincorporated area of Central Alameda County - including San Lorenzo, Cherryland, Ashland, and Castro Valley. The project will also include a 1-mile on-street connection to Bayfair BART Station in San Leandro and a 1.5 mile on-street connection to Downtown Hayward.
ALA	ACTC	East Bay Greenway Multimodal, Phase 1	\$ 19,500	Within Alameda County, the project will construct a regional trail facility parallel and connecting to the Bay Area Rapid Transit (BART) line through the Cities of Oakland and San Leandro. The project will consist of Class I shared use paths, Class IV protected bikeways, and protected intersection treatments. The project scope also includes pedestrian crossing safety and accessibility improvements, bus stop enhancements to improve speed and passenger comfort, and placemaking features.
ALA	ACTC	San Pablo Avenue Safety Enhancements and Transit Bulbs Project	\$ 9,000	In Alameda County, on San Pablo Avenue between Heinz Street in South Berkeley and Clay Street in North Albany, construct bicycle/pedestrian safety and transit speed/reliability improvements including flashing beacons, pedestrian hybrid beacons, ADA compliant curb ramps, bulb outs at Rapid bus stops, median refuge islands, high visibility crosswalk upgrades, minor traffic signal modifications, bus stop relocations, lighting improvements, and warning signage.
ALA	Berkeley	Washington Elementary and Berkeley High Safe Routes to School project	\$ 1,511	Students at Washington Elementary and Berkeley High schools will have safer opportunities to walk and bike to school. Reconfiguring loading zones will reduce conflict and stress. Bulb-outs and pedestrian leading intervals will make pedestrians more visible to drivers. Thirteen intersections in Downtown Berkeley around Washington Elementary and Berkeley High Schools, and school frontages on Milvia Street and McKinley Avenue.
ALA	Oakland	Bancroft Avenue Greenway	\$ 29,311	The project is located in Oakland, CA on Bancroft Avenue from 73rd Avenue to 103rd Avenue. The project involves constructing two miles of separated multi-use path, 112 ADA ramps, 60 wayfinding signs, 30 regulatory signs, 22 benches, 24 trash receptacles, pedestrian scale lighting throughout the corridor, 179 new trees, landscaping, and irrigation.
CC	Concord	Willow Pass Road Bikeway Project	\$ 2,835	The project provides vital bicycle and pedestrian connections to multiple schools, a regional trail (Contra Costa Canal Trail), a regional train station (BART), and Downtown Concord. There are several healthcare centers, offices, churches, and multi-family housing units located along the corridor. Willow Pass Road is a regional connector that connects Downtown Concord to State Highway 4.
CC	San Pablo	Broadway-El Portal Safe Routes (BESR) Project	\$ 7,248	SR2S Infrastructure: Final design and construction of SR2S Master Plan recommended infrastructure improvements between Broadway Avenue and the nearby Bayview and Lake Elementary Schools, as well as 4 curb extensions, 3 new crosswalks, 2 speed feedback signs, 4 rectangular rapid flashing beacons, 4 bicycle racks, and enhanced high-visibility striping at 2 school-zone intersections on Broadway Avenue
MRN	Corte Madera	Central Marin Regional Pathways Gap Closure Project	\$ 1,500	The Gap Closure Project will address these issues through construction of a standard Class I pathway, a bi-directional Class IV bikeway, and upgraded intersection crossings and highway ramp for pedestrians and bicyclists.
MRN	San Rafael	Canal Neighborhood Active Transportation Enhancements Project	\$ 4,123	In San Rafael, in the Canal neighborhood, construct 10 ADA-compliant curb ramps, upgrade 6 curb ramps to meet ADA requirements, complete sidewalk infill on 10 streets, improve 6 transit stops, implement bicycle boulevard treatments on 3 streets, improve lighting on 10 streets and 3 pathways, enhance 4 uncontrolled crosswalks, and add secure parking for 10 bicycles. See Additional Information section for detailed locations.
MRN	San Rafael	San Rafael Canal Crossing Project	\$ 3,925	In San Rafael between Canal Street and Third Street. The project would result in the construction of a new non-motorized crossing of the San Rafael Creek between Canal Street and Third Street in San Rafael, CA.
SM	San Mateo County	Santa Cruz Avenue/Alameda de las Pulgas Complete Street Project	\$ 5,435	The Santa Cruz Avenue/Alameda de las Pulgas (SC/ADLP) corridor is part of a larger road network spanning two counties that runs over 15 miles, connecting numerous communities on the San Francisco Peninsula. The project is located in unincorporated West Menlo Park and is a gateway to Stanford University. The project will implement a road diet to provide enough space for sidewalks and bike lanes, new raised medians, and safety islands.
SCL	San Jose	Story-Keyes Complete Streets Project*	\$ 3,656	Along Keyes Street and Story Road, between 3rd Street and King Road, in Central and East San Jose including capital investments in bike/ped safety, such as separated bikeways, high visibility crossings, protected intersections, and bus boarding islands.
SON	Healdsburg	Healdsburg Avenue Complete Streets Project	\$ 11,819	Healdsburg Avenue between Powell Avenue and the Foss Creek bridge 1/4 mile south of Passalacqua Road, having a total project length of 1-1/2 mile. Construction to implement a road diet with the addition of bicycle, pedestrian and transit improvements.
<b>Total</b>			<b>\$ 143,062</b>	

\*San Jose requested \$36,386 however \$3,656 is available for funding.

## Staff Recommendations for MTC Cycle 6 Regional ATP – Contingency List (Score Order)

(\$1,000s)

MTC Score	County	Sponsor	Project Title	Requested Funding	Project Description
90.0	ALA	Oakland	73rd Avenue Active Routes to Transit	\$ 18,865	Neighborhood Bike Routes from Coliseum BART (Snell Dr) to International Blvd BRT transitions to Class IIB buffered bike lanes to Eastmont Transit Center (Foothill Blvd/MacArthur) in Oakland, Alameda County, California
90.0	SF	SFMTA	Howard Streetscape Project*	\$ 23,691	On Howard St. in the City of San Francisco, from 4th through 11th streets. Howard Streetscape is a Complete Streets/Active Transportation Project that includes a road diet, reducing travel lanes from 3 or 4 to 2, adding 2-way bike lanes, ped priority signals, bulb-outs, crosswalks, green infrastructure and ped lighting—along 1-mile stretch of Howard St.
89.0	ALA	Alameda	Willie Stargell Avenue Safety Improvements Project	\$ 4,096	In the City of Alameda on Willie Stargell Avenue from Main Street to 550 feet east of 5th Street. Design and construct new separate bicycling and walking pathways with lighting and trees, install RRFB's and high visibility crossings, and create a partial protected intersection.
87.0	SM	Menlo Park	Willow Road (SR-114) Pedestrian Improvements and Class IV Bikeway	\$ 3,756	In (or near) the City of Menlo Park, on state route 114 (Willow Road) from SR 84 (Bayfront Expressway) to US 101. Construct pedestrian crossing improvements and a Class IV separated bikeway.
86.0	SM	Half Moon Bay	Eastside Parallel Trail North: Segment 2 (Spindrift to Ruisseau Francais)	\$ 2,985	The Project is located in San Mateo County in the City of Half Moon Bay within Caltrans ROW along the east side of Highway 1 from Spindrift Way to Ruisseau Francais Avenue. A class I Bike Path, pedestrian bridge and intersection Improvements to close a gap in connectivity between existing Multi-use Trails.
<b>Total</b>				<b>\$ 53,393</b>	

\*SFMTA recently secured a Federal RAISE grant for the ATP request amount

### Attachment 3: List of Project Evaluators

Metropolitan Transportation Commission

Regional Active Transportation Program – Cycle 6 List of Evaluators

**Table 1: Regional Active Transportation Program – Cycle 6 List of Evaluators**

Affiliation	Description
Alameda County Transportation Commission	County Transportation Agency
Alameda County Transportation Commission	County Transportation Agency
Alameda County Unincorporated Bike and Pedestrian Advisory Committee	Bike & Pedestrian Safety
Caltrans District 4 Bike and Pedestrian Advisory Committee (1)	Bike & Pedestrian Safety
Caltrans District 4 Bike and Pedestrian Advisory Committee (2)	Bike & Pedestrian Safety
City of Concord	City
City of Dixon	City
City of Fremont	City
City of Napa	City
City of San Rafael	City
Contra Costa Transportation Authority	County Transportation Agency
Marin County Bicycle Coalition	Bike & Pedestrian Advocacy
Metropolitan Transportation Commission (1)	Metropolitan Planning Organization
Metropolitan Transportation Commission (2)	Metropolitan Planning Organization
Metropolitan Transportation Commission (3)	Metropolitan Planning Organization
Metropolitan Transportation Commission (4)	Metropolitan Planning Organization
MTC Policy Advisory Council (1)	Advisory Council
MTC Policy Advisory Council (2)	Advisory Council
Napa Valley Transportation Authority	County Transportation Agency
Napa Valley Transportation Authority	County Transportation Agency
Silicon Valley Bicycle Coalition	Bike & Pedestrian Advocacy
Silicon Valley Bicycle Coalition (2)	Bike & Pedestrian Advocacy

## Metropolitan Transportation Commission - Cycle 6 Regional Active Transportation Program

## List of Applications Received - Scores (Descending Score Order)

## Color Key

White on Black: Projects Funded by the Statewide ATP

Black on Green: Projects Recommended in the Regional ATP

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score (out of 110)
ALA	Oakland	Bancroft Avenue Greenway	\$ 34,675	\$ 29,311	102.0
ALA	ACPW	Mission Boulevard Safe and Complete Streets for Active Transportation	\$ 32,683	\$ 25,000	101.0
ALA	ACTC	East Bay Greenway Multimodal, Phase 1	\$ 120,947	\$ 19,500	100.0
ALA	ACPW	San Lorenzo Creekway: Building Equitable Active Transportation in Alameda County	\$ 33,477	\$ 17,200	99.0
SCL	VTA	Bascom Avenue Complete Street Project (I-880 to Hamilton Avenue)	\$ 46,685	\$ 39,103	99.0
ALA	ACPW	Oakland Making Moves: Active Oakland Neighborhoods	\$ 1,000	\$ 999	98.0
ALA	Berkeley	Addison Street Bicycle Boulevard Project	\$ 6,165	\$ 4,870	98.0
ALA	Berkeley	Washington Elementary and Berkeley High Safe Routes to School project	\$ 1,511	\$ 1,511	98.0
MRN	San Rafael	San Rafael Canal Crossing Project	\$ 23,525	\$ 3,925	97.0
CC	San Pablo	Broadway-El Portal Safe Routes (BESR) Project	\$ 9,143	\$ 7,248	96.0
MRN	San Rafael	Canal Neighborhood Active Transportation Enhancements Project	\$ 5,154	\$ 4,123	96.0
CC	CCPW	Pacifica Avenue Safe Routes to School Project	\$ 4,342	\$ 3,902	95.0
ALA	ACTC	San Pablo Avenue Safety Enhancements and Transit Bulbs Project	\$ 22,740	\$ 9,000	93.0
CC	Concord	Willow Pass Road Bikeway Project	\$ 4,058	\$ 2,835	93.0
MRN	Corte Madera	Central Marin Regional Pathways Gap Closure Project	\$ 2,075	\$ 1,500	93.0
ALA	BATA	West Oakland Link of the Bay Skyway	\$ 65,035	\$ 17,600	92.0
SON	Healdsburg	Healdsburg Avenue Complete Streets Project	\$ 14,774	\$ 11,819	92.0
CC	CCPW	San Pablo Avenue Complete Streets/Bay Trail Gap Closure Project	\$ 11,717	\$ 10,517	91.0
SM	San Mateo County	Santa Cruz Avenue/Alameda de las Pulgas Complete Street Project	\$ 6,629	\$ 5,435	91.0
SCL	San Jose	Story-Keyes Complete Streets Project	\$ 41,098	\$ 3,656	91.0
ALA	Oakland	73rd Avenue Active Routes to Transit	\$ 27,586	\$ 18,865	90.0
SF	SFMTA	Howard Streetscape Project	\$ 49,435	\$ 23,691	90.0
ALA	Alameda	Willie Stargell Avenue Safety Improvements Project	\$ 4,603	\$ 4,096	89.0
SM	Menlo Park	Willow Road (SR-114) Pedestrian Improvements and Class IV Bikeway	\$ 4,756	\$ 3,756	87.0
SM	Half Moon Bay	Eastside Parallel Trail North: Segment 2 (Spindrift to Ruisseau Francais)	\$ 3,375	\$ 2,985	86.0
CC	Concord	Pine Hollow Road Complete Streets Project	\$ 9,800	\$ 8,672	85.0
CC	Pittsburg	Pittsburg Pedestrian and Bike Connectivity to BART	\$ 2,510	\$ 2,510	83.0
ALA	Emeryville	40th Street Protected Bikeway and Pedestrian Improvements	\$ 15,550	\$ 8,376	82.0
CC	CCPW	Market Avenue Complete Street	\$ 3,497	\$ 3,437	82.0
SF	SFMTA	Bayview Multimodal Community Corridor	\$ 15,445	\$ 12,325	81.0
SOL	Vacaville	Ulati Transit to Downtown Connector	\$ 9,244	\$ 7,242	81.0
NAP	Napa	Imola Avenue Corridor Complete Streets Improvement Project	\$ 16,805	\$ 13,805	80.0
CC	CCPW	Fourth Street Crosswalk Enhancements	\$ 1,576	\$ 1,576	79.0
CC	Concord	Monument Boulevard Multimodal Corridor	\$ 19,704	\$ 15,743	79.0
SCL	Palo Alto	South Palo Alto Enhanced Bikeways Project	\$ 1,314	\$ 775	79.0
SCL	San Jose	2nd & 3rd Street De-Coupling and Complete Streets Project	\$ 24,587	\$ 21,768	79.0
ALA	Emeryville	Emeryville Loop	\$ 10,547	\$ 1,155	78.0
ALA	BART	Dublin/Pleasanton Bicycle and Pedestrian Access Improvements: Iron Horse Trail	\$ 14,870	\$ 8,405	77.0
CC	CCPW	Appian Way - Pedestrian Crossings and Sidewalk Gap Closure	\$ 3,265	\$ 3,265	76.0
MRN	Mill Valley	Safe Routes to Schools Pedestrian Gap Closure Project	\$ 3,486	\$ 3,486	76.0
ALA	Fremont	East Bay Greenway (Fremont BART to Irvington District)	\$ 9,745	\$ 8,612	75.0
CC	CCPW	Carquinez Middle School Trail Connection	\$ 4,868	\$ 4,459	75.0
SON	Petaluma	River Trail - Highway 101 Crossing Project	\$ 4,537	\$ 3,233	73.0
SON	Sonoma County	West Sebastopol Bicycle Connectivity and Pedestrian Enhancement Project	\$ 11,346	\$ 10,425	72.0
CC	EBRPD	Martinez Intermodal Station - Crockett Bay Trail Gap Closure Project	\$ 3,751	\$ 2,998	71.0
SOL	Suisun City	McCoy Creek Trail Phase 3 Improvements Project	\$ 4,292	\$ 4,292	70.0
ALA	ACPW	D Street Bicycle, Pedestrian and Safe Routes Improvements	\$ 7,219	\$ 2,755	69.0
NAP	Napa County	Napa Valley Vine Trail between Yountville and St. Helena	\$ 29,890	\$ 15,000	69.0
SCL	Santa Clara	Central Santa Clara Bicycle and Pedestrian Improvement Project	\$ 9,559	\$ 7,638	69.0
SCL	VTA	Homestead Road Safe Routes to School Project	\$ 15,400	\$ 13,848	68.0
SM	San Carlos	Holly Street/US-101 Pedestrian and Bicyclist Overcrossing	\$ 15,255	\$ 11,955	66.0
SOL	Rio Vista	Airport Road Church Road Bike and Pedestrian Improvements	\$ 6,573	\$ 6,273	65.0
CC	Moraga	Camino Pablo Pedestrian and Bicycle Improvement Project	\$ 989	\$ 989	64.0
SM	Half Moon Bay	Eastside Parallel Trail South (Higgins Canyon to Miramontes Point)	\$ 250	\$ 250	63.0
SCL	Milpitas	Montague Expressway Pedestrian Overcrossing	\$ 24,700	\$ 10,800	58.0

## Color Key

White on Black: Projects Funded by the Statewide ATP

Black on Green: Projects Recommended in the Regional ATP

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score (out of 110)
SOL	Fairfield	Travis Safe Routes to School and Transit Project	\$ 6,108	\$ 4,108	58.0
SOL	Benicia	ATP Cycle 6 Safe Routes to School Improvements	\$ 1,623	\$ 1,623	56.0
SCL	San Jose	Julian Street-Guadalupe Trail Connection	\$ 5,996	\$ 5,308	55.0
SOL	Solano County	Benicia Road Complete Streets Project	\$ 3,440	\$ 3,306	54.0
CC	Moraga	Moraga Rd and Canyon Rd Complete Streets	\$ 2,707	\$ 2,707	50.0
CC	Orinda	Camino Pablo Pathway	\$ 1,617	\$ 1,617	49.0
SM	South San Francisco	Hillside Pedestrian Connection Project	\$ 900	\$ 900	47.0
CC	Orinda	Safe Routes to School - Glorietta Elementary School Crossings Project	\$ 386	\$ 386	34.0

63	Applications Received	Totals	\$ 900,539	\$ 508,469
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## Attachment 5

### ATP Funding History Summary (2014 through 2023)

State and Regional ATP Programs Cycles 1 through 6 (including staff recommendations)				
County	County Population % Share Within Region	All ATP Cycles Total \$ Awarded To Region by CTC and MTC	All ATP Cycles Total % Awarded To Region by CTC and MTC	% Differential (to population)
Alameda	21.7%	\$240.3	43.2%	21.5%
Contra Costa	15.2%	\$59.0	10.6%	-4.6%
Marin	3.4%	\$19.6	3.5%	0.1%
Napa	1.8%	\$10.7	1.9%	0.1%
San Francisco	11.1%	\$52.8	9.5%	-1.6%
San Mateo	9.8%	\$27.7	5.0%	-4.8%
Santa Clara	24.9%	\$82.5	14.8%	-10.0%
Solano	5.9%	\$24.4	4.4%	-1.5%
Sonoma	6.3%	\$38.7	7.0%	0.6%
MTC		\$555.7		

Regional ATP Programs Cycles 1 through 6 (including staff recommendations)				
(\$ millions)				
County	County Population % Share Within Region	Reg ATP Cycles Total \$ Awarded by MTC	Reg ATP Cycles Total % Awarded by MTC	% Differential (to population)
Alameda	21.7%	\$142.5	45.1%	23.4%
Contra Costa	15.2%	\$27.1	8.6%	-6.6%
Marin	3.4%	\$19.6	6.2%	2.8%
Napa	1.8%	\$7.1	2.2%	0.4%
San Francisco	11.1%	\$32.7	10.3%	-0.7%
San Mateo	9.8%	\$14.3	4.5%	-5.2%
Santa Clara	24.9%	\$24.2	7.6%	-17.2%
Solano	5.9%	\$11.4	3.6%	-2.3%
Sonoma	6.3%	\$37.3	11.8%	5.4%
MTC		\$316.2		

State ATP Programs Cycles 1 through 6						
(\$ millions)						
County	County Population % Share Within Region	ATP Cycles Total \$ Awarded by CTC	ATP Cycles Total % Awarded (within region)	% Differential (to population)	ATP Cycles Total % Awarded (statewide)	Capture Rate (funds requested/funds awarded)
Alameda	21.7%	\$97.7	30.9%	9.2%	5.05%	16.0%
Contra Costa	15.2%	\$31.8	10.1%	-5.1%	1.65%	11.3%
Marin	3.4%	\$0.0	0.0%	-3.4%	0.00%	0.0%
Napa	1.8%	\$3.6	1.1%	-0.7%	0.19%	6.6%
San Francisco	11.1%	\$20.1	6.4%	-4.7%	1.04%	13.9%
San Mateo	9.8%	\$13.4	4.2%	-5.6%	0.69%	6.4%
Santa Clara	24.9%	\$58.3	18.4%	-6.4%	3.01%	18.1%
Solano	5.9%	\$13.0	4.1%	-1.8%	0.67%	12.4%
Sonoma	6.3%	\$1.5	0.5%	-5.9%	0.08%	1.1%
MTC		\$239.5			\$1,936.6	

Date: February 23, 2022  
W.I.: 1515  
Referred by: PAC  
Revised: 01/25/23-C

ABSTRACT

Resolution No. 4487, Revised

This resolution adopts the Active Transportation Program (ATP) Regional Program Cycle 6 Guidelines for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 99 and Assembly Bill 101.

This resolution includes the following attachments:

- Attachment A – Guidelines: Policies, Procedures, and Project Selection Criteria
- Attachment B – 2023 Regional ATP Program of Projects

This resolution was amended via Commission action on January 25, 2023 to update the funding targets identified in Attachment A, Appendix A-2, to reflect the revised 2023 Active Transportation Program Fund Estimate adopted by the California Transportation Commission on August 17, 2023 and to update Attachment B, 2023 Regional ATP Program of Projects.

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated February 9, 2022, and January 11, 2023.

Date: February 23, 2022  
W.I.: 1515  
Referred by: PAC

RE: Adoption of Regional Active Transportation Program (ATP) Cycle 6 Guidelines and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4487

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, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); 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 federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/Regional Transportation Planning Agency (RTPA) of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the California State Legislature passed and the Governor signed into law Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), establishing the Active Transportation Program (ATP); and

WHEREAS, MTC adopts, pursuant to Streets and Highways Code Section 2381(a)(1), an Active Transportation Program of Projects using a competitive process consistent with guidelines adopted by the California Transportation Commission (CTC) pursuant to Streets and Highways Code Section 2382(a), that is submitted to the CTC and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with CTC, Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide

transportation planning agencies, and local governments, guidelines to be used in the development of the ATP; and

WHEREAS, a multi-disciplinary advisory group evaluates and recommends candidate ATP projects for MTC inclusion in the Active Transportation Program of Projects; and

WHEREAS, the ATP is subject to public review and comment; now, therefore, be it

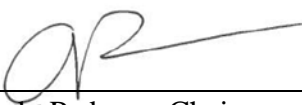
RESOLVED, that MTC approves the guidelines to be used in the evaluation of candidate projects for inclusion in the ATP, as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC approves the Active Transportation Program of Projects, as set forth in Attachment B of this resolution, and be it further

RESOLVED that the Executive Director or designee can make technical adjustments and other non-substantial revisions; and be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

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 February 23, 2022.

Date: February 23, 2022  
W.I.: 1515  
Referred by: PAC  
Revised: 01/25/23-C

Attachment A  
Resolution No. 4487  
Page 1 of 14

# **2023 Regional Active Transportation Program (ATP)**

**Cycle 6**

**Guidelines**

**February 23, 2022**

**MTC Resolution No. 4487  
Attachment A**

**Metropolitan Transportation Commission  
Programming and Allocations Section  
<http://mtc.ca.gov/funding>**

Date: February 23, 2022  
W.I.: 1515  
Referred by: PAC  
Revised: 01/25/23-C

Attachment A  
Resolution No. 4487  
Page 2 of 14

**2023 Regional Active Transportation Program (ATP) Cycle 6  
Guidelines  
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## **2023 Regional Active Transportation Program Cycle 6 Guidelines**

### **Background**

In September 2013, the Governor signed Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 254, Statutes 2013) into law, creating the Active Transportation Program (ATP). The State envisions the ATP to consolidate several other funding sources intended to promote active transportation, such as the Bicycle Transportation Account and Transportation Alternatives Program, into a single program.

State and federal law segregate ATP funds into three main components, distributed as follows:

- 50% to the state for a statewide competitive program
- 10% to the small urban and rural area competitive program to be managed by the state
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization (MPO) – hereinafter referred to as the “Regional Active Transportation Program”

The California Transportation Commission (CTC) developed guidelines for the Cycle 6 ATP which are expected to be adopted on March 16, 2022. The CTC Guidelines lay out the programming policies, procedures, and project selection criteria for the statewide competitive program, as well as for the small urban/rural and large MPO regional competitive programs. Large MPOs, such as MTC, have the option of developing regional policies, procedures, and project selection criteria that differ from those adopted by CTC, provided CTC approves the regional guidelines.

This document serves as MTC’s Cycle 6 Regional ATP Guidelines that substantially follow those of the CTC, but include some differences based on the region’s existing policies and priorities. MTC adopted these Guidelines for the MTC Regional Active Transportation Program on February 23, 2022, for final consideration by the CTC on March 16, 2022.

### **Development Principles**

The following principles will frame the development of MTC’s Regional ATP.

- MTC will work with CTC staff, Caltrans, Bay Area County Transportation Agencies (CTAs), transit operators, regional Active Transportation Working Group, and interested stakeholders to develop the Regional Active Transportation Program.
- ATP investments must advance the objectives of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS).
- MTC will exceed the State’s 25% minimum programming requirement to projects benefiting disadvantaged communities.
- MTC will continue to work with Caltrans, CTAs, transit operators, and project sponsors to seek efficiencies and streamlining for delivering projects in the federal-aid process.
- MTC will continue to advocate that all project savings and un-programmed balances remain within the ATP program rather than redirected to the State Highway Account, and specifically that savings and balances in the 40% Large MPO programs remain within the regional programs, consistent with

federal guidance on the Surface Transportation Block Grant (STBG) Transportation Alternatives set-aside.

- MTC will not penalize project applicants for previous project delivery issues outside of the sponsor's control.

### **CTC Guidelines**

The CTC Statewide ATP Guidelines are expected to be adopted on March 16, 2022, and are available at <https://catc.ca.gov/programs/active-transportation-program>. The approved CTC Guidelines for the Active Transportation Program, as posted on the CTC website, are incorporated in MTC's Regional ATP Guidelines via this reference. All project sponsors are required to follow both the MTC and CTC ATP Guidelines in the development and implementation of the Regional ATP.

### **ATP Development Schedule**

The development of the ATP will follow the schedule outlined in Appendix A-1 of this guidance, which is subject to change.

### **ATP Regional Shares**

Appendix A-2 of this guidance provides the MTC regional shares for Cycle 6 of ATP funding (FY 2023-24 through FY 2026-27), consistent with the ATP Fund Estimate scheduled for adoption by the CTC. Appendix A-2 also includes the State's 25% minimum programming requirement to projects benefiting disadvantaged communities.

### **Public Involvement Process**

In developing the ATP, MTC is committed to a broad, inclusive public involvement process consistent with MTC's Public Participation Plan, available at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>.

### **ATP Projects in the Transportation Improvement Program (TIP)**

Consistent with state and federal requirements, ATP funded projects must be programmed in the TIP before seeking a CTC allocation. Selected projects must complete and submit a Fund Management System (FMS) application by June 1, 2023, to be included in the TIP. In addition, MTC requires that a federal Request for Authorization (RFA) be submitted simultaneously with the ATP allocation request to Caltrans and CTC when the ATP project includes federal funds. Unless a state-only funding exception is granted, ATP funds will contain federal funds. Therefore, projects must receive a CTC allocation and a federal authorization to proceed before the expenditure of eligible costs or advertisement of contract award.

### **Deviations from Statewide Policies**

Below are MTC-region specific policies as they apply to the Regional Active Transportation Program. These policies differ from CTC's Guidelines.



## **1. Application Process and Additional Regional Screening/Evaluation Criteria**

MTC elects to hold a separate call for projects for the Regional Active Transportation Program and has additional evaluation and screening criteria. Further information on these changes, as well as instructions for the application process, are detailed later in this guidance.

Project sponsors may apply for either the State ATP program or Regional ATP program, or to both. Sponsors applying to the State ATP program, the Regional ATP program, or both the state and regional programs must submit a copy of their state application to MTC. To be considered for the regional program, including consideration if unsuccessful in the statewide program, applicants must meet all regional requirements and submit a regional application by the application deadline.

## **2. Definition, Evaluation, and Funding Minimum for Disadvantaged Communities**

### *Definition*

The MTC region has already adopted a measure to define Disadvantaged Communities (DACs) known as "Equity Priority Communities". MTC updated the Equity Priority Communities (EPCs) definition in 2020 as a part of *Plan Bay Area 2050* Equity Framework. To meet the State's 25% DAC minimum requirement in the Regional ATP, MTC elects to use MTC's EPC definition.

MTC's Equity Priority Communities are defined as those census tracts that have a concentration of both people of color and low-income households, or that have a concentration of 3 or more of the remaining 6 factors below (#3 to #8), but only if they also have a concentration of low-income households. The concentration thresholds for these factors are described below.

<b>Disadvantage Factor</b>	<b>% of Regional Population</b>	<b>Concentration Threshold</b>
1. Minority Population	58%	70%
2. Low Income (<200% of Poverty) Population	21%	28%
3. Limited English Proficiency Population	8%	12%
4. Zero-Vehicle Households	9%	15%
5. Seniors 75 Years and Over	6%	8%
6. People with Disability	10%	12%
7. Single-Parent Families	13%	18%
8. Severely Rent-Burdened Households	10%	14%

Based on this definition, 21% of the region's population is located in Equity Priority Communities. MTC's Equity Priority Communities definition of Disadvantaged Communities meets the State's legislative intent and has already been in use in the MTC region for planning and programming purposes.

Additional discussion of the Equity Priority Communities definition and methodology are included in the *Plan Bay Area 2050* Equity Analysis Report, available online at

<https://bayareametro.github.io/Spatial-Analysis-Mapping-Projects/Project-Documentation/Equity-Priority-Communities/>. The last link also includes a static map of the EPC locations. An interactive online map is available at <https://opendata.mtc.ca.gov/datasets/equity-priority-communities-plan-bay-area-2050>.

### *Community-Based Transportation Plans (CBTPs)*

The Community-Based Transportation Planning Program is a collaborative planning process that involves residents in low-income Bay Area communities, community- and faith-based organizations that serve them, transit operators, CTAs, and MTC. Each plan includes locally identified transportation needs, as well as solutions to address them. Each plan reflects the objectives of the program, which are to:

- emphasize community participation in prioritizing transportation needs and identifying potential solutions;
- foster collaboration between local residents, community-based organizations, transit operators, CTAs, and MTC; and
- build community capacity by involving community-based organizations in the planning process.

Project findings are forwarded to applicable local or county-level policy boards, as well as to MTC, for consideration in planning, funding, and implementation discussions.

### *Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan*

Vision Zero is a traffic safety policy that takes an ethical approach toward achieving safety for all road users, setting the goal of zero traffic fatalities or severe injuries. Vision Zero policies maintain that traffic deaths and severe injuries are preventable and focus attention on the shortcomings of the transportation system itself, including the built environment, policies, and technologies that influence behavior. Vision Zero sets the highest level of responsibility on the system designers – transportation planners and engineers, policymakers, police, etc. Each Vision Zero policy contains five core resolutions:

- Traffic deaths and severe injuries are acknowledged to be preventable.
- Human life and health are prioritized within all aspects of transportation systems.
- Acknowledgment that human error is inevitable and transportation systems should be forgiving.
- Safety work should focus on systems-level changes above influencing individual behavior.
- Speed is recognized and prioritized as the fundamental factor in crash severity.

Alternatively, jurisdictions may adopt policies or a plan addressing bicycle and pedestrian safety, in the spirit of Vision Zero.

MTC elects to change the statewide application's scoring point value for Disadvantaged Communities, assigning the value to 60% of the statewide scoring value. Twenty percent of the statewide scoring value will be awarded for projects within a jurisdiction (city or county) with a

Vision Zero or Bike and Pedestrian Safety Policy or Plan, and the remaining twenty percent to projects identified in an approved Community-Based Transportation Plan (CBTP). The applicant will provide proof of Vision Zero safety policy or plan adopted by resolution and CBTP consistency in the supplemental regional application.

### **3. Match Requirement**

The CTC Guidelines do not require a match for Statewide ATP project nominations. The CTC Guidelines allow MPOs to define different match requirements for the Regional ATP.

Differing from CTC Guidelines, MTC elects to impose a local match requirement for the regional ATP of 11.47%, with match waivers for projects benefiting Disadvantaged Communities, stand-alone non-infrastructure projects, and safe routes to schools projects. As an added provision, a project sponsor may request the local match requirement be waived for the construction phase of an infrastructure project if the pre-construction phases are entirely funded using non-federal and non-ATP funds. This provision minimizes the number of federalized phases requiring an E-76 through Caltrans Local Assistance.

### **4. Large Funding Requests**

MTC intends to fund a variety of projects across the region. If an ATP application request is larger than \$10 million, the applicant must provide evidence that the project can be scaled or segmented and can deliver commensurate benefits. A smaller segment of the project may be selected for funding if there is not enough funding available for the full request. The applicant will provide an explanation of scalability in the supplemental regional application. MTC will not consider an application requesting more than \$10 million without a scalability strategy.

### **5. Contingency Project List**

MTC will adopt a list of projects for programming the Regional ATP that is financially constrained against the amount of ATP funding available (as identified in the approved ATP Fund Estimate). In addition, MTC will include a list of contingency projects, ranked in priority order based on the project's evaluation score. MTC intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 6 Regional ATP. This list will ensure that MTC will fully program all regional ATP funds and that no ATP funds are lost to the region. The contingency list is valid until the adoption of the next ATP Cycle.

## **Application Process**

### **Project Application**

Upon CTC's concurrence of MTC's Regional ATP Guidelines, MTC will issue a call for projects for the Regional Active Transportation Program. Project sponsors must complete an application for each project proposed for funding in the ATP, consisting of the items included in Appendix A-3 of this guidance. Project sponsors must submit an electronic Project Programming Request (ePPR) form provided by Caltrans for all projects. The ePPR must be submitted electronically in

CalSMART. All application materials, in the form of 1 electronic copy must be received by MTC no later than June 15, 2022, to be considered.

**Additional Project Screening Criteria, Including Readiness**

In addition to the CTC Guidelines, all projects included in the ATP must meet the following screening criteria.

- A. Prohibition of Multiple Phases in the Same Year.** Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of design, right of way or construction. Therefore, projects may not have more than one phase programmed per fiscal year, except for the design and right of way phases, which may be programmed in the same fiscal year. Exceptions may be made on a case-by-case basis.
- B. Deliverability.** Project sponsors must demonstrate they can meet the delivery timeframe of the Active Transportation Program. Projects that can be delivered (receive a CTC allocation and federal authorization to proceed for federal funds) earlier shall receive priority for funding over other projects. As specified in MTC's Regional Project Delivery Policy (MTC Resolution No. 3606, Revised), sponsors must receive the CTC allocation and receive the federal authorization to proceed (E-76 / federal obligation) for federally funded projects by January 31 of the programmed fiscal year. There are no extensions to these regional delivery deadlines.
- C. One Bay Area Grant (OBAG) 3 Requirements.**
  - a. Consistency with OBAG 3 Housing Element Requirement. Jurisdictions (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) by December 31, 2023. Jurisdictions without a certified general plan housing element will be ineligible for future regional ATP cycles until they comply.. Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year.
  - b. Consistency with OBAG 3 Local Road Safety Plan Policy. 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 and supply documentation that the jurisdiction(s) in which the projects is located meets the OBAG 3 Local Road Safety Plan Policy by December 31, 2023. Jurisdictions without an adopted LSRP or equivalent safety plan will be ineligible for future regional ATP cycles until they comply.. Jurisdictions OBAG 3 funds may be used to complete an LRSP or equivalent safety plan.
- D. Transit Agency Coordination.** Applicants must demonstrate coordination with affected transit agencies in the supplemental regional application. Evidence of coordination should be in the form of a support letter or other discussion showing coordination with affected transit operators. Projects that do not impact transit operations should indicate "no impact." Otherwise,

an application may be disqualified based on a lack of coordination with affected transit operators.

### **Additional Project Evaluation Criteria**

MTC will use the CTC project evaluation criteria as outlined in the CTC Guidelines, with additional points and criteria for the Regional Active Transportation Program. The additional criteria and point values are:

- **Consistency with Regional Priorities and Planning Efforts. (0 to 7 points)**  
Applicants shall describe the project's consistency with previously-approved regional priorities, and how the project supports *Plan Bay Area 2050*. MTC staff will award points for the degree of the proposed project's consistency with regional priorities, such as:
  - Consistency with *Plan Bay Area 2050* Health and Safety goals & Transportation strategies.
  - Consistency with MTC's Spare the Air Youth & Safe Routes to School Program, making it safer and easier for students and teachers to walk or bike to school.
  - Bay Trail build-out
  - Regional active transportation network build-out
  - Gap closures in the regional active transportation network
  - Multi-jurisdictional projects
  - Applications only requesting construction phase funds
  - Demonstration of meeting regional project delivery requirements
  - Prior ATP cycle programming
- **Completion of Approved Environmental Document. (0 or 3 points)**  
While the Active Transportation Program may fund pre-construction phases of projects, including the environmental document phase, the region prefers projects which are environmentally cleared in order to promote certainty in project delivery and project scope. Applicants that provide evidence of an approved environmental document consistent with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) will receive additional points. If requesting state-only funding, only CEQA documentation is required. Evidence may be provided by the following methods:
  - Photocopy of the approved environmental document cover and executive summary;
  - Link to the approved environmental document available online;
  - Full soft copy of the environmental document provided on the electronic copy of the application;
  - Documentation from Caltrans regarding environmental approval; and/or
  - Other Council/Board action, such as resolutions and/or Planning Department approval of the environmental document.

This provision does not apply to planning activities or stand-alone non-infrastructure projects, which receive the full points to this criterion regardless of environmental status at the time of application. These projects must still follow any applicable CEQA and NEPA requirements to receive ATP funding.
- **Countywide Plans/Goals Consistency Determination. (0 or -2 point)**

Following the application due date, MTC will share the received applications with the CTAs. The CTAs will review the applications for consistency with adopted countywide transportation plans, active transportation plans, and/or other countywide goals, as applicable. The CTAs will provide MTC a list of projects determined to be inconsistent with countywide plans and/or goals no later than December 1, 2023. Inconsistent projects will receive a 2 point penalty; consistent projects will be held harmless.

- **Deliverability Determination. (0 or -5 points)**

MTC staff will review each application's project delivery schedule for the ability to meet regional deadlines as described in MTC Resolution No. 3606, Revised. Projects that are deemed unable to allocate ATP funds within the four programming years of Cycle 6 (FY 2023-24 through FY 2026-27) shall receive a 5 point penalty. Projects that are deemed able to allocate within the four programming years of Cycle 6 will be held harmless.

## **Additional Regional Policies**

### **Title VI Compliance**

Investments made in the ATP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, disability, and national origin in programs and activities receiving federal financial assistance.

### **MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy**

The CTC ATP Guidelines establish timely use of funds and project delivery requirements for ATP projects. Missing critical milestones could result in deletion of the project from the ATP, and a permanent loss of funds to the region. Therefore, these timely use of funds deadlines must be considered in programming the various project phases in the ATP. While the CTC Guidelines provide some flexibility with respect to these deadlines by allowing for deadline extensions under certain circumstances, the CTC is very clear that deadline extensions will be the exception rather than the rule. MTC Resolution No. 3606 details the Regional Project Delivery Policy for regional discretionary funding, which may be more restrictive than the State's delivery policy. All projects in the regional ATP are subject to the Regional Project Delivery Policy (MTC Resolution 3606), including the adoption of a Resolution of Local Support for selected projects by April 1, 2023. For additional information, refer to <http://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>.

### **MTC Resolution No. 3765 Compliance – Complete Streets Checklist**

MTC's Resolution No. 3765 requires project sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. The Complete Streets Checklist (also known as "Routine Accommodations Checklist") is available through MTC's website online at <https://mtc.ca.gov/planning/transportation/complete-streets>. Furthermore, it is encouraged that all bicycle projects programmed in the ATP support the regional active transportation network and county-wide bicycle plans. Guidance on considering bicycle transportation can be found in MTC's 2009 Regional Bicycle Plan (a component of Transportation 2035) and Caltrans Deputy Directive 64. MTC's Regional Bicycle Plan, containing federal, state, and regional policies for accommodating

bicycles and non-motorized travel, is available on MTC's Web site at:  
<https://mtc.ca.gov/planning/transportation/bicycle-pedestrian-micromobility>. MTC is currently developing the Regional Active Transportation Plan and updating MTC's Complete Streets Policy later this year. Future ATP cycle guidelines will align with the Regional Active Transportation Plan and be consistent with the updated Complete Streets Policy, and we urge early alignment and compliance from applicants where feasible.

<b>METROPOLITAN TRANSPORTATION COMMISSION (MTC)</b> <b>2023 Regional Active Transportation Program (rATP) Cycle 6</b> <b>Appendix A-1: ATP Development Schedule (Subject to Change)</b> <b>February 23, 2022</b>	
January 2022	CTC released draft ATP Guidelines
January 2022	Draft Regional ATP Guidelines presented to Working Groups
February 9, 2022	MTC Programming and Allocations Committee (PAC) review and recommendation of final Regional ATP Guidelines
February 23, 2022	MTC Commission adoption of Regional ATP Guidelines MTC submits adopted Regional ATP Guidelines to CTC for consideration
March 16, 2022	<b>CTC adoption of State ATP Guidelines</b> <b>CTC adoption of MTC's Regional ATP Guidelines</b>
March 16, 2022	<b>CTC released ATP Call for Projects for Statewide Competitive Program</b> <b>MTC released ATP Call for Projects for Regional Program</b>
June 15, 2022	<b>State Quick-build Pilot Program Applications Due to CTC (Statewide Program)</b>
June 15, 2022	<b>State ATP Applications Due to CTC (Statewide Program)</b> <b>Regional ATP Applications Due to MTC (Regional Program)</b>
September 15, 2022	CTC releases staff recommendation for ATP Statewide Quick-build Pilot Program
October 2022	CTC releases staff recommendation for ATP Statewide Competitive Program
December 7, 2022	<b>ATP Statewide Quick-build Pilot Program Adoption:</b> CTC scheduled to adopt the statewide quick-build pilot program
December 7, 2022	<b>ATP Statewide Program Adoption:</b> CTC scheduled to adopt the statewide program and transmit unsuccessful projects to the Regions for consideration
January 4, 2023	MTC releases staff recommendation for ATP Regional Program
January 2023	Working Group discussions of staff recommendations
January 11, 2023	MTC Programming and Allocation Committee (PAC) scheduled review and recommendation of final ATP Regional Program
January 25, 2023	<b>ATP Regional Program Adoption:</b> MTC Commission scheduled approval of ATP regional program and transmittal to CTC for consideration
April 1, 2023	<b>TIP Amendment Deadline:</b> Successful ATP project sponsors to submit 2023 TIP Amendment, including Resolution of Local Support
March 15, 2023	<b>CTC Approval of ATP Regional Program</b>
January 31, 2024	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2023-24
January 31, 2025	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2024-25
January 31, 2026	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2025-26
January 31, 2027	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2026-27

Shaded Area – Actions by State, CTC or Caltrans



## Metropolitan Transportation Commission (MTC) 2023 Regional Active Transportation Program (ATP) Cycle 6

### Appendix A-2: MTC ATP Regional Share Targets

#### Cycle 6 Program - FY 2023-24 through FY 2026-27

##### ATP Regional Share

All numbers in thousands

Fund Source	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Total
Federal (TAP, Recreational Trails, Other)	\$4,130	\$4,331	\$7,946	\$7,946	\$24,354
State	\$30,425	\$30,425	\$25,970	\$25,969	\$112,789
SB1			\$2,960	\$2,960	\$5,919
<b>Total ATP Regional Share</b>	<b>\$34,555</b>	<b>\$34,756</b>	<b>\$36,875</b>	<b>\$36,875</b>	<b>\$143,062</b>

##### State's 25% Disadvantaged Communities Minimum Requirement

Classification	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Total
25% - Benefiting Disadvantaged Communities	\$8,639	\$8,689	\$9,219	\$9,219	\$35,765
75% - Anywhere in the Region	\$25,916	\$26,067	\$27,656	\$27,656	\$107,296
<b>Total ATP Regional Share</b>	<b>\$34,555</b>	<b>\$34,756</b>	<b>\$36,875</b>	<b>\$36,875</b>	<b>\$143,062</b>

**METROPOLITAN TRANSPORTATION COMMISSION (MTC)**  
**2023 Regional Active Transportation Program (ATP) Cycle 6**

**Appendix A-3: Regional ATP Project Application**

Project sponsors must submit a completed project application for each project proposed for funding in the Regional Active Transportation Program. The application consists of the following parts and are available on the Internet (as applicable) at: <http://mtc.ca.gov/atp>

1. Cover letter on Agency letterhead signed by the applicant's Chief Executive Officer or other officer authorized by the applicant's governing board
  - a. If the proposed project is implemented by an agency other than the project sponsor, documentation of the agreement between the two entities must be included
  - b. If proposing matching funds, the letter should include confirmation that these matching funds are available for the proposed project
2. Project application forms
  - a. Statewide ATP Application Form, available at <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle6>
  - b. Regional ATP Supplemental Application Form, available at <http://mtc.ca.gov/atp>, including back-up documentation, as applicable, such as:
    - i. Equity Priority Community benefit evidence
    - ii. Scalability plan for applications requesting more than \$10 million.
    - iii. Environmental Documentation certification evidence (CEQA and NEPA, if requesting federal funds)
    - iv. Regional active transportation network
    - v. OBAG 3 Complete Streets Policy, Housing Element compliance, and Local Road Safety Plan compliance
    - vi. Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan evidence
    - vii. Community-Based Transportation Plan evidence
    - viii. Transit Agency Coordination evidence
3. Electronic Project Programming Request (ePPR) form
  - a. Available at: <https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip>
4. Complete Streets Checklist
  - a. Available at: <https://mtc.ca.gov/planning/transportation/complete-streets>
  - b. Not necessary for Planning or Non-Infrastructure projects.

Note: Selected projects are also required to provide a Resolution of Local Support for the project no later than April 1, 2023.

**Attachment B**  
**Metropolitan Transportation Commission**  
**2023 Active Transportation Program (ATP)**  
**Cycle 6**  
**FY 2023-24 through FY 2026-27**  
**Regional ATP Cycle 6 Program of Projects**

MTC Resolution No. 4487  
Attachment B  
Adopted: 02/23/22-C  
Revised: 01/25/23-C

## Regional ATP Cycle 6 Projects (in order by county)

County	Implementing Agency	Project	Regional ATP
Alameda	ACPW	Mission Boulevard Safe and Complete Streets for Active Transportation	\$ 25,000
Alameda	ACPW	Oakland Making Moves: Active Oakland Neighborhoods	\$ 999
Alameda	ACPW	San Lorenzo Creekway: Building Equitable Active Transportation in Alameda County	\$ 17,200
Alameda	ACTC	East Bay Greenway Multimodal, Phase 1	\$ 19,500
Alameda	ACTC	San Pablo Avenue Safety Enhancements and Transit Bulbs Project	\$ 9,000
Alameda	Berkeley	Washington Elementary and Berkeley High Safe Routes to School project	\$ 1,511
Alameda	Oakland	Bancroft Avenue Greenway	\$ 29,311
Contra Costa	Concord	Willow Pass Road Bikeway Project	\$ 2,835
Contra Costa	San Pablo	Broadway-El Portal Safe Routes (BESR) Project	\$ 7,248
Marin	Corte Madera	Central Marin Regional Pathways Gap Closure Project	\$ 1,500
Marin	San Rafael	Canal Neighborhood Active Transportation Enhancements Project	\$ 4,123
Marin	San Rafael	San Rafael Canal Crossing Project	\$ 3,925
San Mateo	San Mateo County	Santa Cruz Avenue/Alameda de las Pulgas Complete Street Project	\$ 5,435
Santa Clara	San Jose	Story-Keyes Complete Streets Project	\$ 3,656
Sonoma	Healdsburg	Healdsburg Avenue Complete Streets Project	\$ 11,819
<b>TOTAL:</b>			<b>\$143,062</b>

\\fs4.ad.mtc.ca.gov\drive\PROJECT\Funding\ATP\Regional ATP\2023 rATP (Cycle 6)\Draft Res 4487\January 2023 PAC Items\Attachment 6 (Resolution)\[tmp-RES-4487\_Attachment-B.xlsx]rATP - 2023-01

## Regional ATP Cycle 6 Contingency List (in descending score order)

County	Implementing Agency	Project	Regional ATP
Alameda	Oakland	73rd Avenue Active Routes to Transit	\$ 18,865
San Francisco	SFMTA	Howard Streetscape Project	\$ 23,691
Alameda	Alameda	Willie Stargell Avenue Safety Improvements Project	\$ 4,096
San Mateo	Menlo Park	Willow Road (SR-114) Pedestrian Improvements and Class IV Bikeway	\$ 3,756
San Mateo	Half Moon Bay	Eastside Parallel Trail North: Segment 2 (Spindrift to Ruisseau Francais)	\$ 2,985
<b>TOTAL:</b>			<b>\$53,393</b>

\\fs4.ad.mtc.ca.gov\drive\PROJECT\Funding\ATP\Regional ATP\2023 rATP (Cycle 6)\Draft Res 4487\January 2023 PAC Items\Attachment 6 (Resolution)\[tmp-RES-4487\_Attachment-B.xlsx]rATP - 2023-01

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

January 11, 2023

Agenda Item 3a.ii. - 23-0045

**MTC Resolution No. 4505, Revised**

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**Subject:**

Revisions to the One Bay Area Grant (OBAG 3) program, including programming approximately \$302 million within the County and Local Program and \$300,000 to MTC's Active Transportation Technical Assistance Program.

**Background:**

The OBAG 3 program, adopted by the Commission in January 2022, establishes the policy and programming framework for investing federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement program (CMAQ) funds for FY 2022-23 through FY 2025-26.

The OBAG 3 framework directs \$375 million to local transportation projects through the County and Local Program. To date, the Commission has already programmed \$73 million (20%) to County Transportation Agencies (CTAs) for countywide planning and programming activities and ongoing Safe Routes to School (SRTS) programs throughout the OBAG 3 program horizon.

This month, staff recommend programming the remaining \$302 million (80%) available within the County & Local Program to local projects prioritized through a regionwide call for projects. Staff also recommend programming \$300,000 in available balances within the Regional Program to MTC's Active Transportation Technical Assistance program and revising the OBAG 3 Project Selection and Programming Policies to clarify requirements for projects involved in a local funding exchange.

**County & Local Program of Projects**

In accordance with guidelines adopted by the Commission, MTC released a regionwide call for projects for the OBAG 3 County & Local Program in April 2022 (MTC Resolution No. 4505, Appendix A-1). Following a county prioritization process, CTAs forwarded a total of \$408 million in project nominations to MTC in September 2022 for regional evaluation and project selection (**Attachment 1**).

Staff recommend programming approximately \$302 million to 65 projects located throughout all nine counties in the Bay Area, supporting a diverse range of project types to advance regional mobility goals established in *Plan Bay Area 2050*. County and Local Program projects proposed for funding this month are detailed in **Attachment 2**, which also includes a summary of recommended funding by county. **Attachment 3** illustrates grant awarded projects by county.

- The **average proposed grant award is approximately \$4.6 million**, which is a marked increase over previous OBAG County Programs (\$1.9 million average grant in OBAG 2) and mirrors trends in other recent competitive grant cycles, such as the Active Transportation Program (ATP). The increased competition over grant funding, coupled with cost escalations associated with supply chain issues and inflation, may have contributed to larger and more expensive project applications this cycle.
- While the proposed program includes larger average grant awards than prior cycles, it also **effectively leverages \$302 million in MTC's limited discretionary federal funds to advance projects with combined total project costs of \$917 million**. Most projects proposed for OBAG funding have other committed local, state, and/or federal funds, and in some cases the proposed OBAG awards will position sponsors to compete more successfully for larger discretionary federal and state grants.
- The proposed program of projects, along with previously programmed County & Local Program funds, meets or exceeds all adopted investment targets by project type and *Plan Bay Area 2050* geography:
  - **Over 90% of all proposed investments are within or supportive of Priority Development Areas (PDAs)**, defined as projects within one mile or less of a PDA boundary, and projects in each county exceed the county-specific PDA investment target by 10% or more.
  - More than half of County & Local Program funds, or **\$215 million, are proposed to support active transportation projects**, exceeding the ambitious \$200 million target established by the Commission.
  - Similarly, the **\$47 million investment in Safe Routes to School (SRTS) projects and programs** is nearly double the adopted regionwide \$25 million target.
  - While there was no specific target set for projects supporting Equity Priority Communities (EPCs), **\$209 million is invested in projects located in EPCs**.

In addition to meeting established targets, the proposed program of projects increases investments in active transportation, SRTS, and PDAs substantially over previous cycles, likely due at least in part to the more competitive nature of the call for projects this cycle.
- The **majority of nominated projects are eligible for federal CMAQ funding**. However, in accordance with the adopted guidelines, the proposed program focuses this fund source on projects with the most cost-effective emissions reduction impacts. MTC

staff calculated estimated air quality improvements associated with each CMAQ-eligible project nomination and assigned an additional 10% to the total project score based on the relative cost-effectiveness of lifetime emission reductions. This score was used to assign CMAQ funding to projects up to the total program target (\$150 million), with a preference for projects fully eligible for CMAQ funding (see Attachment 2 for recommended CMAQ assignments). These proposed investments are estimated to result in substantial emission reductions for the region, as detailed by pollutant in Table 1.

**Table 1: Estimated Emission Reductions from Proposed CMAQ Investments**

Reactive Organic Gases (ROG)	Nitrous Oxides (NO <sub>x</sub> )	Fine Particulate Matter (PM <sub>2.5</sub> )	Particulate Matter (PM <sub>10</sub> )	Carbon Monoxide (CO)	Carbon Dioxide (CO <sub>2</sub> )
42	67	2	5	439	129,154

*Note: Estimated lifetime reductions in metric tons.*

The above findings are preliminary and based upon information provided by sponsors in individual project applications. Staff will complete further analyses on overall program outcomes and key findings to inform future OBAG programming policies and guidelines.

#### ***Contingency Projects and Reprogramming***

Concurrent with the adoption of the OBAG 3 County & Local program of projects, MTC staff recommend adopting a contingency list of projects. The contingency list would establish the Commission's priorities for programming County & Local Program funds during the OBAG 3 program horizon should MTC receive higher than anticipated federal revenues, benefit from cost savings from prior cycle projects, or need to reprogram current cycle funds due to project delivery failures. In addition, the contingency list may also be used to reprogram funds returned by a project sponsor or sponsors, due to forthcoming federal or state earmarks or discretionary grants. While the contingency list would establish priorities for future programming, the Commission would maintain discretion to consider programming actions beyond projects on the OBAG 3 County & Local Program contingency list.

Inclusion of projects on the contingency list is based on the following criteria:

- Regional priority projects and strategies,
- Project deliverability (including completion of project funding plans), and
- Total project score.

The proposed contingency list is included as **Attachment 4** to this agenda item.

**Other Proposed Revisions**

In addition to the County & Local Program adoption, this month staff also recommend:

- Programming \$300,000 in available balances within the Regional Program for MTC's Active Transportation Technical Assistance program. This action is intended to support regional competitiveness in the Statewide component of the Active Transportation Program, as discussed in Agenda Item 3a.
- Revising the OBAG 3 Project Selection and Programming Policies to clarify the applicability of OBAG 3 requirements for projects involved in a local funding exchange.

**Issues:**

- **Local Compliance Requirements and TIP Programming:** Sponsors awarded OBAG 3 County & Local Program funding must have their projects added or amended in the Transportation Improvement Program (TIP) before obligating funds, contingent on compliance with OBAG 3 requirements. Applicable requirements include a certified Housing Element, an adopted resolution affirming compliance with various state housing laws, and a resolution of local support (see MTC Resolution No. 4505, Appendix A-1 for a full list of sponsor and project requirements). MTC staff will communicate with sponsors regarding OBAG 3 program compliance on an ongoing basis.
- **Lafayette School Street Class I Multiuse Facility.** Several letters of correspondence have been submitted to the Commission and staff concerning this project, which is recommended for OBAG 3 County & Local Program funding. The School Street project, as detailed in Lafayette's grant application with safety improvements on both School Street and Topper Lane, meets many OBAG 3 program goals and objectives. It competed well at the county level, having been nominated to MTC for funding by Contra Costa Transportation Authority (CCTA), as well as at the regional level during MTC staff evaluations. Lafayette is encouraged to engage closely with stakeholders and community members throughout the planning, design, and implementation of the project.
- **Anticipated Capacity Increase & Federal Earmarks.** Annual STP/CMAQ apportionments in the first two fiscal years of the Infrastructure Investment and Jobs Act (IIJA) have slightly outpaced the original OBAG 3 annual fund estimate. Additionally, the recently enacted federal appropriations bill included several earmark projects that may overlap with proposed OBAG 3 projects. Staff will return to the Commission in

Spring 2023 to program additional IJA revenues and to reprogram any OBAG 3 funds no longer needed by recipients of federal earmarks.

**Recommendations:**

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

**Attachments:**

- MTC Resolution No. 4505, Revised, Attachments A, B-1, and B-2
- Attachment 1: Nominated Projects
- Attachment 2: Recommended Projects
- Attachment 3: Project Maps
- Attachment 4: Contingency Projects
- Presentation
- Public Comments



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Alix A. Bockelman



Date: January 26, 2022  
W.I.: 1512  
Referred by: PAC  
Revised: 02/23/22-C 03/23/22-C 06/22/22-C  
09/28/22-C 10/26/22-C 11/16/22-C  
01/25/23-C

### ABSTRACT

Resolution No. 4505, Revised

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.

On February 23, 2022, Attachment B-1 was revised to program \$30,000,000 in OBAG 3 Regional Multimodal Systems Operations and Performance Program funds to the Clipper C2 Capital project as part of an alternative funding plan for the project's Regional Measure 3 (RM3) funds.

On March 23, 2022, Appendix A-1 was added to incorporate guidelines for the County and Local Program call for projects.

On June 22, 2022, Attachments A, B-1, B-2, and Appendix A-1 were revised to further define program categories and program \$80,800,000 million to various projects within the Regional Program, including \$31,600,000 for Transit Transformation Action Plan programs and \$7

## ABSTRACT

MTC Resolution No. 4505, Revised

Page 2

million for future SamTrans projects as part of a Caltrain right-of-way (ROW) repayment arrangement; program \$11,762,000 for ongoing Safe Routes to School Non-Infrastructure programs within the County & Local Program; add \$7,000,000 in additional anticipated revenues to the Regional Program; and clarify language related to local policy requirements and project eligibilities within the County & Local Program.

On September 28, 2022, Attachments B-1 and B-2 were revised to program \$14,000,000 to 511 Traveler Information Services within the Regional Travel Demand Management (TDM) Program, \$1,280,000 in the Regional Vision Zero/Safety Program for Local Roadway Safety Plan Development, \$2,500,000 for Bay Trail Planning, Delivery, and Technical Assistance projects within the Regional Active Transportation Plan Implementation Program, and \$86,900,000 to various projects within the Multimodal Systems Program; assign \$7,000,000 in Multimodal Systems Program funds previously committed to SamTrans as part of MTC's Caltrain Right-of-Way repayment to SamTrans' Preventative Maintenance project; and add \$620,000 in County & Local Program funds to San Mateo C/CAG's Safe Routes to School Non-Infrastructure Program project.

On October 26, 2022, Attachments B-1 and B-2 were revised to program \$43,800,000 within the Climate Initiatives Program, \$25,000,000 within the Growth Framework Implementation program, \$18,166,000 in County & Local Program for CTA Planning Activities, and \$7,613,000 in County & Local Program funds to Alameda County Transportation Commission's Safe Routes to School Non-Infrastructure Program.

On November 16, 2022, Attachment B-1 was revised to program \$6,000,000 from the Regional Active Transportation Plan Implementation balance to two Bay Skyway projects: \$1,900,000 to MTC's West Oakland Link and \$4,100,000 to SFCTA's Yerba Buena Island Multi-Use Path.

On January 11, 2023, Attachments B-1 and B-2 and Appendix A were revised to program \$301,682,000 in County & Local Program funds to various projects throughout the region, and \$300,000 to MTC's Active Transportation Technical Assistance Program within the Regional Complete Streets and Community Choice Program; and to clarify programming policy requirements for OBAG 3 projects involved in local fund exchanges.

Further discussion of the project selection criteria and programming policy is contained in memorandums to the Programming and Allocations Committee dated January 12, 2022,

ABSTRACT

MTC Resolution No. 4505, Revised

Page 3

February 9, 2022, March 9, 2022, June 8, 2022, September 14, 2022, October 12, 2022, November 9, 2022, and January 11, 2023.

Date: January 26, 2022  
W.I.: 1512  
Referred by: 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

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

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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California and at other remote locations on January 26, 2022.

Date: January 26, 2022  
W.E.: 1512  
Referred by: PAC  
Revised: 06/22/22-C 01/25/22-C

Attachment A  
Resolution No. 4505

# **One Bay Area Grant (OBAG 3) Program**

## Project Selection and Programming Policies

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Project Selection and Programming Policies

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Appendices

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

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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, \$757 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 approved 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), and maintain certification throughout the OBAG 3 program period to remain eligible 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 or have not maintained certification. 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)
- Transportation system resilience or sea level rise plans and projects

### ***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 completed 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. 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,

(Continued)

- guardrails, safety features, signals, signage, sidewalks, ramps, complete streets elements, and features that bring the facility to current standards.
- Federal Aid Secondary (FAS) funding distributions described in California statute (California Code § 2200-2214) will no longer be suballocated to counties through the OBAG 3 program. Counties remain eligible for OBAG 3 funding for rural road projects on the federal-aid system.
- 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/](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<sub>2.5</sub>). Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed Projects of Air Quality Concern (POAQC) for PM<sub>2.5</sub> 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. **Projects involved in a local fund exchange must comply with applicable federal, state, and regional project delivery requirements. Projects programmed with federal STP and/or CMAQ funds (Recipient Projects) must comply with applicable federal and state requirements and OBAG 3 General Programming Policies. Projects that receive non-federal funds as part of a fund exchange (Target Projects) must adhere to all other OBAG 3 program requirements, including local policy compliance.**

**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  
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 2023**

MTC Res. No. 4505 Attachment B-1  
 Adopted: 01/26/22-C  
 Revised: 02/23/22-C 06/22/22-C 09/28/22-C 10/26/22-C 11/16/22-C  
 01/25/23-C

**OBAG 3 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
<b>OBAG 3 REGIONAL PROGRAMS</b>		<b>\$382,000,000</b>	
<b>1. PLANNING AND PROGRAM IMPLEMENTATION</b>			
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	
<b>1. PLANNING AND PROGRAM IMPLEMENTATION</b>		<b>\$49,500,000</b>	
<b>2. GROWTH FRAMEWORK IMPLEMENTATION</b>			
Growth Framework Implementation			
PDA Planning and Technical Assistance Grants	TBD	\$23,000,000	
Priority Production Area (PPA) Pilot Program	TBD	\$2,000,000	
<b>2. GROWTH FRAMEWORK IMPLEMENTATION</b>		<b>\$25,000,000</b>	
<b>3. CLIMATE, CONSERVATION, AND RESILIENCE</b>			
Climate Initiatives			
Mobility Hubs	TBD	\$12,800,000	
Electric Vehicles and Infrastructure	TBD	\$25,000,000	
Parking Management	TBD	\$6,000,000	
Regional Transportation Demand Management (TDM)			
Commuter Benefits Program	MTC	\$10,000,000	
Regional Carpool Program	MTC	\$3,400,000	
Bike to Work & Spare the Air Youth	MTC	\$4,800,000	
511 Traveler Information Services	MTC	\$14,000,000	
Regional TDM Balance	MTC	\$4,000,000	
Priority Conservation Area (PCA) Grant Program			
PCA Grant Program	TBD	\$18,000,000	
<b>3. CLIMATE, CONSERVATION, AND RESILIENCE</b>		<b>\$98,000,000</b>	
<b>4. COMPLETE STREETS AND COMMUNITY CHOICE</b>			
Healthy, Safe, and Sustainable Streets			
Regional Vision Zero/Safety Program			
Local Roadway Safety Plan Development & TA Balance	MTC	\$2,720,000	
CCTA: Local Roadway Safety Plan Development	MTC	\$630,000	
NVTA: Local Roadway Safety Plan Development	MTC	\$250,000	
C/CAG: Local Roadway Safety Plan Development	MTC	\$400,000	
Bay Area Vision Zero Data System	MTC	\$2,000,000	
Regional Safety Program Coordination and Outreach	MTC	\$2,000,000	
Regional Pavement & Asset Management Program			
Pavement Technical Assistance Program (PTAP)	MTC	\$10,000,000	
Pavement Management Program (PMP)	MTC	\$3,000,000	
Regional Active Transportation Plan (AT Plan) Implementation			
<b>Active Transportation Technical Assistance Program (Added)</b>	<b>MTC</b>	<b>\$300,000</b>	
Bay Trail Planning	MTC	\$1,500,000	
Bay Trail Project Delivery	MTC	\$750,000	
Bay Trail Technical Assistance	MTC	\$250,000	
Bay Skyway: West Oakland Link	MTC	\$1,900,000	
Bay Skyway: Yerba Buena Island Multi-Use Path	SFCTA	\$4,100,000	
Regional AT Plan Implementation Balance (Revised)	TBD	<b>\$6,200,000</b>	
Community Choice			
ACTC: Community-Based Transportation Plans	MTC	\$600,000	
CCTA: Community-Based Transportation Plans	MTC	\$450,000	
TAM: Community-Based Transportation Plans	MTC	\$150,000	
NVTA: Community-Based Transportation Plans	MTC	\$150,000	
SFCTA: Community-Based Transportation Plans	MTC	\$370,000	
C/CAG: Community-Based Transportation Plans	MTC	\$245,000	
VTA: Community-Based Transportation Plans	MTC	\$600,000	
STA: Community-Based Transportation Plans	MTC	\$190,000	

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**OBAG 3 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
<b>OBAG 3 REGIONAL PROGRAMS</b>		<b>\$382,000,000</b>	
SCTA: Community-Based Transportation Plans	MTC	\$245,000	
Project implementation, technical assistance, engagement	TBD	\$15,000,000	
<b>4. COMPLETE STREETS AND COMMUNITY CHOICE</b>		<b>\$54,000,000</b>	
<b>5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE</b>			
Transit Transformation Action Plan			
Transit Priority - Highway Investments	MTC	\$13,000,000	
Transit Priority - Arterial Investments	TBD	\$15,000,000	
Mapping & Wayfinding	TBD	\$3,600,000	
Multimodal Systems Programs			
Clipper C2 Capital (Loan for RM3)	MTC	\$30,000,000	
Forward Programs	MTC	\$23,000,000	
Resilient SR 37	MTC	\$10,000,000	
Design Alternative Assessments/Corridor Studies	MTC	\$4,000,000	
Adaptive Ramp Metering Implementation	MTC	\$4,000,000	
Optimized Freeway Corridor Operations	MTC	\$6,000,000	
Multimodal Arterial Operations	MTC	\$6,500,000	
Shared Connected/Automated Vehicles and Technology	MTC	\$1,000,000	
Regional ITS Architecture	MTC	\$2,000,000	
Express Lanes Studies and Pilots (Non-Infrastructure)	MTC	\$2,000,000	
Connected Bay Area/Incident Management	MTC	\$28,400,000	
SamTrans Preventative Maintenance (for SamTrans ROW Repayment)	SamTrans	\$7,000,000	
<b>5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE</b>		<b>\$155,500,000</b>	
<b>OBAG 3 REGIONAL PROGRAMS</b>		<b>TOTAL: \$382,000,000</b>	

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**Attachment B-2**  
**MTC Resolution No. 4505**  
**OBAG 3 County & Local Programs**  
**FY 2022-23 through FY 2025-26**  
**January 2023**

MTC Res. No. 4505 Attachment B-2  
 Adopted: 01/26/22-C  
 Revised: 06/22/22-C 09/28/22 10/26/22-C 01/25/23-C

**OBAG 3 County & Local Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ
<b>OBAG 3 COUNTY &amp; LOCAL PROGRAMS</b>		<b>\$375,000,000</b>
<b>ALAMEDA COUNTY</b>		
CTA Planning Activities		
Planning Activities Base	MTC	\$4,905,000
Planning Activities Supplemental	ACTC	\$2,600,000
County/Local Program		
<u><b>Fruitvale Corridor (Added)</b></u>	<u><b>AC Transit</b></u>	<u><b>\$2,000,000</b></u>
<u><b>San Pablo Avenue Bus and Bike Lanes (Added)</b></u>	<u><b>ACTC</b></u>	<u><b>\$10,000,000</b></u>
<u><b>San Pablo Avenue Parallel Bike Network (Added)</b></u>	<u><b>ACTC</b></u>	<u><b>\$10,000,000</b></u>
<u><b>San Pablo Avenue Safety/Bus Bulbs Project (Added)</b></u>	<u><b>ACTC</b></u>	<u><b>\$10,000,000</b></u>
SRTS Non-Infrastructure Program	ACTC	\$8,883,000
<u><b>Central Avenue/Fourth Street/Ballena Blvd Roundabout (Added)</b></u>	<u><b>Alameda</b></u>	<u><b>\$2,325,000</b></u>
<u><b>Mission Boulevard Phase III Corridor Improvements (Added)</b></u>	<u><b>Alameda County</b></u>	<u><b>\$9,657,000</b></u>
<u><b>Upper San Lorenzo Creekway Trail (Added)</b></u>	<u><b>Alameda County</b></u>	<u><b>\$9,621,000</b></u>
<u><b>Old Town Streetscape (Added)</b></u>	<u><b>Newark</b></u>	<u><b>\$2,000,000</b></u>
<b>ALAMEDA COUNTY</b>		<b>\$71,991,000</b>
<b>CONTRA COSTA COUNTY</b>		
CTA Planning Activities		
Planning Activities Base	MTC	\$4,087,000
County/Local Program		
<u><b>Countywide Smart Signals (Added)</b></u>	<u><b>CCTA</b></u>	<u><b>\$26,555,000</b></u>
<u><b>SRTS Non-Infrastructure Program (Added)</b></u>	<u><b>CCTA</b></u>	<u><b>\$3,665,000</b></u>
<u><b>Galindo Street Multimodal Corridor (Added)</b></u>	<u><b>Concord</b></u>	<u><b>\$3,361,000</b></u>
<u><b>Willow Pass Road Bikeway Connection (Added)</b></u>	<u><b>Concord</b></u>	<u><b>\$830,000</b></u>
<u><b>School Street Class I Multiuse Facility (Added)</b></u>	<u><b>Lafayette</b></u>	<u><b>\$3,435,000</b></u>
<u><b>Bay Trail Gap Closure at Tennent Avenue (Added)</b></u>	<u><b>Pinole</b></u>	<u><b>\$1,020,000</b></u>
<u><b>Delta De Anza Multimodal Trail Safety Improvements (Added)</b></u>	<u><b>Pittsburg</b></u>	<u><b>\$4,427,000</b></u>
<u><b>Bayview to BART (Added)</b></u>	<u><b>Richmond</b></u>	<u><b>\$1,675,000</b></u>
<u><b>McBryde Avenue Safe Routes to Parks (Added)</b></u>	<u><b>Richmond</b></u>	<u><b>\$1,028,000</b></u>
<u><b>Safe Routes to School Infrastructure Improvements (Added)</b></u>	<u><b>Walnut Creek</b></u>	<u><b>\$2,499,000</b></u>
<b>CONTRA COSTA COUNTY</b>		<b>\$52,582,000</b>
<b>MARIN COUNTY</b>		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
Planning Activities Supplemental	TAM	\$400,000
County/Local Program		
<u><b>Paradise Drive (Added)</b></u>	<u><b>Corte Madera</b></u>	<u><b>\$2,056,000</b></u>
<u><b>Transit Corridor Improvements (Added)</b></u>	<u><b>MCTD</b></u>	<u><b>\$1,600,000</b></u>
<u><b>North San Rafael/Northgate Area PDA Study (Added)</b></u>	<u><b>San Rafael</b></u>	<u><b>\$797,000</b></u>
<u><b>SE San Rafael/Canal Area PDA Study (Added)</b></u>	<u><b>San Rafael</b></u>	<u><b>\$797,000</b></u>
<u><b>Second and Fourth Street Intersection Improvements (Added)</b></u>	<u><b>San Rafael</b></u>	<u><b>\$3,051,000</b></u>
<u><b>Bridgeway Bike Lane Project – Princess Street to Richardson (Added)</b></u>	<u><b>Sausalito</b></u>	<u><b>\$505,000</b></u>
<u><b>SMART Pathway: Great Redwood Trail – Novato (Added)</b></u>	<u><b>SMART</b></u>	<u><b>\$1,000,000</b></u>
<b>MARIN COUNTY</b>		<b>\$13,652,000</b>
<b>NAPA COUNTY</b>		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
County/Local Program		
<u><b>Green Island Road Class 1 (Added)</b></u>	<u><b>American Canyon</b></u>	<u><b>\$1,000,000</b></u>

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

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ
<b>OBAG 3 COUNTY &amp; LOCAL PROGRAMS</b>		<b>\$375,000,000</b>
<u>Silverado Trail Five-Way Intersection Improvements (Added)</u>	<u>Napa</u>	<u>\$2,000,000</u>
<u>SR 29 American Canyon Operational and Multimodal Imps (Added)</u>	<u>NVTA</u>	<u>\$1,500,000</u>
<u>Main Street St. Helena Pedestrian Improvements (Added)</u>	<u>St. Helena</u>	<u>\$1,206,000</u>
<b>NAPA COUNTY</b>		<b>\$9,152,000</b>
<b>SAN FRANCISCO COUNTY</b>		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,624,000
Planning Activities Supplemental	SFCTA	\$2,200,000
County/Local Program		
<u>Elevator Modernization, Phase 1.3 (Added)</u>	<u>BART</u>	<u>\$13,300,000</u>
<u>SFMTA Light Rail Vehicles (for SFCTA West Side Bridges) (Added)</u>	<u>SFMTA</u>	<u>\$14,899,000</u>
SRTS Non-Infrastructure Program	SFMTA	\$7,082,000
<u>29 Sunset Improvement (Added)</u>	<u>SFMTA</u>	<u>\$5,976,000</u>
<u>Central Embarcadero Safety (Added)</u>	<u>SFMTA</u>	<u>\$6,320,000</u>
<b>SAN FRANCISCO COUNTY</b>		<b>\$53,401,000</b>
<b>SAN MATEO COUNTY</b>		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,450,000
Planning Activities Supplemental (Revised)	C/CAG	\$2,300,000
County/Local Program		
<u>Rollins Road Bicycle and Pedestrian Improvement (Added)</u>	<u>Burlingame</u>	<u>\$3,100,000</u>
<u>El Camino Real Complete Street, Mission Rd to SSF (Added)</u>	<u>Colma</u>	<u>\$4,640,000</u>
SRTS Non-Infrastructure Program	C/CAG	\$2,120,000
<u>Middle Ave Caltrain Pedestrian and Bicycle Undercrossing (Added)</u>	<u>Menlo Park</u>	<u>\$5,000,000</u>
<u>Roosevelt Avenue Traffic Calming Project (Added)</u>	<u>Redwood City</u>	<u>\$3,400,000</u>
<u>Bay Road Complete Street Rehabilitation (Added)</u>	<u>San Mateo County</u>	<u>\$3,807,000</u>
<u>19th Ave/Fashion Island Blvd Complete Street Class IV (Added)</u>	<u>SMCTA</u>	<u>\$3,375,000</u>
<u>School St/Spruce Ave and Hillside Blvd Safety and Access Imps (Added)</u>	<u>South San Francisco</u>	<u>\$3,128,000</u>
<b>SAN MATEO COUNTY</b>		<b>\$34,320,000</b>
<b>SANTA CLARA COUNTY</b>		
CTA Planning Activities		
Planning Activities Base	MTC	\$5,307,000
Planning Activities Supplemental	VTA	\$4,693,000
County/Local Program		
<u>N San Antonio Road Protected Bikeway and Complete Streets (Added)</u>	<u>Los Altos</u>	<u>\$7,298,000</u>
<u>Monterey Road Traffic, Bicycle, &amp; Pedestrian Improvements (Added)</u>	<u>Morgan Hill</u>	<u>\$3,921,000</u>
<u>El Camino Real / El Monte / Escuela Intersection Imps (Added)</u>	<u>Mountain View</u>	<u>\$2,400,000</u>
<u>Middlefield Road Complete Streets (Added)</u>	<u>Mountain View</u>	<u>\$2,406,000</u>
<u>Moffett Boulevard Complete Streets (Added)</u>	<u>Mountain View</u>	<u>\$3,500,000</u>
<u>Jackson Avenue Complete Streets</u>	<u>San Jose</u>	<u>\$3,300,000</u>
<u>Julian &amp; St. James Livable Streets Couplet Conversion (Added)</u>	<u>San Jose</u>	<u>\$12,974,000</u>
<u>Signalized Intersections Pedestrian Safety Improvements (Added)</u>	<u>San Jose</u>	<u>\$6,300,000</u>
<u>Story-Keyes Complete Streets (Added)</u>	<u>San Jose</u>	<u>\$32,730,000</u>
<u>White Road Pedestrian Safety Improvements (Added)</u>	<u>San Jose</u>	<u>\$3,382,000</u>
<u>Central Santa Clara Bicycle and Pedestrian Improvement (Added)</u>	<u>Santa Clara</u>	<u>\$9,029,000</u>
<b>SANTA CLARA COUNTY</b>		<b>\$97,240,000</b>
<b>SOLANO COUNTY</b>		
CTA Planning Activities		



**Attachment B-2**  
**MTC Resolution No. 4505**  
**OBAG 3 County & Local Programs**  
**FY 2022-23 through FY 2025-26**  
**January 2023**

MTC Res. No. 4505 Attachment B-2  
 Adopted: 01/26/22-C  
 Revised: 06/22/22-C 09/28/22 10/26/22-C 01/25/23-C

**OBAG 3 County & Local Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ
<b>OBAG 3 COUNTY &amp; LOCAL PROGRAMS</b>		<b>\$375,000,000</b>
Planning Activities Base	MTC	\$3,446,000
Planning Activities Supplemental	STA	\$4,044,000
County/Local Program		
<u>East Fifth Street PDA - Affordable Housing Streetscape Imps (Added)</u>	<u>Benicia</u>	<u>\$261,000</u>
<u>Linear Park Node 4 Safe Routes to School and Transit (Added)</u>	<u>Fairfield</u>	<u>\$2,239,000</u>
<u>Travis Safe Routes to School and Transit (Added)</u>	<u>Fairfield</u>	<u>\$3,960,000</u>
<u>Solano 360 Transit Center Phase 1 (Added)</u>	<u>Solano County</u>	<u>\$2,101,000</u>
<u>Solano Mobility Call Center and Employer Commuter Program (Added)</u>	<u>STA</u>	<u>\$1,500,000</u>
<u>SRTS Non-Infrastructure Program (Added)</u>	<u>STA</u>	<u>\$1,000,000</u>
<u>Sacramento Street Road Diet – Phase II (Added)</u>	<u>Vallejo</u>	<u>\$850,000</u>
<b>SOLANO COUNTY</b>		<b>\$19,401,000</b>
<b>SONOMA COUNTY</b>		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
Planning Activities Supplemental	SCTA	\$2,229,000
County/Local Program		
<u>Grove Street Neighborhood Plan Implementation (Added)</u>	<u>Healdsburg</u>	<u>\$2,217,000</u>
<u>Hwy 101 Bike/Ped Overcrossing at Copeland Creek (Added)</u>	<u>Rohnert Park</u>	<u>\$3,350,000</u>
<u>Downtown Connectivity for Housing Density Intensification (Added)</u>	<u>Santa Rosa</u>	<u>\$2,588,000</u>
<u>Hwy 101 Hearn Ave Multi-Use Pathway and Pavement Rehab (Added)</u>	<u>Santa Rosa</u>	<u>\$1,321,000</u>
SRTS Non-Infrastructure Program	SCTA	\$1,910,000
<u>SMART Pathway: Great Redwood Trail – Santa Rosa (Added)</u>	<u>SMART</u>	<u>\$2,000,000</u>
<u>Todd Rd and Standish Ave Intersection Improvements (Added)</u>	<u>Sonoma County</u>	<u>\$2,200,000</u>
<u>Downtown Bike/Ped US 101 Crossing - Underpass Widening (Added)</u>	<u>Windsor</u>	<u>\$2,000,000</u>
<b>SONOMA COUNTY</b>		<b>\$23,261,000</b>
<b>UNPROGRAMMED BALANCE</b>		
<b>OBAG 3 COUNTY &amp; LOCAL PROGRAMS</b>	<b>TOTAL:</b>	<b>\$375,000,000</b>

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## OBAG 3 County &amp; Local Program: Nominated Projects

## Attachment 1

App ID	Sponsor	Project	Sponsor Request \$ thousands	CTA Nomination \$ thousands	OBAG 3 Proposed \$ thousands	Notes
ALA12	AC Transit	Fruitvale Corridor	3,723	2,000	2,000	
ALA01	ACTC	CTA Planning Augmentation	2,600	2,600	2,600	1
ALA11	ACTC	San Pablo Avenue Bus and Bike Lanes	10,000	10,000	10,000	
ALA06	ACTC	San Pablo Avenue Parallel Bike Network	10,000	10,000	10,000	2
ALA04	ACTC	San Pablo Avenue Safety/Bus Bulbs Project	10,000	10,000	10,000	2
ALA02	ACTC	SRTS NI Program	8,900	8,883	8,883	1
ALA07	Alameda	Central Avenue/Fourth Street/Ballena Blvd Roundabout	9,259	2,325	2,325	
ALA03	Alameda County	Mission Boulevard Phase III Corridor Improvements	9,657	9,657	9,657	
ALA05	Alameda County	Upper San Lorenzo Creekway Trail	9,622	9,621	9,621	2
ALA09	MTC/BATA	West Oakland Link Project	4,200	4,200	-	3
ALA08	Newark	Old Town Streetscape	5,141	5,141	2,000	
ALA10	Pleasanton	West Las Positas Multimodal Reconstruction	10,000	8,400	-	
<b>Subtotal Alameda County</b>			<b>93,101</b>	<b>82,827</b>	<b>67,086</b>	
CC-12	CCTA	Countywide Smart Signals	26,555	26,555	26,555	
CC-11	CCTA	SRTS NI Program	3,665	3,665	3,665	
CC-02	Concord	Galindo Street Multimodal Corridor	3,361	3,361	3,361	
CC-08	Concord	Willow Pass Road Bikeway Connection	3,665	830	830	2
CC-04	Contra Costa County	Pacifica Avenue Safe Routes to School	3,844	-	-	3
CC-06	Lafayette	School Street Class I Multiuse Facility	3,435	3,435	3,435	
CC-05	Pinole	Bay Trail Gap Closure at Tennent Avenue	1,020	1,020	1,020	
CC-01	Pittsburg	Delta De Anza Multimodal Trail Safety Improvements	4,427	4,427	4,427	
CC-03	Richmond	Bayview to BART	1,675	1,675	1,675	
CC-07	Richmond	McBryde Avenue Safe Routes to Parks	1,028	1,028	1,028	
CC-09	San Pablo	Broadway Safe Routes to School (SRTS)	1,677	-	-	2
CC-13	Walnut Creek	North Broadway Road Diet	4,600	2,790	-	4
CC-10	Walnut Creek	Safe Routes to School Infrastructure Improvements	7,990	7,990	2,499	
<b>Subtotal Contra Costa County</b>			<b>66,941</b>	<b>56,775</b>	<b>48,495</b>	

1. Projects programmed through prior Commission action; included for reference only

2. Recommended for a Regional ATP award, projects recommended for both ATP and OBAG

3. Project recommended for State ATP award

4. CTA contingency nomination (considered due to changes in the nomination list as originally submitted)

## OBAG 3 County &amp; Local Program: Nominated Projects

## Attachment 1

App ID	Sponsor	Project	Sponsor Request \$ thousands	CTA Nomination \$ thousands	OBAG 3 Proposed \$ thousands	Notes
MRN09	Corte Madera	Paradise Drive	2,056	2,056	2,056	4
MRN10	MCTD	Green Facility Improvements	1,805	1,805	-	4
MRN04	MCTD	Transit Corridor Improvements	1,600	1,502	1,600	
MRN06	San Rafael	North San Rafael/Northgate Area PDA Study	797	748	797	
MRN02	San Rafael	San Rafael/Canal Active Transportation Improvements	4,123	-	-	2
MRN03	San Rafael	SE San Rafael/Canal Area PDA Study	797	748	797	
MRN07	San Rafael	Second and Fourth Street Intersection Improvements	3,051	2,864	3,051	
MRN05	Sausalito	Bridgeway Bike Lane Project – Princess Street to Richardson	505	474	505	
MRN08	SMART	SMART Pathway: Great Redwood Trail – Novato	1,000	939	1,000	
MRN01	TAM	CTA Planning Augmentation	400	400	400	1
<b>Subtotal Marin County</b>			<b>16,133</b>	<b>11,535</b>	<b>10,206</b>	
NAP01	American Canyon	Green Island Road Class 1	1,000	1,000	1,000	
NAP02	Napa	Silverado Trail Five-Way Intersection Improvements	2,000	2,000	2,000	
NAP04	NVTA	SR 29 American Canyon Operational and Multimodal Imps	3,000	1,937	1,500	
NAP03	St. Helena	Main Street St. Helena Pedestrian Improvements	1,206	1,206	1,206	
<b>Subtotal Napa County</b>			<b>7,206</b>	<b>6,143</b>	<b>5,706</b>	

1. Projects programmed through prior Commission action; included for reference only

2. Recommended for a Regional ATP award, projects recommended for both ATP and OBAG

4. CTA contingency nomination (considered due to changes in the nomination list as originally submitted)

## OBAG 3 County &amp; Local Program: Nominated Projects

## Attachment 1

App ID	Sponsor	Project	Sponsor Request \$ thousands	CTA Nomination \$ thousands	OBAG 3 Proposed \$ thousands	Notes
SF-10	BART	Elevator Modernization, Design	4,945	4,945	-	
SF-07	BART	Elevator Modernization, Phase 1.3	13,300	13,300	13,300	
SF-09	BART	Next Generation Fare Gates in San Francisco	4,315	4,315	-	
SF-01	SFCTA	CTA Planning Augmentation	2,200	2,200	2,200	1
SF-02	SFCTA	SRTS NI Program	7,082	7,082	7,082	1
SF-08	SFCTA	Yerba Buena Island Multi-use Pathway	5,000	3,000	-	
SF-06	SFMTA	29 Sunset Improvement	5,976	5,976	5,976	
SF-03	SFMTA	Bayview Community Multimodal Corridor	5,000	-	-	3
SF-04	SFMTA	Central Embarcadero Safety	6,320	6,320	6,320	
SF-05	SFMTA	SFMTA Light Rail Vehicles (for SFCTA West Side Bridges)	10,000	14,899	14,899	4, 5
<b>Subtotal San Francisco City &amp; County</b>			<b>64,138</b>	<b>62,037</b>	<b>49,777</b>	
SM-11	Atherton	Adelante Selby Spanish Immersion SRTS	3,115	3,115	-	
SM-14	Belmont	Pedestrian and Bike Improvements	1,000	1,000	-	4
SM-10	Burlingame	Rollins Road Bicycle and Pedestrian Improvement	3,100	3,100	3,100	
SM-01	CCAG	CTA Planning Augmentation	2,000	2,300	2,300	1
SM-02	CCAG	SRTS NI Program	2,120	2,120	2,120	1
SM-08	Colma	El Camino Real Complete Street, Mission Rd to SSF	4,640	4,640	4,640	
SM-09	Menlo Park	Middle Ave Caltrain Pedestrian and Bicycle Undercrossing	5,000	5,000	5,000	
SM-13	Millbrae	Micro-Mobility Hub Phase 2 and Electric Shuttle Program	880	800	-	
SM-12	Pacifica	Sharp Park Priority Development Area Pedestrian Imps	2,360	1,270	-	
SM-05	Redwood City	Roosevelt Avenue Traffic Calming Project	3,400	3,400	3,400	
SM-06	San Mateo	US 101/Peninsula Avenue Interchange Improvements	5,000	-	-	6
SM-03	San Mateo County	Bay Road Complete Street Rehabilitation	3,807	3,807	3,807	
SM-07	SMCTA	19th Ave/Fashion Island Blvd Complete Street Class IV	3,375	3,375	3,375	
SM-04	South San Francisco	School St/Spruce Ave and Hillside Blvd Safety and Access Imps	3,127	3,127	3,128	
<b>Subtotal San Mateo County</b>			<b>42,924</b>	<b>37,054</b>	<b>30,870</b>	

1. Projects programmed through prior Commission action; included for reference only

3. Project recommended for State ATP award

4. Includes CTA contingency nomination (considered due to changes in the nomination list as originally submitted)

5. SFCTA requested that funds awarded for West Side Bridges be programmed to SFMTA's Light Rail Vehicles as part of local fund exchange

6. Application withdrawn

## OBAG 3 County &amp; Local Program: Nominated Projects

## Attachment 1

App ID	Sponsor	Project	Sponsor Request \$ thousands	CTA Nomination \$ thousands	OBAG 3 Proposed \$ thousands	Notes
SCL18	Campbell	Hamilton Avenue Precise Plan	500	500	-	
SCL22	Los Altos	N San Antonio Road Protected Bikeway and Complete Streets	7,298	7,298	7,298	
SCL12	Morgan Hill	Monterey Road Traffic, Bicycle, & Pedestrian Improvements	3,921	3,921	3,921	
SCL14	Mountain View	Charleston Road Complete Streets	5,000	5,000	-	
SCL11	Mountain View	El Camino Real / El Monte / Escuela Intersection Imps	2,400	2,400	2,400	
SCL08	Mountain View	Middlefield Road Complete Streets	2,406	2,406	2,406	
SCL09	Mountain View	Moffett Boulevard Complete Streets	3,500	3,500	3,500	
SCL03	San Jose	Downtown Couplet Conversions Planning	14,616	3,500	-	
SCL06	San Jose	Jackson Avenue Complete Streets	40,625	10,000	3,300	
SCL02	San Jose	Julian & St. James Livable Streets Couplet Conversion	12,974	12,974	12,974	
SCL07	San Jose	Signalized Intersections Pedestrian Safety Improvements	8,400	6,300	6,300	
SCL04	San Jose	Story-Keyes Complete Streets	42,498	23,526	32,730	2
SCL05	San Jose	White Road Pedestrian Safety Improvements	59,513	3,382	3,382	
SCL10	Santa Clara	Central Santa Clara Bicycle and Pedestrian Improvement	9,029	9,029	9,029	
SCL13	Santa Clara	Great America Pkwy Congestion Relief and Multimodal Imps	8,094	8,094	-	
SCL19	Santa Clara	Santa Clara Vision Zero Plan	500	500	-	
SCL17	Santa Clara County	Bloomfield Avenue Rural Road Reconstruction	2,197	2,197	-	
SCL20	Santa Clara County	Santa Clara County Circulation and Mobility Element (CME)	960	700	-	
SCL21	Saratoga	Citywide Master Plan for Bikeways and Sidewalks	1,328	500	-	
SCL15	Sunnyvale	Pavement Rehabilitation 2025	2,704	2,704	-	
SCL16	Sunnyvale	Stevens Creek Trail Extension, Remington Dr to Fremont Ave	7,000	7,000	-	
SCL01	VTA	CTA Planning Augmentation	4,693	4,693	4,693	1
<b>Subtotal Santa Clara County</b>			<b>240,156</b>	<b>120,124</b>	<b>91,933</b>	<b>7</b>

1. Projects programmed through prior Commission action; included for reference only

2. Recommended for a Regional ATP award, projects recommended for both ATP and OBAG

7. VTA exceeded Santa Clara County's nomination target, nominations above the target amount were not considered for funding

## OBAG 3 County &amp; Local Program: Nominated Projects

## Attachment 1

App ID	Sponsor	Project	Sponsor Request \$ thousands	CTA Nomination \$ thousands	OBAG 3 Proposed \$ thousands	Notes
SOL10	Benicia	East Fifth Street PDA - Affordable Housing Streetscape Imps	261	261	261	
SOL06	Benicia	Military West Pedestrian and Bicycle Safety Improvements	1,400	1,400	-	
SOL09	Fairfield	Linear Park Node 4 Safe Routes to School and Transit	2,500	2,239	2,239	
SOL05	Fairfield	Travis Safe Routes to School and Transit	3,960	3,960	3,960	
SOL02	Solano County	Solano 360 Transit Center Phase 1	2,261	2,101	2,101	
SOL01	STA	CTA Planning Augmentation	4,044	4,044	4,044	1
SOL11	STA	Solano Mobility Call Center and Employer Commuter Program	1,500	1,500	1,500	
SOL04	STA	SRTS NI Program	1,000	1,000	1,000	
SOL08	Suisun City	Driftwood Drive Path Gap Closure	407	367	-	
SOL07	Vacaville	Markham and Kairos Safe Routes to School	1,953	1,432	-	
SOL03	Vallejo	Sacramento Street Road Diet – Phase II	850	850	850	
<b>Subtotal Solano County</b>			<b>20,135</b>	<b>19,154</b>	<b>15,955</b>	
SON03	Healdsburg	Grove Street Neighborhood Plan Implementation	2,500	2,217	2,217	
SON04	Petaluma	Lynch Creek Trail - Comprehensive Project	1,620	1,620	-	
SON05	Rohnert Park	Hwy 101 Bike/Ped Overcrossing at Copeland Creek	32,150	3,350	3,350	
SON06	Santa Rosa	Downtown Connectivity for Housing Density Intensification	2,588	2,588	2,588	
SON07	Santa Rosa	Hwy 101 Hearn Ave Multi-Use Pathway and Pavement Rehab	1,321	1,321	1,321	
SON01	SCTA	CTA Planning Augmentation	2,229	2,229	2,229	1
SON02	SCTA	SRTS NI Program	1,910	1,910	1,910	1
SON11	SMART	SMART Pathway: Great Redwood Trail – Santa Rosa	9,112	2,000	2,000	
SON08	Sonoma County	Todd Rd and Standish Ave Intersection Improvements	2,200	2,200	2,200	
SON09	Windsor	Downtown Bike/Ped US 101 Crossing - Underpass Widening	5,604	2,000	2,000	
SON10	Windsor	Old Redwood Hwy Complete Streets and Pavement Rehab	1,540	1,540	-	
<b>Subtotal Sonoma County</b>			<b>62,774</b>	<b>22,975</b>	<b>19,815</b>	
<b>Grand Total</b>			<b>613,509</b>	<b>418,623</b>	<b>339,843</b>	

1. Projects programmed through prior Commission action; included for reference only

**OBAG 3 County & Local Program: Recommended Projects**
**Attachment 2**
**Recommended Projects - In Score Order**

App ID	Sponsor	Project	Total Score	Nomination \$ thousands	Proposed \$ thousands	Notes
MRN03	San Rafael	SE San Rafael/Canal Area PDA Study	96.0	748	797	4
SCL02	San Jose	Julian & St. James Livable Streets Couplet Conversion	92.3	12,974	12,974	1
MRN04	MCTD	Transit Corridor Improvements	91.3	1,502	1,600	1, 4
SM-03	San Mateo County	Bay Road Complete Street Rehabilitation	91.3	3,807	3,807	
CC-11	CCTA	SRTS NI Program	88.5	3,665	3,665	
SOL02	Solano County	Solano 360 Transit Center Phase 1	88.3	2,101	2,101	1
MRN06	San Rafael	North San Rafael/Northgate Area PDA Study	88.1	748	797	4
ALA11	ACTC	San Pablo Avenue Bus and Bike Lanes	88.1	10,000	10,000	1
ALA03	Alameda County	Mission Boulevard Phase III Corridor Improvements	88.0	9,657	9,657	1
SON05	Rohnert Park	Hwy 101 Bike/Ped Overcrossing at Copeland Creek	87.8	3,350	3,350	1
CC-12	CCTA	Countywide Smart Signals	87.5	26,555	26,555	1
SM-04	South San Francisco	School St/Spruce Ave and Hillside Blvd Safety and Access Imps	86.6	3,127	3,128	
SF-05	SFCTA	SFMTA Light Rail Vehicles (for SFCTA West Side Bridges)	85.9	14,899	14,899	3
SF-04	SFMTA	Central Embarcadero Safety	85.8	6,320	6,320	1
SCL04	San Jose	Story-Keyes Complete Streets	85.7	23,526	32,730	1, 2, 5
SCL05	San Jose	White Road Pedestrian Safety Improvements	85.1	3,382	3,382	1
SON07	Santa Rosa	Hwy 101 Hearn Ave Multi-Use Pathway and Pavement Rehab	84.9	1,321	1,321	
SOL03	Vallejo	Sacramento Street Road Diet – Phase II	84.6	850	850	
SM-05	Redwood City	Roosevelt Avenue Traffic Calming Project	84.0	3,400	3,400	
NAP03	St. Helena	Main Street St. Helena Pedestrian Improvements	84.0	1,206	1,206	1
SOL04	STA	SRTS NI Program	83.8	1,000	1,000	
MRN05	Sausalito	Bridgeway Bike Lane Project – Princess Street to Richardson	83.8	474	505	4
NAP02	Napa	Silverado Trail Five-Way Intersection Improvements	83.5	2,000	2,000	1
NAP01	American Canyon	Green Island Road Class 1	83.2	1,000	1,000	1
SON11	SMART	SMART Pathway: Great Redwood Trail – Santa Rosa	82.4	2,000	2,000	1
ALA04	ACTC	San Pablo Avenue Safety/Bus Bulbs Project	81.1	10,000	10,000	1, 2
SM-07	SMCTA	19th Ave/Fashion Island Blvd Complete Street Class IV	81.0	3,375	3,375	1
ALA12	AC Transit	Fruitvale Corridor	80.7	2,000	2,000	1
MRN08	SMART	SMART Pathway: Great Redwood Trail – Novato	78.8	939	1,000	1, 4

**OBAG 3 County & Local Program: Recommended Projects**
**Attachment 2**
**Recommended Projects - In Score Order**

App ID	Sponsor	Project	Total Score	Nomination \$ thousands	Proposed \$ thousands	Notes
SOL11	STA	Solano Mobility Call Center and Employer Commuter Program	78.8	1,500	1,500	
MRN07	San Rafael	Second and Fourth Street Intersection Improvements	78.7	2,864	3,051	1, 4
SON03	Healdsburg	Grove Street Neighborhood Plan Implementation	77.2	2,217	2,217	
SM-08	Colma	El Camino Real Complete Street, Mission Rd to SSF	76.9	4,640	4,640	
ALA05	Alameda County	Upper San Lorenzo Creekway Trail	76.9	9,621	9,621	2
SOL09	Fairfield	Linear Park Node 4 Safe Routes to School and Transit	76.3	2,239	2,239	1
SF-06	SFMTA	29 Sunset Improvement	76.2	5,976	5,976	1
SCL07	San Jose	Signalized Intersections Pedestrian Safety Improvements	76.1	6,300	6,300	
SCL06	San Jose	Jackson Avenue Complete Streets	79.4	10,000	3,300	1, 6
CC-01	Pittsburg	Delta De Anza Multimodal Trail Safety Improvements	75.6	4,427	4,427	1
SCL08	Mountain View	Middlefield Road Complete Streets	74.4	2,406	2,406	
SON09	Windsor	Downtown Bike/Ped US 101 Crossing - Underpass Widening	74.0	2,000	2,000	
SCL09	Mountain View	Moffett Boulevard Complete Streets	73.6	3,500	3,500	
CC-02	Concord	Galindo Street Multimodal Corridor	72.6	3,361	3,361	
CC-03	Richmond	Bayview to BART	72.4	1,675	1,675	
SCL10	Santa Clara	Central Santa Clara Bicycle and Pedestrian Improvement	72.3	9,029	9,029	
SM-09	Menlo Park	Middle Ave Caltrain Pedestrian and Bicycle Undercrossing	71.7	5,000	5,000	
ALA06	ACTC	San Pablo Avenue Parallel Bike Network	71.2	10,000	10,000	2
SF-07	BART	Elevator Modernization, Phase 1.3	71.2	13,300	13,300	
CC-05	Pinole	Bay Trail Gap Closure at Tennent Avenue	71.1	1,020	1,020	
SOL05	Fairfield	Travis Safe Routes to School and Transit	70.3	3,960	3,960	
SON08	Sonoma County	Todd Rd and Standish Ave Intersection Improvements	69.7	2,200	2,200	
SOL10	Benicia	East Fifth Street PDA - Affordable Housing Streetscape Imps	69.0	261	261	
MRN09	Corte Madera	Paradise Drive	68.7	2,056	2,056	3
CC-06	Lafayette	School Street Class I Multiuse Facility	68.7	3,435	3,435	
CC-07	Richmond	McBryde Avenue Safe Routes to Parks	68.6	1,028	1,028	
SCL22	Los Altos	N San Antonio Road Protected Bikeway and Complete Streets	68.6	7,298	7,298	
SM-10	Burlingame	Rollins Road Bicycle and Pedestrian Improvement	68.5	3,100	3,100	
ALA07	Alameda	Central Avenue/Fourth Street/Ballena Blvd Roundabout	67.4	2,325	2,325	



**OBAG 3 County & Local Program: Recommended Projects**
**Attachment 2**
**Recommended Projects - In Score Order**

App ID	Sponsor	Project	Total Score	Nomination \$ thousands	Proposed \$ thousands	Notes
SCL11	Mountain View	El Camino Real / El Monte / Escuela Intersection Imps	67.2	2,400	2,400	
SCL12	Morgan Hill	Monterey Road Traffic, Bicycle, & Pedestrian Improvements	66.3	3,921	3,921	
CC-08	Concord	Willow Pass Road Bikeway Connection	66.3	830	830	2
SON06	Santa Rosa	Downtown Connectivity for Housing Density Intensification	66.0	2,588	2,588	
ALA08	Newark	Old Town Streetscape	65.1	5,141	2,000	7
NAP04	NVTA	SR 29 American Canyon Operational and Multimodal Imps	65.0	1,937	1,500	7
CC-10	Walnut Creek	Safe Routes to School Infrastructure Improvements	64.7	7,990	2,499	7

1. Recommended for CMAQ funding
2. Recommended for a Regional ATP award, projects recommended for both ATP and OBAG
3. CTA contingency nomination (considered due to changes in the nomination list as originally submitted)
4. TAM nominated project for less than requested amount, revised with contingency nominations
5. Recommend jointly funding full ATP request with OBAG funds, over other OBAG nominations from sponsor
6. Recommend partial funding, per sponsor
7. Project on funding cutoff line, recommend partial funding in usable increment to advance project

**OBAG 3 County & Local Program: Recommended Projects****Attachment 2****Recommended Projects - Summary by County**


<b>County</b>	<b>Proposed Award<sup>1</sup> \$ millions</b>	<b>Proposed Award Share</b>	<b>Proposed PDA Investment<sup>2</sup></b>
Alameda	\$67.1	19.7%	95%
Contra Costa	\$48.5	14.3%	98%
Marin	\$10.2	3.0%	63%
Napa	\$5.7	1.7%	79%
San Francisco	\$49.8	14.6%	94%
San Mateo	\$30.9	9.1%	96%
Santa Clara	\$91.9	27.0%	98%
Solano	\$16.0	4.7%	79%
Sonoma	\$19.8	5.8%	78%
<b>Totals</b>	<b>\$339.8</b>	<b>100.0%</b>	<b>93%</b>

1. Proposed award totals include approximately \$38 million in advanced programming for supplemental countywide planning funds as well as for ongoing Safe Routes to School (SRTS) programs.


2. Priority Development Area (PDA) investment calculated using the adopted uniform criteria (project limits within one mile or less of a PDA). Minimum PDA investment is 50% for the four North Bay Counties of Marin, Napa, Solano, and Sonoma and 70% for the remaining counties.


# Alameda County Projects OBAG 3 County & Local Program

Recommended for Funding


 Project Area

Priority Development Areas

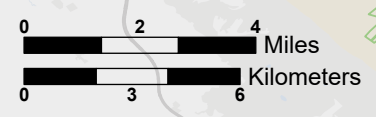
 PDA

 PDA-Supportive Area

Equity Priority Communities

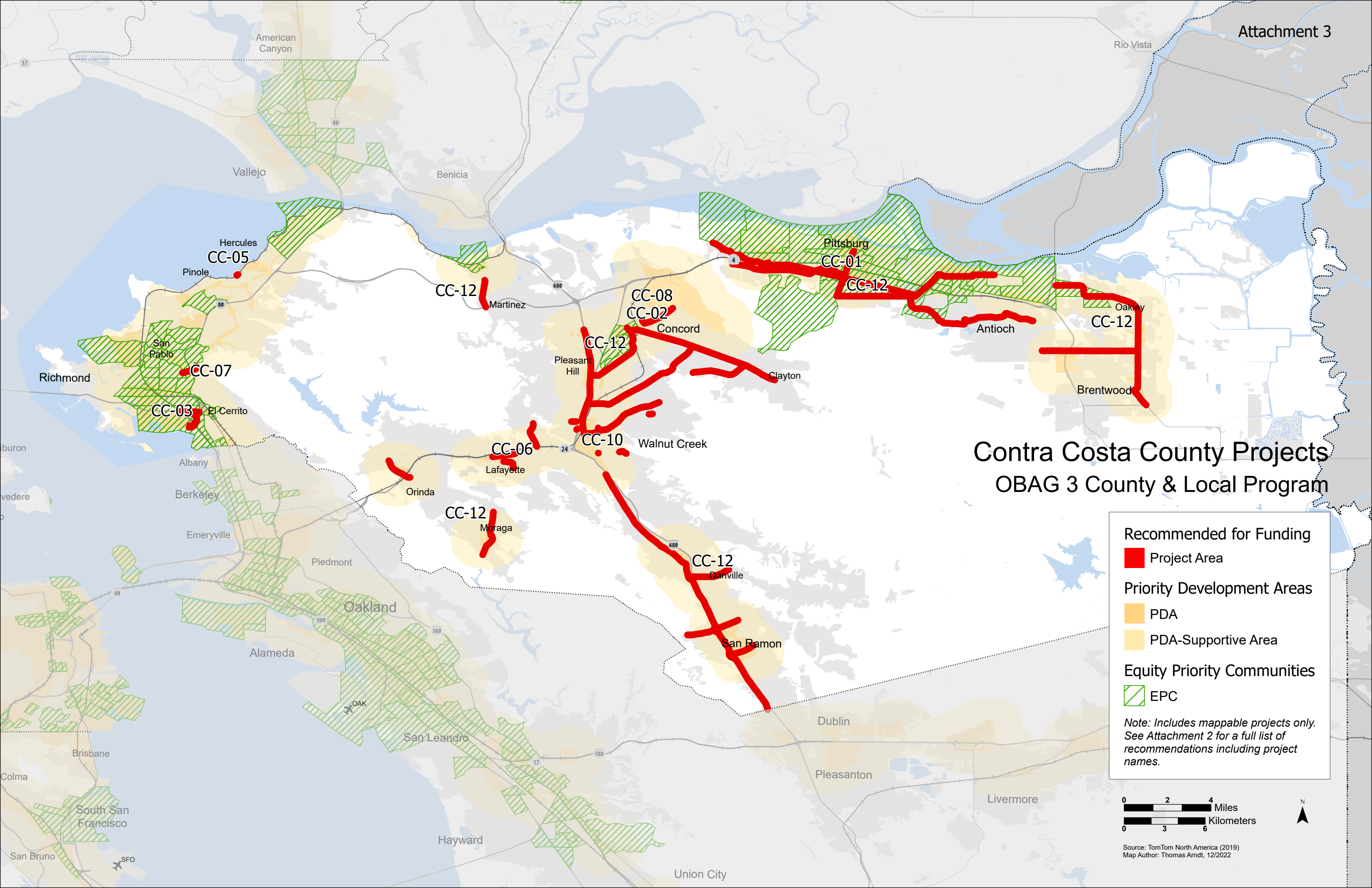
 EPC

*Note: Includes mappable projects only.  
See Attachment 2 for a full list of  
recommendations including project  
names.*



Source: TomTom North America (2019)  
Map Author: Thomas Arndt, 12/2022





# Contra Costa County Projects OBAG 3 County & Local Program

Recommended for Funding

Project Area

Priority Development Areas

PDA

PDA-Supportive Area

Equity Priority Communities

EPC

*Note: Includes mappable projects only. See Attachment 2 for a full list of recommendations including project names.*



# Marin County Projects OBAG 3 County & Local Program

Recommended for Funding

 Project Area

Priority Development Areas

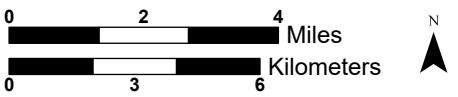
 PDA

 PDA-Supportive Area

Equity Priority Communities

 EPC

*Note: Includes mappable projects only.  
See Attachment 2 for a full list of  
recommendations including project  
names.*



Source: TomTom North America (2019)  
Map Author: Thomas Arndt 12/2022



# Napa County Projects OBAG 3 County & Local Program

Recommended for Funding

Project Area

Priority Development Areas

PDA

PDA-Supportive Area

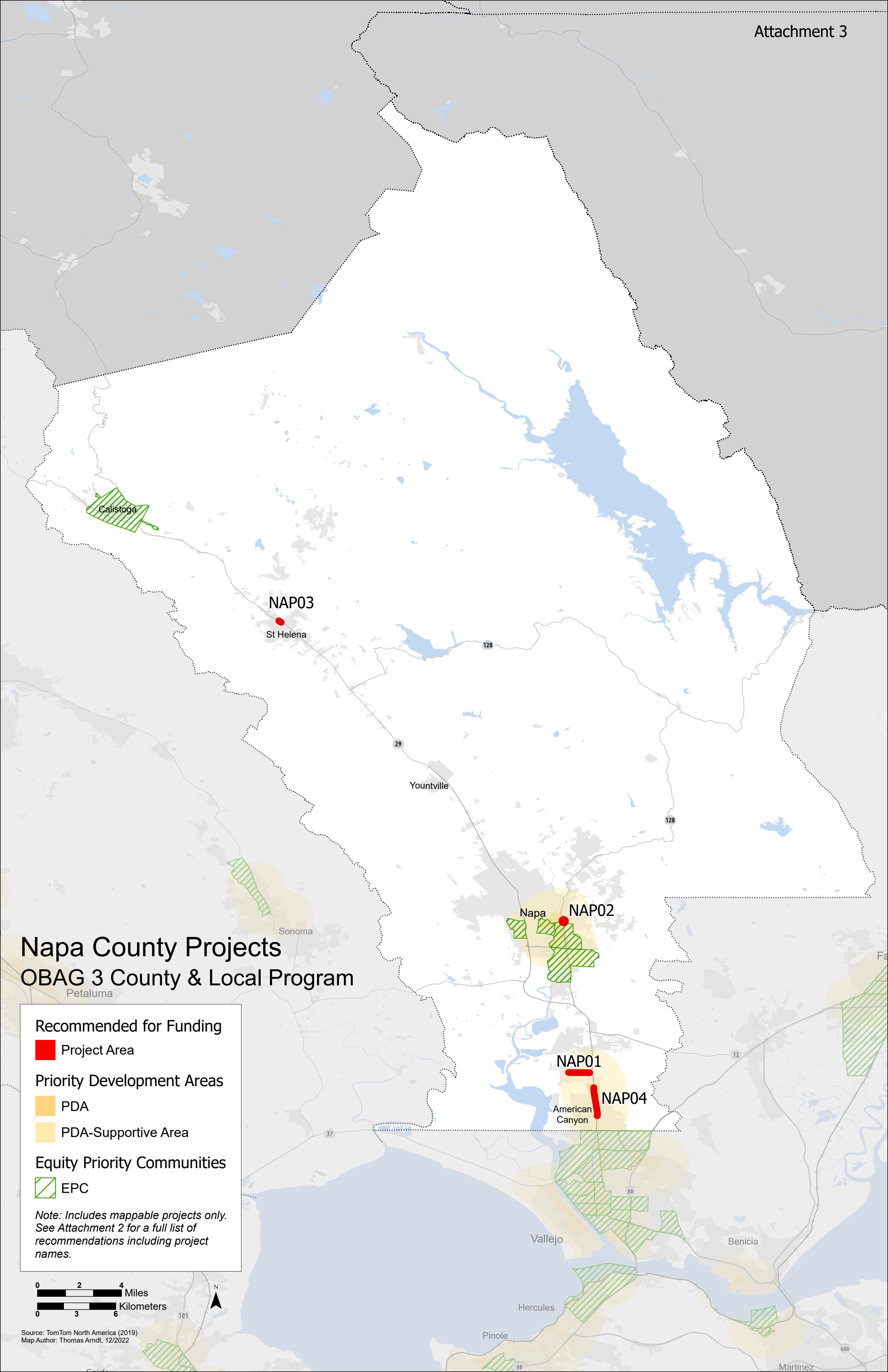
Equity Priority Communities

EPC

Note: Includes mappable projects only.  
See Attachment 2 for a full list of  
recommendations including project  
names.



Source: TomTom North America (2019)  
Map Author: Thomas Arndt, 12/2022



# San Francisco City & County Projects

## OBAG 3 County & Local Program

Recommended for Funding

 Project Area

Priority Development Areas

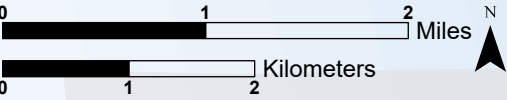
 PDA

 PDA-Supportive Area

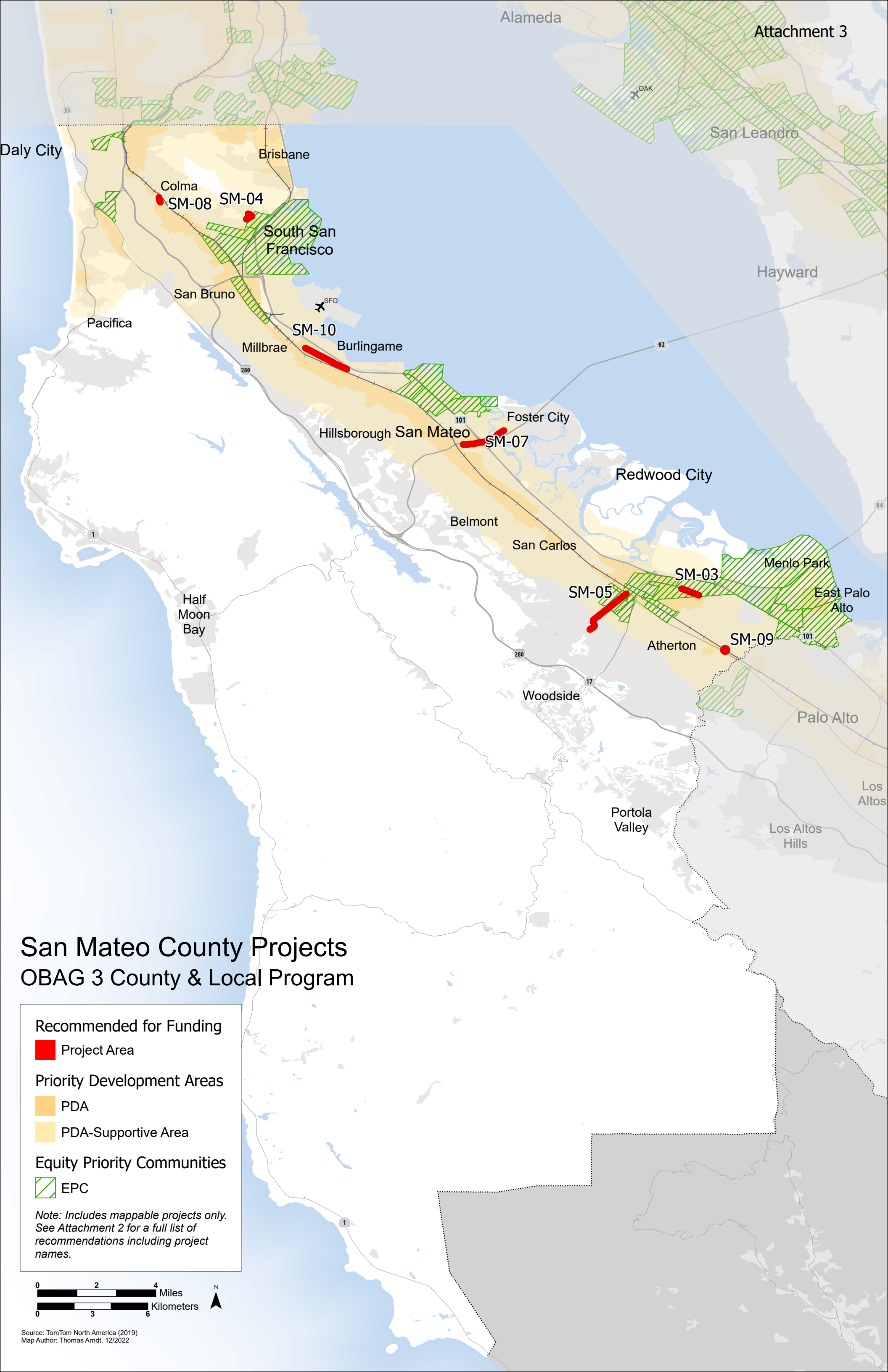
Equity Priority Communities

 EPC

*Note: Includes mappable projects only. See Attachment 2 for a full list of recommendations including project names.*







# San Mateo County Projects OBAG 3 County & Local Program

Recommended for Funding

Project Area

Priority Development Areas

PDA

PDA-Supportive Area

Equity Priority Communities

EPC

Note: Includes mappable projects only. See Attachment 2 for a full list of recommendations including project names.





# Santa Clara County Projects OBAG 3 County & Local Program

Recommended for Funding

Project Area

Priority Development Areas

PDA

PDA-Supportive Area

Equity Priority Communities

EPC

Note: Includes mappable projects only.  
See Attachment 2 for a full list of  
recommendations including project  
names.

0 2 4 Miles  
0 3 6 Kilometers


Source: TomTom North America (2019)  
Map Author: Thomas Arndt, 12/2022

The map displays Santa Clara County with various project locations marked by red dots and lines. The projects are labeled as follows: SCL02, SCL04, SCL05, SCL06, SCL07 (multiple locations), SCL08, SCL09, SCL10, SCL11, SCL12, and SCL22. The map also shows Priority Development Areas (PDA) in orange and PDA-Supportive Areas in light orange. Equity Priority Communities (EPC) are indicated by green hatched areas. Major cities and towns shown include Menlo Park, East Palo Alto, Atherton, Palo Alto, Los Altos, Mountain View, Sunnyvale, Santa Clara, San Jose, Cupertino, Saratoga, Monte Sereno, Los Gatos, Milpitas, Fremont, Newark, Morgan Hill, and Gilroy. Major highways are labeled with their numbers: 101, 680, 237, 17, 82, 85, 101, 121, 25, and 1. A legend in the bottom left corner explains the symbols used for project areas, priority development areas, and equity priority communities. A scale bar and north arrow are also present in the bottom left corner.


# Solano County Projects

## OBAG 3 County & Local Program

Recommended for Funding

 Project Area

Priority Development Areas

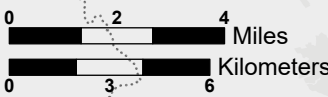
 PDA

 PDA-Supportive Area

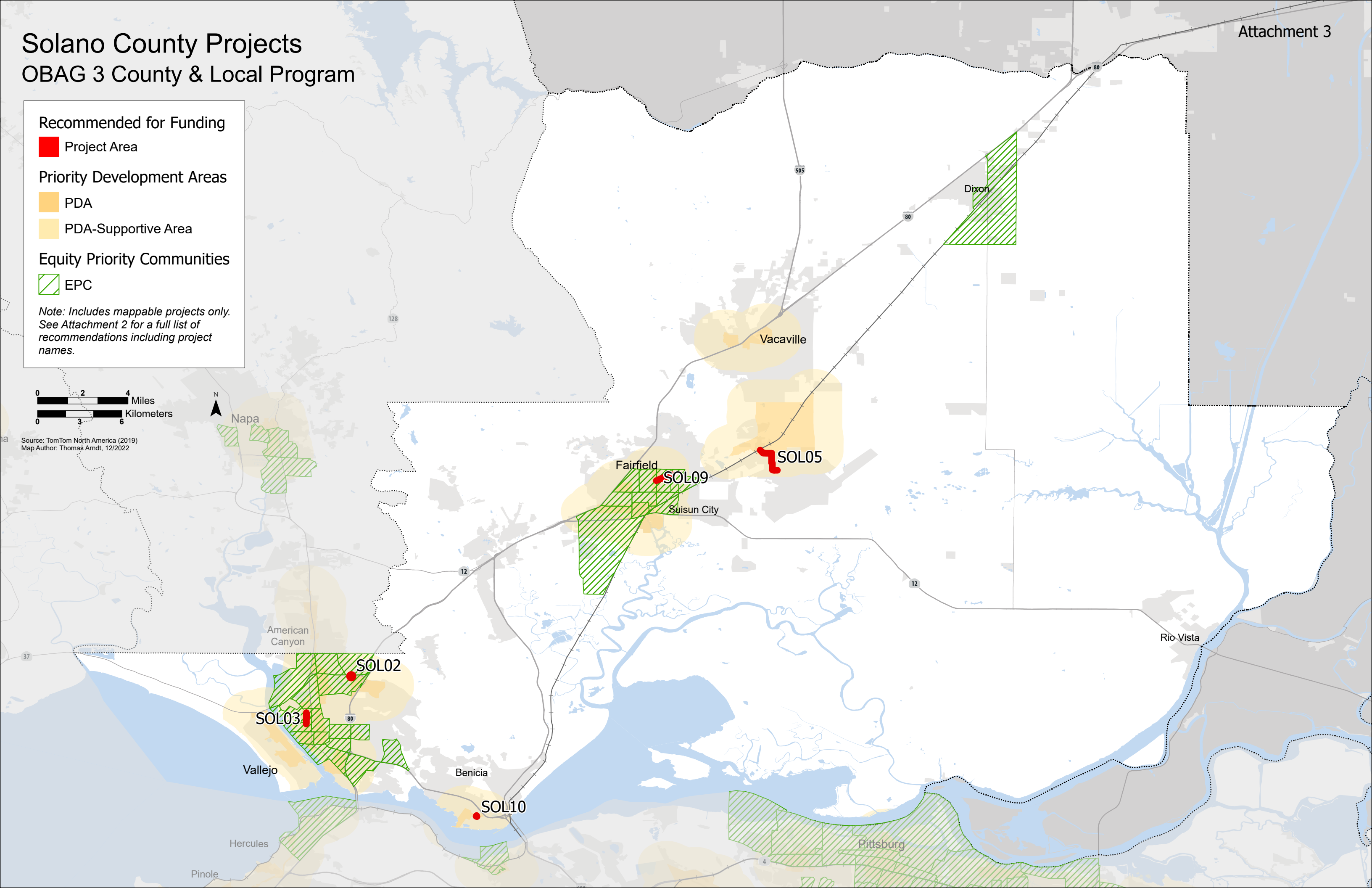
Equity Priority Communities

 EPC

*Note: Includes mappable projects only. See Attachment 2 for a full list of recommendations including project names.*



Source: TomTom North America (2019)  
Map Author: Thomas Arndt, 12/2022



# Sonoma County Projects

## OBAG 3 County & Local Program

Recommended for Funding

Project Area

Priority Development Areas

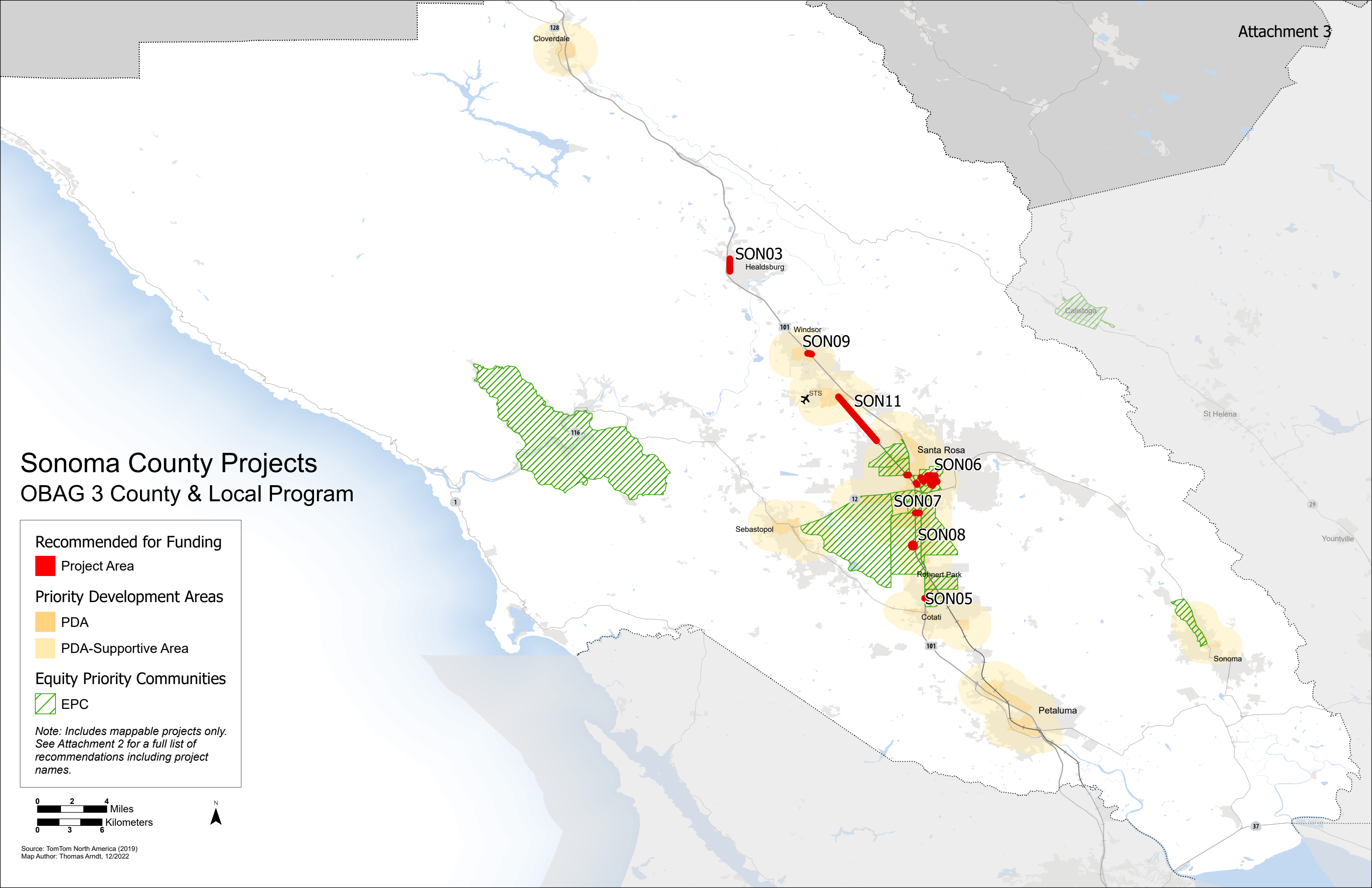
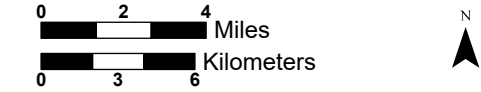
PDA

PDA-Supportive Area

Equity Priority Communities

EPC

*Note: Includes mappable projects only. See Attachment 2 for a full list of recommendations including project names.*



Rank	Sponsor	Project Name	Amount \$ thousands	Justification
1	MTC/BATA	West Oakland Link Project	4,200	Regional priority project
1	SFCTA	Yerba Buena Island Multi-use Pathway	3,000	Regional priority project
<b>Rank 1 Subtotal</b>			<b>7,200</b>	
2	Newark	Old Town Streetscape	3,141	Completes partial award
2	NVTA	SR 29 American Canyon Operational and Multimodal Imps	1,500	Completes partial award
2	San Jose	Jackson Avenue Complete Streets	6,700	Completes partial award
2	Walnut Creek	Safe Routes to School Infrastructure Improvements	5,491	Completes partial award
<b>Rank 2 Subtotal</b>			<b>16,832</b>	
3	Atherton	Adelante Selby Spanish Immersion SRTS	3,115	Include based on score
3	BART	Elevator Modernization, Design	4,945	Include based on score
3	Benicia	Military West Pedestrian and Bicycle Safety Improvements	1,400	Include based on score
3	Campbell	Hamilton Avenue Precise Plan	500	Include based on score
3	Windsor	Old Redwood Hwy Complete Streets and Pavement Rehab	1,540	Include based on score
<b>Rank 3 Subtotal</b>			<b>11,500</b>	
<b>Grand Total</b>			<b>35,532</b>	<b>~10% of total C&amp;L program capacity</b>

**Notes:**

Contingency projects are sorted by priority rank, with no prioritization of individual projects within each ranking. When selecting projects from the contingency list, priority ranking and deliverability (including completion of funding plan for phase or useable segment) will be primary considerations.



**From:** Buckley Hughes  
**Sent:** Wednesday, December 14, 2022 10:45 AM  
**Subject:** OBAG 3 grant application

**\*External Email\***

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION  
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of the city of Lafayette, **we strongly object specifically, *and only*, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:**

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and **will only benefit a limited few.**
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project **does not have broad community support from the citizens of Lafayette.**
- The construction of a Class 1 Facility on Topper Lane **does not enhance safety with no buffer between cars, pedestrians and bikers.** The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not a high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyzed data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and **will have no impact on air quality.** If this plan were implemented it would add significant traffic to Topper Lane thus increasing congestion to St. Mary's Road, Moraga Road, and limit Emergency Response Vehicles to access this area altogether.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility **will not benefit the Priority Development Area communities,** as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.

- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.*** Please consider only approving the School St. component of this grant request.

Thanking you for your consideration,

Richard B Hughes

**From:** Buckley Hughes

**Sent:** Wednesday, December 14, 2022 11:16:20 AM

**Subject:** Lafayette OBAG 3 funding

**\*External Email\***

Dear Mr. Arndt,

I'm writing to you, the MTC Programming & Allocations Committee, along with other committee's within the MTC to object to funding this grant submitted by Lafayette CA.

As a resident of Lafayette, I understand that our city has requested grant monies to fund School Street Multi Use Pathway and additionally, included Topper Lane as part of this grant application.

When considering this application - please UNDERSTAND, "that no one on TOPPER LANE was contacted" regarding this very impactful change to our neighborhood.

I believe the original pilot program for grant submission, was rejected in the Burton Valley neighborhood and therefore the City Council decided to use School Street - then **ADD Topper Lane** - to increase the city's opportunity to increase grant funding monies.

This \$1.8 million dollar increase to the CITY'S grant was not publicly noticed to anyone on Topper Lane.

NO TRANSPARENCY TO NEIGHBORS SEEMS CLEARLY IN CONFLICT WITH **MTC'S PUBLIC NOTICE STATEMENTS**.

PLEASE RECONSIDER HOW MUCH THIS GRANT IS AND HOW IT WAS SUBMITTED.

Respectfully,

Richard Hughes

**From:** ana menendez [REDACTED]  
**Sent:** Thursday, December 15, 2022 9:09:22 PM  
**To:** MTC-ABAG Info <[info@bayareametro.gov](mailto:info@bayareametro.gov)>  
**Subject:** Fwd: OBAG-3 grant

**\*External Email\***

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION  
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of the city of Lafayette, **we strongly object specifically, and only, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:**

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- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair,***



***inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.*** Please consider only approving the School St. component of this grant request.

Thanking you for your consideration,

Name. Ana Menendez

[REDACTED]  
[REDACTED]

[REDACTED] [REDACTED]

**From:** Ernie Sexton [REDACTED]  
**Sent:** Thursday, December 15, 2022 4:54:06 PM  
**To:** MTC-ABAG Info <[info@bayareametro.gov](mailto:info@bayareametro.gov)>  
**Subject:** School St Class 1 project

**\*External Email\***

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION  
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens Lafayette, CA, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
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Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. **Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.** Please consider only approving the School St. component of this grant request.

Thanking you for your consideration,

Ernie Sexton

[REDACTED]  
[REDACTED]

*Sincerely,*

ERNIE SEXTON [REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** Johanna Gladieux [REDACTED]  
**Sent:** Thursday, December 15, 2022 4:20:35 PM  
**To:** MTC-ABAG Info <[info@bayareametro.gov](mailto:info@bayareametro.gov)>  
**Subject:** Resident Letter RE: OBAG-3

**\*External Email\***

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION  
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of Lafayette (the city of Lafayette, the bay area, etc.), we strongly object specifically, and only, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- 
- 
- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These
- students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway
- does not meet mobility and accessibility needs of our community and will
- only benefit a limited few.
- 
- 
- 
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project,
- prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project
- does not have broad community support from the citizens of Lafayette.
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- Topper Lane is not high priority.

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- the 2018 Downtown Congestion Reduction Plan, which collected and analyzed data over a period of years, did not include Topper Lane and it prioritized more critical projects.
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Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.*** Please consider only approving the School St. component of this grant request.

Thanking you for your consideration,

Johanna Gladieux and Marc Brenner

██████████  
██████████

**From:** Terri Melnick [REDACTED]  
**Sent:** Thursday, December 15, 2022 7:34:36 PM  
**To:** MTC-ABAG Info <[info@bayareametro.gov](mailto:info@bayareametro.gov)>  
**Subject:**

**\*External Email\***

A sidewalk on Topper does not benefit the greater good, or increase safety. In the meantime, we are working with the city to provide alternate ideas for safer routes to school.

Sincerely,

Terri Melnick

[REDACTED]

[REDACTED]

[REDACTED]

**From:** Jay Henney [REDACTED]  
**Sent:** Friday, December 16, 2022 8:08:10 AM  
**To:** MTC-ABAG Info <[info@bayareametro.gov](mailto:info@bayareametro.gov)>  
**Subject:** Birdhavin

**\*External Email\***

o: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION  
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

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- 1 Facility on Topper Lane are minimal compared to the cost factor of construction.
- 

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.*** Please consider only approving the School St. component of this grant request.

Thanking you for your consideration,



**From:** ANN JOYCE [REDACTED]  
**Sent:** Saturday, December 17, 2022 2:36:34 PM  
**To:** MTC-ABAG Info <[info@bayareametro.gov](mailto:info@bayareametro.gov)>  
**Subject:** OBAG-3 APPLICATION      PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

**\*External Email\***

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION

PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of Lafayette, we strongly object specifically, and only, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety, with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyzed data over a period of years, did not include Topper Lane and in fact prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.

- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.
- Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds. Please consider only approving the School St. component of this grant request.

Thanking you for your consideration,

Ann and Jim Joyce

██████████  
██████████

**From:** [REDACTED]  
**Sent:** Sunday, December 18, 2022 11:09:57 AM  
**To:** MTC-ABAG Info <[info@bayareametro.gov](mailto:info@bayareametro.gov)>  
**Subject:** Topper Lane, Lafayette

**\*External Email\***

I understand that a 10' bike/walk lane is being proposed on Topper. I am opposed to this on either side of the street for the following reasons:

- It does not improve the safety of walkers or bikes as the road would be narrowed and cars could potentially jump the curb and hit walkers/bikers.
- Creates a false sense of safety and cars could possibly speed.
- Increase vandalism on Birdhaven houses that back onto Topper.
- It only benefits a few families on Birdhaven Ct.
- Taking down trees lessens the neighborhood feel and environment.

Thank you for your consideration.

**From:** Conor Begley [REDACTED]  
**Sent:** Wednesday, December 21, 2022 11:45 AM  
**To:** MTC-ABAG Info <[info@bayareametro.gov](mailto:info@bayareametro.gov)>  
**Subject:** Re: OBAG-3 APPLICATION      PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

**\*External Email\***

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION

PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of the city of Lafayette, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyzed data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where

shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.

- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.*** Please consider only approving the School St. component of this grant request.

Thanking you for your consideration,

Conor Begley

[REDACTED]  
[REDACTED]

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]

CONFIDENTIALITY NOTICE: The contents of this email message and any attachments are intended solely for the addressee(s) and may contain confidential and/or privileged information and may be legally protected from disclosure. If you have received this email by mistake please notify sender immediately and do not disclose the contents to anyone or make copies thereof.

**From:** Bob LaRue [REDACTED]  
**Sent:** Tuesday, December 27, 2022 9:05 AM  
**To:** MTC-ABAG Info <[info@bayareametro.gov](mailto:info@bayareametro.gov)>  
**Subject:** OBAG-3 Application, City of Lafayette, School Street Class 1 Multi Use Facility Project

**\*External Email\***

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners

Re: OBAG-3 APPLICATION  
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

I am writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. I support safe routes to school with active transportation. However, as a concerned citizen of Lafayette and the Bay Area, I strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

The inclusion of building a Class 1 Multi Use Facility Project on Topper Lane makes no sense. It is a waste of critical funds. It will provide an expensive benefit to a small number of homeowners on Birdhaven Court and non to the surrounding and broader community. Birdhaven Court is affluent as its last home sale was for over \$4M dollars. Using these vital funds to provide a private walkway for some households on Birdhaven Court is unconscionable.

The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.

The proposed project of building a class 1 The city failed to collect any traffic data regarding Topper Lane. The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The Topper Lane Multi Use Facility Project will not meet the mobility and accessibility needs of our community and will only benefit a limited few.

Topper Lane is not a high priority. The Safe Routes to School Reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero Policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyzed data over a period of years, did not include Topper Lane and it prioritized more critical projects. Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.

The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.

The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.

The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.

Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project, with the inclusion of Topper Lane, is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.***

Please consider only approving the School St. component of this grant request.

Thanking you for your consideration,

Bob LaRue and Irene LaRue

[REDACTED]

[REDACTED]

**From:** Michael Balog [REDACTED]  
**Sent:** Thursday, December 29, 2022 3:53:07 PM  
**To:** MTC-ABAG Info <[info@bayareametro.gov](mailto:info@bayareametro.gov)>  
**Cc:** Bob LaRue <[BLaRue@alamedaelectric.com](mailto:BLaRue@alamedaelectric.com)>  
**Subject:** OBAG-3 APPLICATION

**\*External Email\***

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION  
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of the city of Lafayette, we strongly object specifically, and only, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyze data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.*** Please consider only approving the School St. component of this grant request.

Thank you for your consideration,



Michael Balog

[REDACTED]

[REDACTED]

**From:** Jeanne fagliano [REDACTED]  
**Sent:** Thursday, December 29, 2022 2:12 PM  
**To:** MTC-ABAG Info <[info@bayareametro.gov](mailto:info@bayareametro.gov)>  
**Subject:**

**\*External Email\***

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION  
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens **of the city of Lafayette**, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyze data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.*** Please consider only approving the School St. component of this grant request.

Thank you for your consideration,

Jeanne Fagliano

**From:** Patricia Riske [REDACTED]  
**Sent:** Thursday, December 29, 2022 5:58:20 PM  
**To:** MTC-ABAG Info <[info@bayareametro.gov](mailto:info@bayareametro.gov)>  
**Subject:** OBAG-3 APPLICATION - Project Name: School Street Class 1 Multi-Use Facility Project

**\*External Email\***

Dear Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners,

Re: OBAG-3 APPLICATION  
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of the city of Lafayette, and residents of Topper Lane, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyzed data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.*** Please consider only approving the School St. component of this grant request.

Thanking you for your consideration in this matter,

Gary Riske & Patricia Kennedy-Riske

[REDACTED]

[REDACTED]

--

Patricia A Kennedy-Riske

**From:** Gary Scarratt [REDACTED]  
**Sent:** Thursday, December 29, 2022 5:41:15 PM  
**To:** MTC-ABAG Info <[info@bayareametro.gov](mailto:info@bayareametro.gov)>  
**Subject:** Topper Lane

**\*External Email\***

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION  
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens **of the city of Lafayette**, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyze data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.*** Please consider only approving the School St. component of this grant request.

Thank you for your consideration,

Gary Scarratt

[REDACTED]

[REDACTED]

**From:** Terri Just [REDACTED]  
**Sent:** Saturday, December 31, 2022 1:03 PM  
**To:** MTC-ABAG Info <[info@bayareametro.gov](mailto:info@bayareametro.gov)>  
**Subject:** OBAG-3 Application

**\*External Email\***

PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens **of the city of Lafayette**, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyze data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.*** Please consider only approving the School St. component of this grant request.

Thank you for your consideration,

Terri Just



[REDACTED]

**From:** karla mccormick [REDACTED]  
**Sent:** Saturday, December 31, 2022 2:45 AM  
**To:** MTC-ABAG Info <[info@bayareametro.gov](mailto:info@bayareametro.gov)>  
**Subject:** School Street Class 1 Multi Use Facility Project, City of Lafayette OBAG grant

**\*External Email\***

Re: OBAG-3 APPLICATION  
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

I am writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. I support safe routes to school with active transportation. However, as concerned citizens of the city of Lafayette, I strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- Having lived in Lafayette for almost 30 years I have witnessed that very few students walk to/from school on Topper Lane. The only students using Topper Lane come from Birdhaven Ct, a street one block east. These children can safely access both Lafayette Elementary School and Stanley via St. Mary's Road.
- Topper Lane is not a high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyzed data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.*** Please consider only approving the School St. component of this grant request.

Sincerely,  
Karla McCormick  
[REDACTED]

**From:** Al Russello [REDACTED]  
**Sent:** Saturday, December 31, 2022 3:58 PM  
**To:** MTC-ABAG Info <[info@bayareametro.gov](mailto:info@bayareametro.gov)>  
**Subject:** Topper Lane

**\*External Email\***

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION

PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of the city of Lafayette, we strongly object specifically, and only, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- \* The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.

- \* The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.

- \* The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.

- \* Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018

Downtown Congestion Reduction Plan, which collected and analyze data over a period of years, did not include Topper Lane and it prioritized more critical projects.

\* The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.

\* Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.

\* The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.

\* Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds. Please consider only approving the School St. component of this grant request.

Thank you for your consideration,

Name: Al Russello

[REDACTED]

[REDACTED]

--

***Al Russello***



**From:** Jeff Felder [REDACTED]  
**Sent:** Wednesday, December 28, 2022 1:58 PM  
**To:** info@bayareametro.gov  
**Subject:** Objection letter for Programming and Allocations Committee Mtg, 1/11/23

**\*External Email\***

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION  
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of the city of Lafayette, **we strongly object specifically, and only, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:**

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and **will only benefit a limited few.**
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project **does not have broad community support from the citizens of Lafayette.**
- The construction of a Class 1 Facility on Topper Lane **does not enhance safety with no buffer between cars, pedestrians and bikers.** The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
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Thanking you for your consideration,

Jeff Felder



**From:** Mike Garrigan [REDACTED]  
**Sent:** Thursday, December 29, 2022 2:03 PM  
**To:** info@bayareametro.gov  
**Subject:** : Objection letter for Programming & Allocations Committee Mtg, 1/11/23

**\*External Email\***

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION  
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

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Thank you for your consideration,

Mike G



**From:** Peter Shumaker [REDACTED]  
**Sent:** Thursday, December 29, 2022 8:44 AM  
**To:** info@bayareametro.gov  
**Subject:** Objection letter for Programming and Allocations Committee meeting, 1/11/23

**\*External Email\***

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION  
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

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- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. (I have seen them daily, as my home office looks out on the street). These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
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Thanking you for your consideration,

Peter M. Shumaker

**From:** Eric Stevens [REDACTED]  
**Sent:** Thursday, December 29, 2022 2:29 PM  
**To:** info@bayareametro.gov  
**Subject:** Objection letter for Programming & Allocations Committee Mtg, 1/11/23

**\*External Email\***

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Re: OBAG-3 APPLICATION  
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

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Thank you for your consideration,

Eric Stevens

[REDACTED]

[REDACTED]

**From:** Jeff Hunt [REDACTED]  
**Sent:** Friday, December 30, 2022 7:34 AM  
**To:** info@bayareametro.gov  
**Subject:** Objection letter for Programming & Allocations Committee Mtg, 1/11/23

**\*External Email\***

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

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PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

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Thank you for your consideration,

Jeff Hunt  
[REDACTED]  
[REDACTED]

**From:** Burt Schraga [REDACTED]  
**Sent:** Friday, December 30, 2022 7:23 AM  
**To:** info@bayareametro.gov  
**Subject:** Objection letter for Programming & Allocations Committee Mtg, 1/11/23

**\*External Email\***

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Re: OBAG-3 APPLICATION  
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Thank you for your consideration,  
Burt Schraga

**From:** Mike Snow [REDACTED]  
**Sent:** Friday, December 30, 2022 9:34 AM  
**To:** info@bayareametro.gov  
**Subject:** Objection for programming & Allocation Committee Mtg. 1/11/23

**\*External Email\***

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION  
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Thank you for your consideration and understanding the long term dynamic.

Michael Snow  
[REDACTED]  
[REDACTED]

**From:** Tom Pavao [REDACTED]  
**Sent:** Sunday, January 1, 2023 9:08 PM  
**To:** info@bayareametro.gov  
**Subject:** Topper Lane impoverishment

**\*External Email\***

- 1.b The subject of your email should read: Objection letter for Programming & Allocations Committee Mtg, 1/11/23**
- 2. Send it to info@bayareametro.gov by the end of the year, 12/31**

---

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Thank you for your consideration,

T Pavao

[REDACTED]  
[REDACTED]





January 10, 2023

900 Fifth Avenue  
Suite 100  
San Rafael  
California 94901

Phone: 415-226-0815  
Fax: 415-226-0816

[www.tam.ca.gov](http://www.tam.ca.gov)

**Belvedere**  
Nancy Kemnitzer

**Corte Madera**  
Pat Ravasio

**Fairfax**  
Chance Cutrano

**Larkspur**  
TBD

**Mill Valley**  
Urban Carmel

**Novato**  
TBD

**Ross**  
P. Beach Kuhl

**San Anselmo**  
Brian Colbert

**San Rafael**  
Kate Colin

**Sausalito**  
Melissa Blaustein

**Tiburon**  
Alice Fredericks

**County of Marin**  
Mary Sackett  
Katie Rice  
Stephanie Moulton-Peters  
Dennis Rodoni  
Eric Lucan

David Rabbitt, Chair  
Programming and Allocations Committee  
Metropolitan Transportation Commission  
375 Beale Street, Suite 800  
San Francisco, CA 94105-2066

**Subject:** Support for One Bay Area Grant Cycle 3 (OBAG 3) Program and Cycle 6 Regional Active Transportation Program (ATP) Funding Recommendations, January 11, 2023 Programming & Allocations Committee Item 3.a

Dear Commissioner Rabbitt:

On January 4, 2023, MTC staff released its recommendations for Cycle 3 OBAG and Cycle 6 Regional ATP funding. TAM is very pleased with the recommendations and would like to express support for the eight OBAG 3 and three Regional ATP projects recommended for funding in Marin County.

With the OBAG 3 nominations, TAM made a conscious effort to focus improvements in Priority Development Areas (PDAs) and projects that improve multi-modal options. TAM is grateful that MTC's recommendations for OBAG 3 align with TAM's intent. TAM is especially grateful for the recommendation to program San Rafael's Canal Neighborhood Active Transportation Enhancements Project with Regional ATP funds instead of OBAG 3 funds. This decision has allowed our OBAG 3 projects to be funded at their requested amounts and a Bay Trail project, Corte Madera's Paradise Drive Pathway, on our contingency list to be funded.

For the Regional ATP recommendations, the three Marin projects recommended for funding are critical projects with broad based support from local communities, particularly from the disadvantaged communities. Furthermore, the bicycle and pedestrian improvements will be greatly appreciated by bicyclists and pedestrians because they will greatly enhance the widely used bicycle and pedestrian network in Marin County.

Corte Madera received \$415,000 from Cycle 3.5 Regional ATP to complete the design phase for the Central Marin Regional Pathways Gap Closure Project. The project is shovel ready. With the recommended construction funds, this project can be delivered to improve bicycle and pedestrian travels in a highly congested area that serves several schools.

TAM is also pleased with the two San Rafael projects recommended for Regional ATP funding that serve the disadvantaged Canal Neighborhood. The Canal Neighborhood is physically isolated from other parts of San Rafael by the Canal waterway and the Highway 101/Interstate 580 freeways. It is a relatively small area that makes up 20 percent of San Rafael's population, making it the densest community in Marin County.

January 10, 2023

Many residents of the Canal Neighborhood are transit dependent. There are currently limited shopping, education, or health services available and travel options to other locations for services is constrained by limited bicycle and pedestrian connections.

The funding for the San Rafael Canal Crossing Project and the Canal Neighborhood Active Transportation Enhancements Project will greatly ameliorate some of the impediments that Canal Neighborhood residents have dealt with for decades. Residents have identified these improvements in the Canal Neighborhood Community Based Transportation Plan (CBTP). The completion of these projects will better connect the Canal Neighborhood to San Rafael and the rest of the County.

Thank you for considering supporting staff's recommendations for OBAG 3 and Cycle 6 Regional ATP funding when the item is heard at the Programming and Allocations Committee on January 11, 2023 and the Commission on January 25, 2023.

Sincerely,



Anne Richman  
Executive Director

cc: Stephanie Moulton-Peters, TAM Chairperson  
Theresa Romell, MTC  
Karl Anderson, MTC  
Kimberly Ward, MTC

**From:** Michelle Baumer [REDACTED]

**Sent:** Tuesday, January 17, 2023 9:31 AM

**To:** Theresa Romell <TRomell@bayareametro.gov>; Kimberly Ward <KWard@bayareametro.gov>; Margaret.abe-koga@mountainview.gov; David Canepa <dcanepa@smcgov.org>; carold@unioncity.org; njosefowitz@spur.org; Damon Connolly <dconnolly@marincounty.org>; Amy Worth <aworth@cityoforinda.org>; Gina Papan <GPapan@ci.millbrae.ca.us>; vfleming@srcity.org; eddie.ahn.mtc@gmail.com; Cindy Chavez <cindy.chavez@bos.sccgov.org>; Dorene Giacomini <DoreneGiacomini@bayareametro.gov>; Thomas Arndt <tarndt@bayareametro.gov>; Alfredo Pedroza <Alfredo.Pedroza@countyofnapa.org>; Hillary Ronen <hillary.ronen@sfgov.org>; mayoremail@sanjoseca.gov; Federal Glover <dist5@bos.cccounty.us>; David Rabbitt <david.rabbitt@sonoma-county.org>; JPSpering@solanocounty.com; Therese W. McMillan <tmcmillan@bayareametro.gov>

**Subject:** Re: Continued OBJECTION TO OBAG-3 GRANT: SCHOOL STREET CLASS 1 MULTI-USE FACILITY PROJECT FOR TOPPER LANE

**\*External Email\***

Dear Ms. Romell, Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBJECTION TO OBAG-3 GRANT: SCHOOL STREET CLASS 1 MULTI-USE FACILITY PROJECT FOR TOPPER LANE

We are writing again to strenuously object to MTC's staff recommendation to fund the City of Lafayette OBAG-3 grant application for the School Street Project. We recently received MTC Staff's response to our previous objections on the inclusion of Topper Lane in this project. MTC's response fundamentally failed to address our main concerns as summarized below:

1. **This Grant application did not contain the necessary information required to accurately evaluate Topper Lane**, as the Grant application relied solely on the benefits of School Street to represent this project. The grant application described numerous benefits to represent this project for both School Street and Topper Lane, but in reality, only applied to School Street (e.g., School Street is used by ~700 pedestrians/bikers as a key route to school while Topper Lane is used by only 6-8 students; School Street is within a high risk area for collisions while Topper Lane is not; School Street serves as a key connector from the downtown PDA area to the Lafayette Moraga Trail and other primary destinations while Topper Lane does not). Given the major differences between the School Street and Topper Lane components, it is improper to award funding for Topper Lane when none of the benefits promoted in the grant application actually apply to Topper Lane. By not properly disclosing the specific details of Topper Lane, this grant application was not (and could not have been) scored accurately by MTC or CCTA during their evaluation processes. In addition, we have learned that the City of Lafayette recently secured \$3.1M in additional federal funds for the School Street component, **and intends to use the OBAG \$3.45M funding for Topper Lane**. It is extremely inappropriate that these OBAG-3 funds will now be allocated to Topper Lane, when Topper Lane attributes were not specifically assessed or scored during the application evaluation processes.

2. **The Topper Lane project is requesting significant funding for a pathway that will benefit only 6-8 students**, yet falsely claimed in its application that *“...pedestrian and bicycle use is heavy during the school commute periods.”* Despite our effort to correct the false information describing Topper Lane’s “heavy” utilization (which was one of the few details that was specific to Topper Lane in this application), MTC and City Staff responded to this concern claiming *“existing use on a street with no facilities may not reflect future demand”*. We want to point out the irrelevance of this speculative response, as MTC and City Staff offer no additional data or evidence as to the source of this “future demand.” Conversely, we assert that Topper Lane is not used by pedestrians/bikers as it dead-ends onto St. Mary’s Road, where there is no path to surrounding areas that would facilitate future additional usage. Topper Lane is not even included in the City of Lafayette Master Bike Plan, Master Walkway Plan, nor the Countywide Bike and Pedestrian Plan - further substantiating our assertion that **there is no evidence this pathway would serve as a key corridor for pedestrians or bikers**. We find it difficult to fathom how any effective evaluation process would approve funding millions of dollars for the benefit of only 6-8 students, when there are so many other efforts that did not get prioritized for funding, but are in greater need and demand by the broader public based on existing and real utilization.

While MTC and City Staff did not address our key concerns above, they provided us with a variety of other points to justify the work on Topper Lane, primarily relying on claims that this effort is a City priority based on public input and safety benefits in accordance with Regional Safety / Vision Zero Policy. We find these responses to be based on vague generalizations and partial information that do not convey complete and accurate context of the situation (e.g., public input based on biased and anecdotal data, perceived public “support” from community groups that were generated from templated form letters; claims this is an agreed upon City priority as evidenced by a previously submitted grant application when City Council and the public are not even aware of Topper Lane’s inclusion in grant application scope; and potential safety benefits when there is no historical collision tracked in the UCB SafeTREC TIMS tool). **We assert that none of the MTC and City Staff examples offer any clear and valid explanation as to why Topper Lane should be prioritized for funding over other projects.**

In contrast to the ad hoc and flawed evidence cited in MTC’s response, we point to a comprehensive Local Road Safety Plan (LRSP) process currently underway in the City of Lafayette, which is based on quantitative safety data analysis, priority location analysis and field visits, and broad public engagement. Based on these multiple inputs, a recently published LRSP report identified ten (10) priority locations in the City of Lafayette - none of which include Topper Lane (but does include School Street). **We disagree with City Staff’s assertion that Topper Lane is a key City priority and meets Regional Safety/Vision Zero Policy goals, when its own LRSP indicates otherwise and directly counter City Staff claims.**

Furthermore, concerned citizens have attempted to engage the City of Lafayette regarding these numerous concerns. While City Staff apologized that the timing of the OBAG grant did not permit them sufficient time to properly engage the community, and City officials apologized for their lack of public engagement, they ultimately did not want to risk funding for the entire project by requesting a scope modification as they felt School

Street was too important. **While we do not object to funding for School Street, we strenuously object to a process that grants funding for Topper Lane by relying solely on the merits of School Street (and *especially now that School Street has secured its own federal funding*).**

We raise these concerns to MTC as we feel it is important that **MTC and your sponsors are held accountable for promoting a fair evaluation process based on full and accurate information.** If MTC does not address our concerns outlined above, we request that MTC provide transparency in its evaluation process by releasing detailed notes related to the scoring of this application and Topper Lane to the public.

Respectfully,

Michelle Baumer on behalf of SESS, Safe and Equitable Street Solutions



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 23-0093      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 12/9/2022      **In control:** Executive Committee  
**On agenda:** 1/13/2023      **Final action:**  
**Title:** Recommended Regional Network Management (RNM) Short/Near-Term Framework and Proposed Implementation Plan and Evaluation Framework

The Commission will be provided an update on the Network Management Business Case and an initial RNM framework recommendation, as discussed with the Executive Committee earlier in the month. Staff plans to seek Commission approval of the RNM framework in February, followed by approval of the Implementation Plan in a subsequent month.

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [14a 23-0093 Regional Network Management Business Case Evaluation.pdf](#)  
[14a 23-0093 Regional NMBC Evaluation Presentation Updated.pdf](#)  
[14a 23-0093 Public Comment.pdf](#)  
[3a 23-0093 Regional Network Management Business Case Evaluation.pdf](#)  
[3a 23-0093 Regional NMBC Evaluation Presentation Updated.pdf](#)  
[3a Public Comment BART.pdf](#)  
[3a Public Comment NMBC Advisory Chair and Vice Chair.pdf](#)  
[3a Public Comment Policy Advisory Council Kinman.pdf](#)  
[3a Public Comment TransForm CA-Council-of-the-Blind Seamless-BayArea Center-for-](#)  
[3a Public Comment Seamless Bay Area.pdf](#)

Date	Ver.	Action By	Action	Result
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### Subject:

Recommended Regional Network Management (RNM) Short/Near-Term Framework and Proposed Implementation Plan and Evaluation Framework

The Commission will be provided an update on the Network Management Business Case and an initial RNM framework recommendation, as discussed with the Executive Committee earlier in the month. Staff plans to seek Commission approval of the RNM framework in February, followed by approval of the Implementation Plan in a subsequent month.

### Presenter:

Guy Wilkinson, KPMG, and Alix Bockelman

### Recommended Action:

## Information

**Metropolitan Transportation Commission  
Executive Committee****January 13, 2023****Agenda Item 3a - 23-0093****Regional Network Management (RNM) Business Case Evaluation Update and Draft  
Recommendations**

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**Subject:**

The consultant team and staff will provide an update on the Network Management Business Case and present an initial RNM framework recommendation and key considerations for Committee consideration and input. Based on this input and full Commission input later in the month, staff plans to seek Commission approval of the RNM framework in February, followed soon by approval of the Implementation Plan.

**Background:**

This project, Regional Network Management Business Case Evaluation was scoped to identify a preferred framework for Regional Network Management (RNM) in a format that sets in place an adaptable structure to achieve near term and longer-range regional transit goals and recommend next steps to achieve implementation.

The consultant team led by VIA – A Perkins Eastman Studio (VIA) conducted a current and future state assessment of RNM functions, and built a recommended RNM framework that best supports transit operations and meets the needs of the Bay Area public. The consultant team recommended a Short/Near-Term RNM Framework and a Proposed 180 Day Implementation Plan and Evaluation Framework. The proposed RNM framework provides a thoughtful approach to advancing the integration of our region's transit system in a manner that will benefit customers in the near term while also providing the flexibility to adapt and evolve over time.

The consultant team will be at your January 13<sup>th</sup> Executive Committee meeting to provide an update on the Network Management Business Case and present an initial RNM framework recommendation for Committee consideration and input. Staff will also highlight key issues related to implementation – notably the timeline, funding and resources, and committee considerations. Based on the Executive Committee input and full Commission input later in the month, staff plans to seek Commission approval of the RNM framework in February, followed soon by approval of the Implementation Plan.



**Issues:**

None identified.

**Recommendation:**

Information

**Attachments:**

- Attachment A: Network Management Update Presentation



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Therese W. McMillan

An aerial view of a modern urban transit hub. A light rail train is stopped at a station platform on the right. A white bus is in the middle of the street. Pedestrians are walking on the sidewalks, and a person is riding a bicycle. The scene is set in a city with modern buildings and trees.

# Regional Network Management (RNM)

RECOMMENDED REGIONAL NETWORK MANAGEMENT (RNM) SHORT/NEAR-TERM FRAMEWORK  
AND PROPOSED 180-DAY IMPLEMENTATION PLAN AND EVALUATION FRAMEWORK

**MTC Executive Committee**

**January 13, 2023 - 9 a.m.**

# Background

## BLUE RIBBON



## TRANSIT RECOVERY TASK FORCE

In May 2020, MTC created a 32-member **Blue Ribbon Transit Recovery Task Force** (“Task Force”) to support MTC in the development of a regional response to address the adverse impacts of the COVID-19 pandemic on transit systems in the Bay Area



In July 2021, the Task Force approved 27 specific near-term actions to re-shape the region’s transit system into a more connected, more efficient, and more user-focused mobility network across the entire Bay Area which formed the **Bay Area Transit Transformation Action Plan**

## Network Management Evaluation

The Task Force requested that an independent assessment of network management alternatives be completed prior to the sunset of the Task Force to serve as the foundation for a more in-depth business case evaluation of these alternatives.

As a part of this plan, the Task Force requested that a study be completed to select a preferred alternative structure(s) for **Regional Network Management (RNM)** and recommend next steps to achieve implementation

## Network Management Business Case Evaluation Project

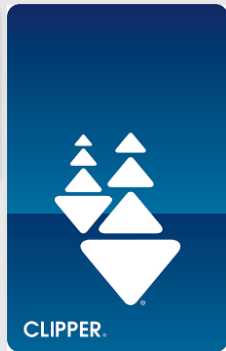
Accordingly, MTC established a **Network Management Business Case Evaluation project** to assess and recommend a preferred regional network management framework to achieve near-term and longer-range transit mobility goals



# Transit Transformation Action Plan –Desired Outcomes

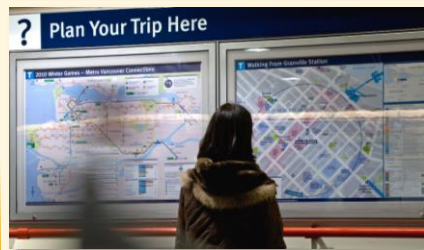
## I. Fares and Payment

Simpler, consistent, and equitable fare and payment options.



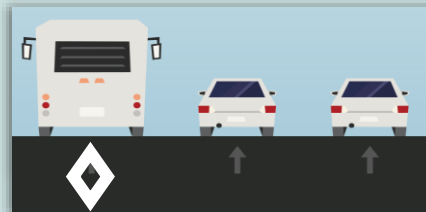
## II. Customer Information

Make transit easier to navigate and more convenient.



## III. Transit Network

Transit services managed as a unified, efficient, and reliable network.



## IV. Accessibility

Transit services for older adults, people with disabilities, and those with lower incomes are coordinated efficiently.



## V. Funding

Use existing resources more efficiently and secure new, dedicated revenue to meet funding needs.



# Network Management Business Case Advisory Group

## Purpose

- Established in September 2021 to guide and review the Business Case analysis and recommendations
- Business Case Evaluation: Assess and recommend a preferred regional network management framework to achieve near-term and longer-range transit mobility goals

## Convenings

- 14 Advisory Group Members
- January – December 2022
- Met 8 times

## Composition

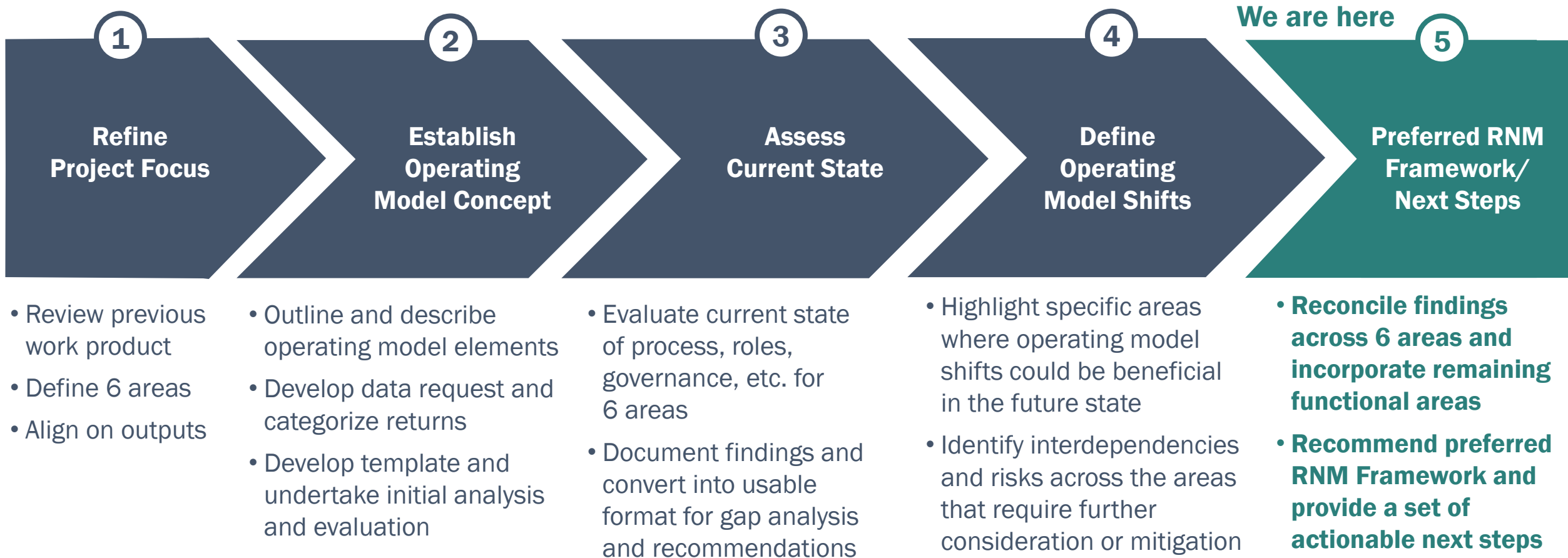
### **7 Transit Agency Representatives**

- Denis Mulligan (Chair), GGBHTD
- Michelle Bouchard, Caltrain
- Bill Churchill, County Connection
- Carolyn Gonot, VTA
- Michael Hursh, AC Transit
- Bob Powers, BART
- Jeff Tumlin, SFMTA

### **7 Stakeholder Representatives**

- Alicia John-Baptiste (Vice-Chair), SPUR
- Christine Fitzgerald, SVILC
- Adina Levin, MTC Policy Advisory Council
- James Lindsay, ATU
- Therese McMillan, MTC
- Suzanne Smith, SCTA
- Jim Wunderman, Bay Area Council

# Business Case Evaluation Approach



# Proposed Regional Network Management (RNM) Statements

## **Proposed Mission Statement** ("Core Purpose")

To drive transformative improvements in the customer experience for regional Bay Area transit

## **Proposed Vision Statement** ("Why")

To advance regional goals in equity, livability, climate, and resiliency through a unified regional transit system that serves all Bay Area populations

# The Business Case Explored What Benefits Could Come from a Regional Approach

Across an array of transit operator roles and activities, the business case asked, will regionalizing these activities improve customer experience and/or unlock efficiencies and be feasible?

## 1 Improve the customer experience

Such as:

- Reduce travel times
- Improve equity
- Simplify the user interface
- Enhance accessibility
- Increase affordability

and  
/ or

## 2 Unlock efficiencies

Such as:

- Enable sharing of costs
- Generate economies of scale
- Reduce time spent on coordination activities
- Reduce duplicative efforts / activities
- Enable / attract funding

and

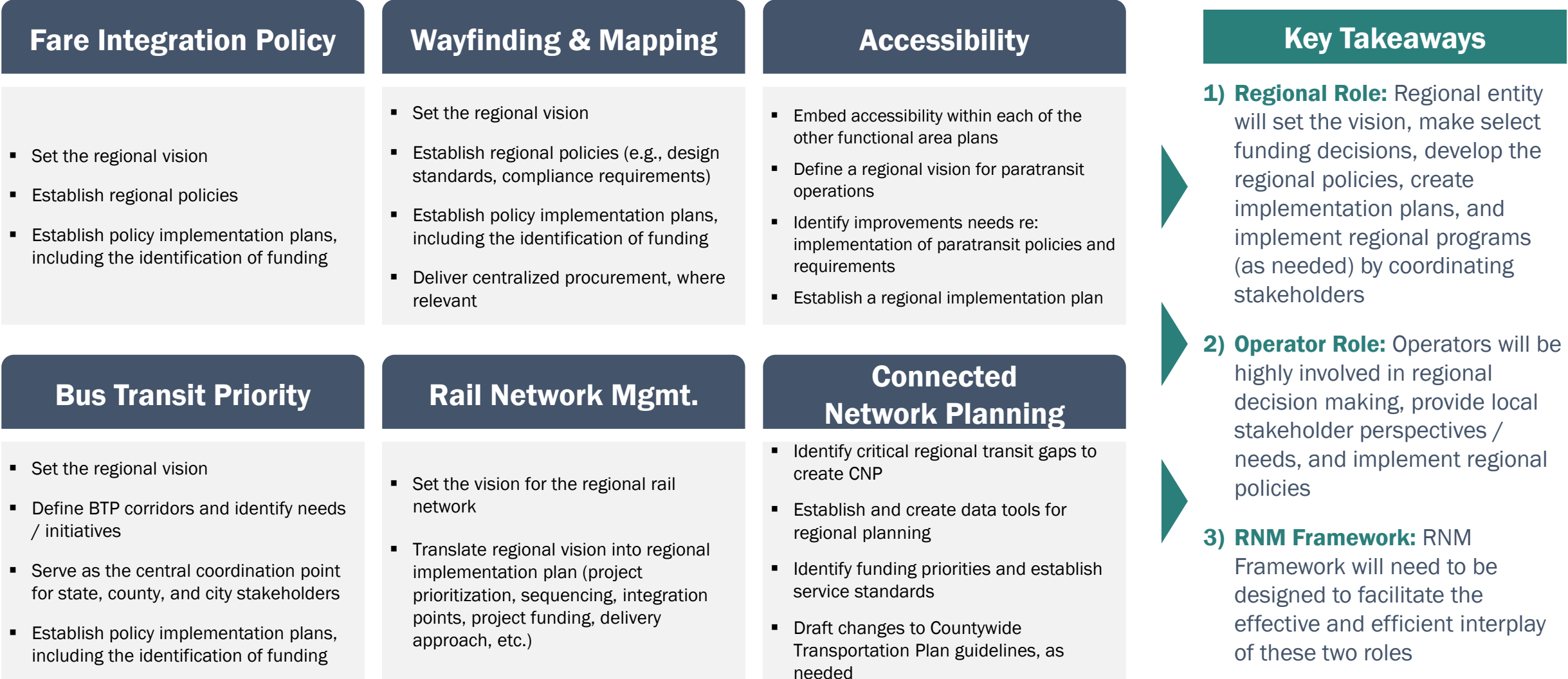
## 3 Be feasible

Such as:

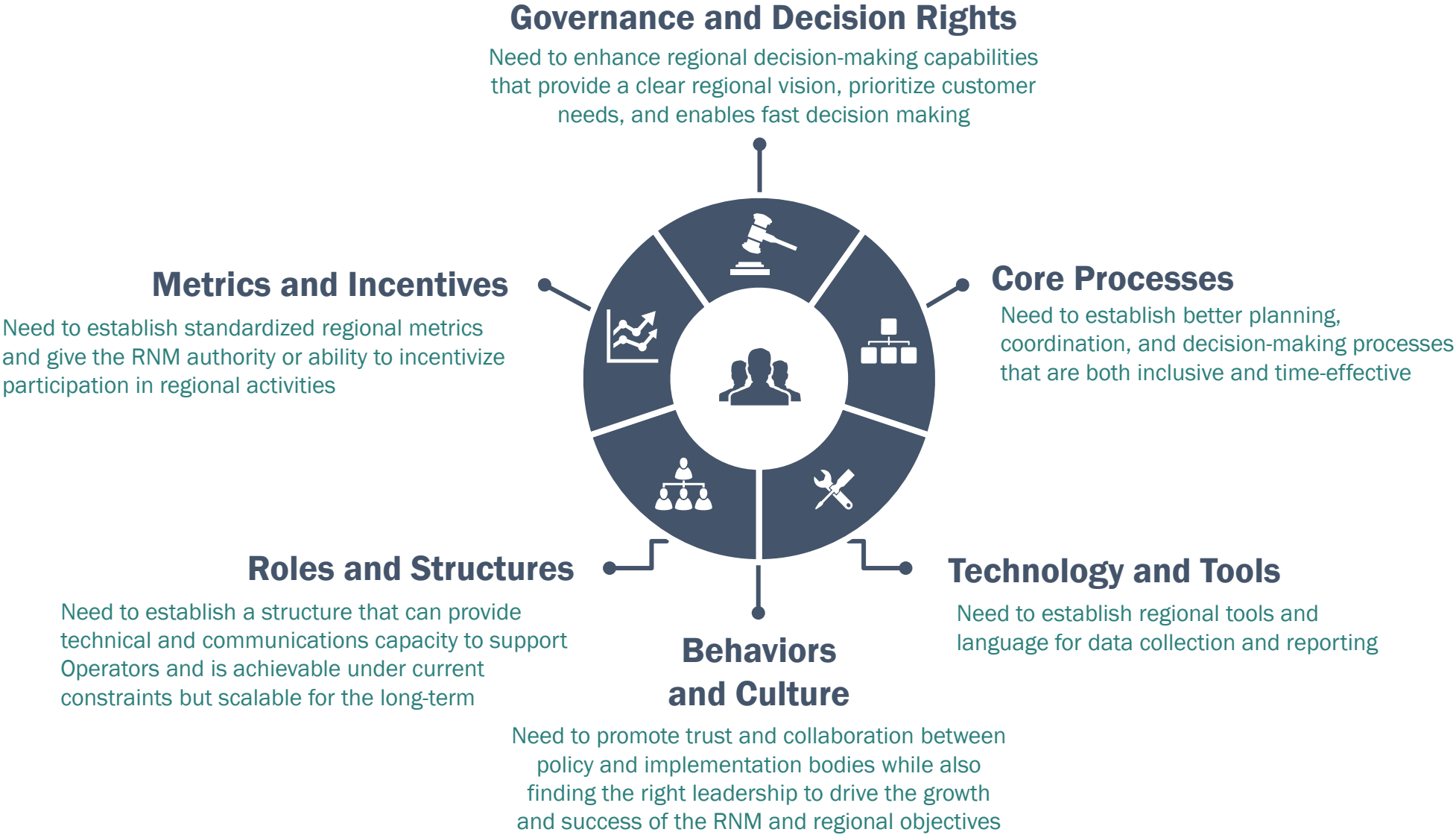
- Is not cost prohibitive
- Within achievable legal / regulatory limitations
- Agency has path to authority, where required
- Is operationally possible



# Preliminary Regional Transit Focus Areas (or Functional Areas)



# The current-state assessment revealed cross-cutting challenges for which the RNM Operating Model will be focused to address – examples are provided for illustration:



# To address these challenges, the RNM will need three key elements

## Regional Visioning Element

**MTC RNM Committee:** Leverage existing regional purview and planning capabilities to help set the regional vision for transit in the Bay Area and drive the direction of the RNM

**“Voice of the Customer” Advisory Committee:** Group of stakeholders who represent the customer and can help inform decision-making with the customer in mind

## Steering Element

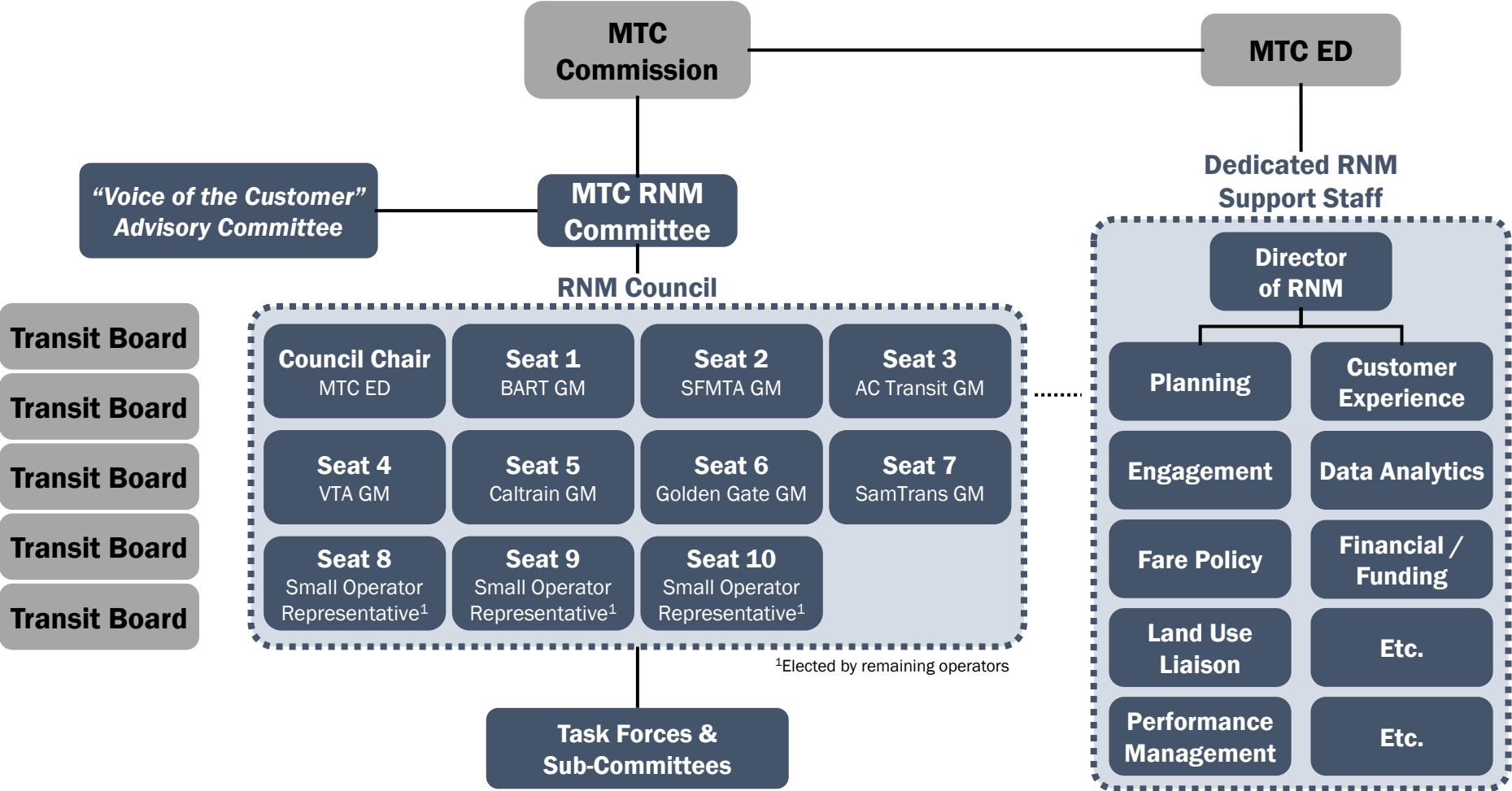
**RNM Council:** Council comprised GM-level Operator and MTC representatives who understand transit operations and can represent the interests of their stakeholders, make critical decisions on regional policies, and provide leadership

## Administrative / Operational Element

**Dedicated RNM Support Staff:** Group of dedicated staff (potential opportunity for seconded staff as well) with a broad range of capabilities and expertise to support the operations and analysis of the RNM

**Task Forces & Sub-Committees:** Temporary (Task Forces) or longer-term (Sub-Committees) groups comprised a broad range of representatives, including Operators, stakeholders, and subject matter experts, that will help complete analysis and develop policy recommendations / options for topics

# Recommended Short / Near-Term RNM



## ✓ Customer Focused:

- Enables highly inclusive decision making to bring a broad range of perspectives
- Multiple engagement points for the “Voice of the Customer” to prioritize customers in decision making

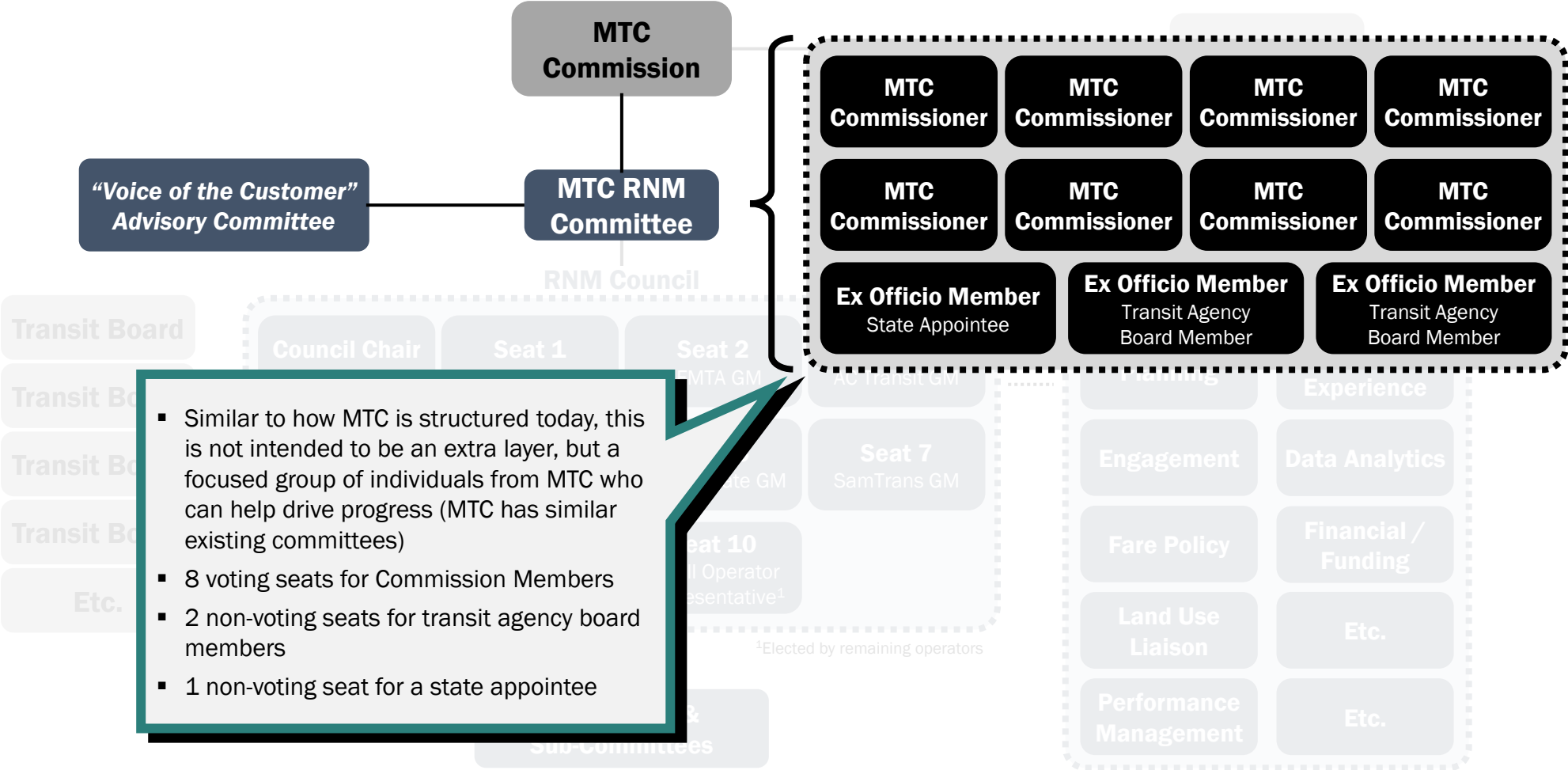
## ✓ Structured for Scale:

- Team of Dedicated Support Staff can grow over time to provide needed capacity to Operators
- Joint teams, with potential opportunities for seconded staff, enable high quality proposals to reach the Council, driving effective use of GM time
- Task Forces and Sub-Committees can be added or subtracted as regional priorities shift

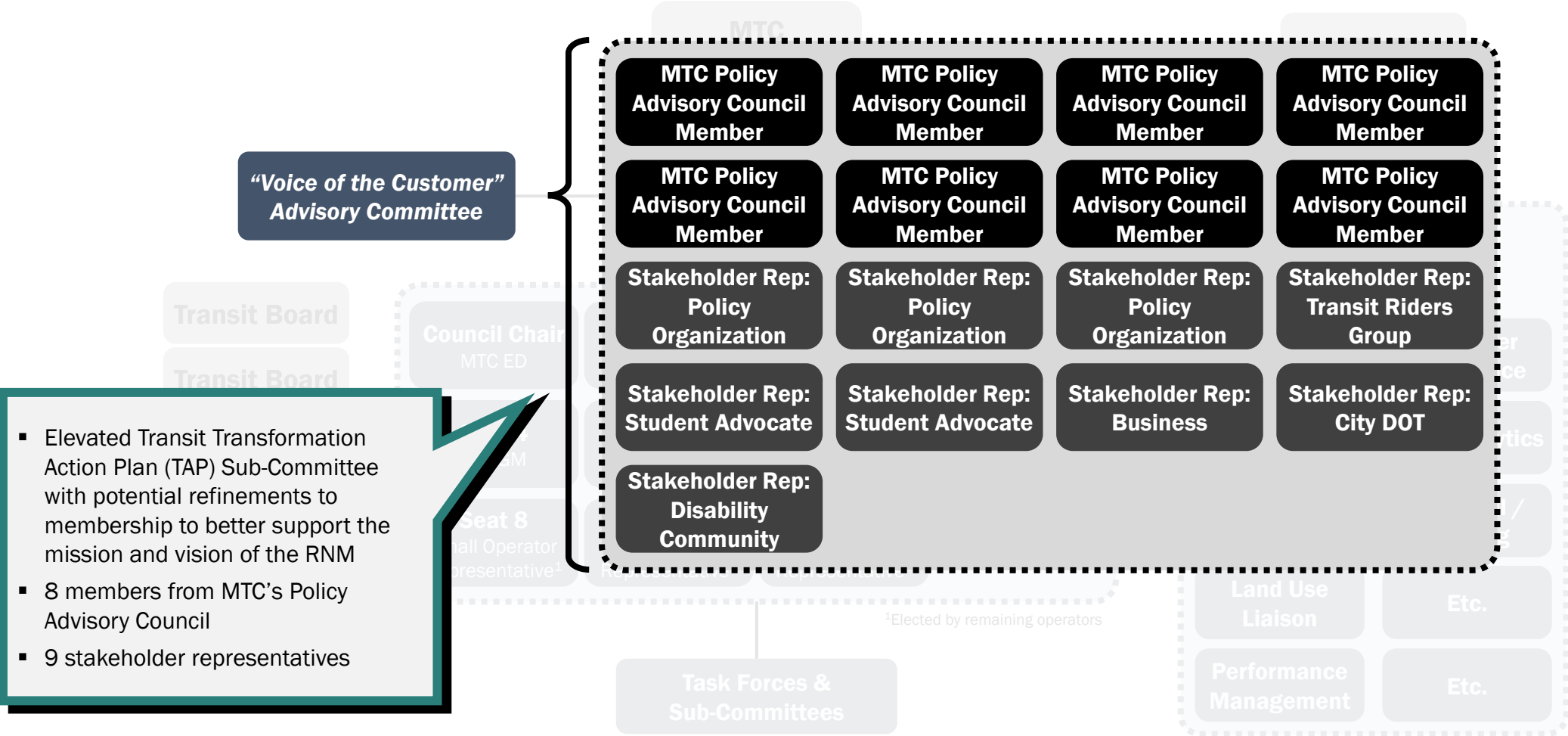
## ✓ Balances Short-Term Momentum with Long-Term Transformation:

- Allows RNM to be stood up quickly to begin working on priority items, but also allows continuous evolution
- Seeks to drive cost and time effectiveness
- Feasible within current legislative constraints

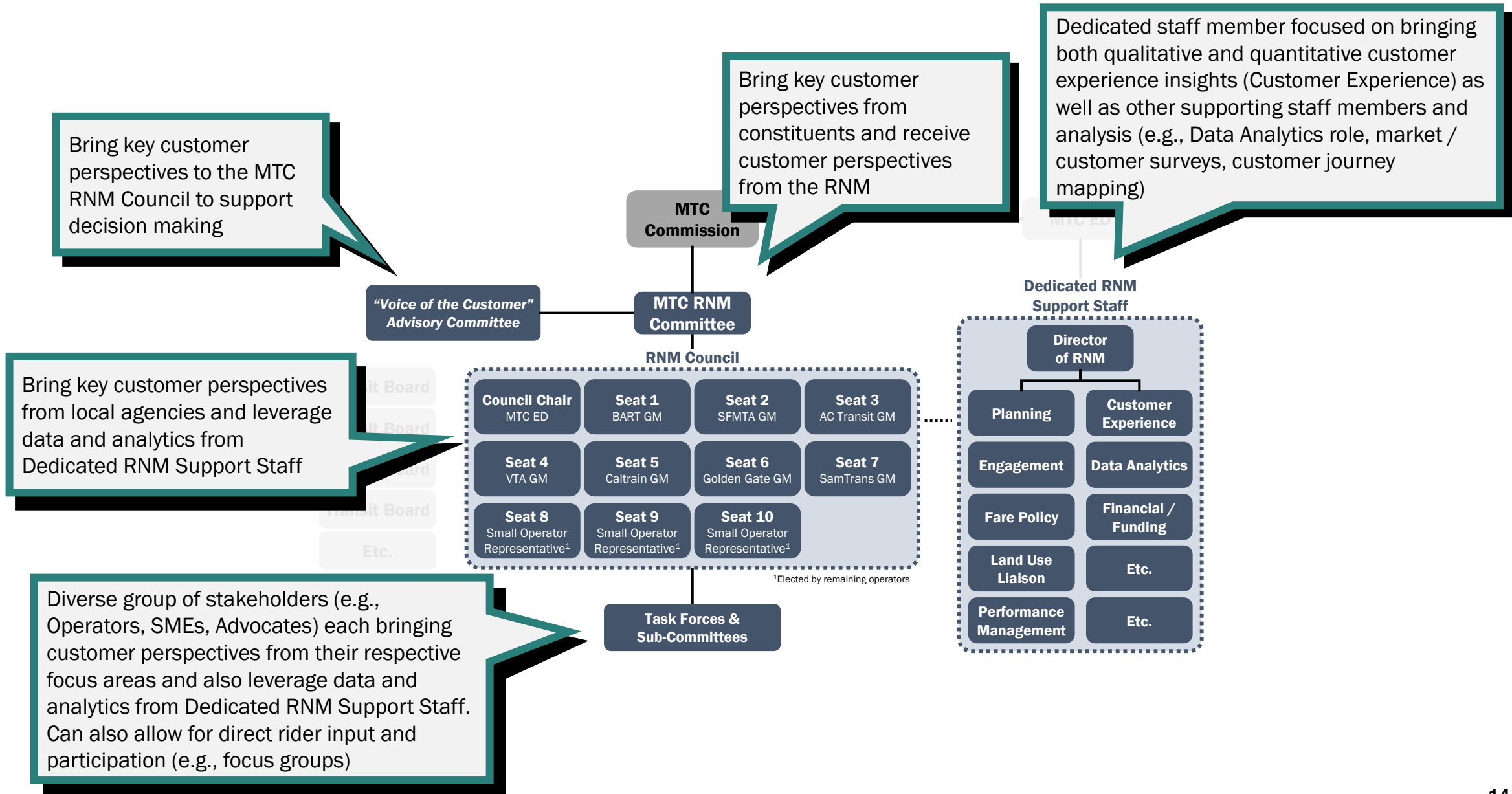
# MTC RNM Committee



# Voice of the Customer Advisory Committee

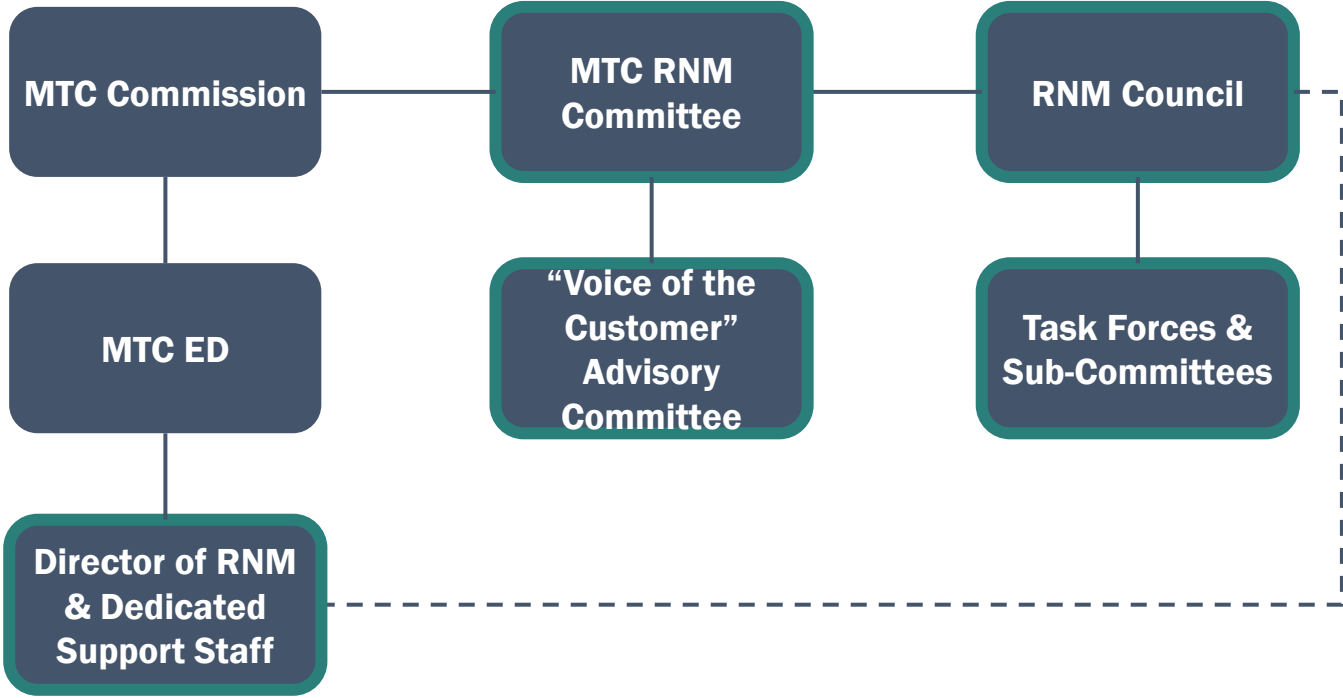


# Engagement Points for the Voice of the Customer



# Where the RNM Sits (Short / Near-Term)

**Note:** Director of RNM and Dedicated RNM Support Staff will be MTC employees and therefore have a solid reporting line to MTC (meaning that hiring, performance reviews, etc. will be completed by MTC); however, these roles will have a dotted reporting line to the RNM Council (meaning that the RNM Council will provide more strategic direction for where these roles should prioritize their time)





# KPIs & Priority Initiatives (Illustrative)

KPIs			
Benefits KPIs			Program KPIs
KPIs to track the achieved benefits of regional transit and inform regional transit policy decisions			KPIs to monitor the performance of the RNM and inform RNM evolution
<div>Customer Benefits</div> <div>—</div> <div>Examples include:</div> <ul style="list-style-type: none"><li>▪ Connection times</li><li>▪ Regional commute time</li><li>▪ % of accessible transit stations</li><li>▪ Etc.</li></ul>	<div>Network Management Benefits</div> <div>—</div> <div>Examples include:</div> <ul style="list-style-type: none"><li>▪ Regional ridership</li><li>▪ Total regional operating costs</li><li>▪ Regional fare revenue</li><li>▪ Etc.</li></ul>	<div>Other Public Benefits</div> <div>—</div> <div>Examples include:</div> <ul style="list-style-type: none"><li>▪ Commute mode choice</li><li>▪ GHG Emissions</li><li>▪ % of income spent on transit</li><li>▪ Etc.</li></ul>	<div>RNM Program Performance</div> <div>—</div> <div>Examples include:</div> <ul style="list-style-type: none"><li>▪ % and timeliness of priority initiatives complete</li><li>▪ % of RNM vacancies</li><li>▪ Regional policies implemented</li><li>▪ Etc.</li></ul>

Priority Initiatives
Initiatives identified as priority items for the RNM to address (e.g., BRTF outcomes)
<div>Examples include:</div> <ul style="list-style-type: none"><li>▪ <b>Fares and Payment:</b> Simpler, consistent, and equitable fare and payment options attract more riders (BRTF)</li><li>▪ <b>Wayfinding &amp; Mapping:</b> Integrated mapping, signage, and real-time schedule information to make transit easier to navigate and more convenient for both new and existing riders (BRTF)</li><li>▪ <b>Connected Network Planning:</b> Bay Area transit services are equitable planned and integrally managed as a unified, efficient, and reliable network (BRTF)</li><li>▪ Etc.</li></ul>

# How the Operating Model will Drive Long-Term Evolution of the RNM

**Performance:** To support continuous improvement, KPIs will be established at creation to track RNM performance.

**Overall Progress:** Every 2 years, the KPIs should be revisited and refined through a formal review.

## Short / Near-Term RNM Framework



## Establish Leadership & Scale Roles



Establish foundational leadership roles while scaling support elements to meet changing priorities

## Establish & Expand Regional Tools



Develop tools and technology to drive standardization and improve efficiency

## Refine Processes & Enhance Incentives



Update processes to meet changing needs / goals and enhance incentives to support process implementation

## Sharpen Authorities



Enhance agency authorities to align decision-making capabilities with regional goals

## Long-Term RNM Framework



2026

2023

0-3 Years

3-10 Years

Note: Illustrative

# 180-Day Plan for Standing up the RNM (*PRELIMINARY*)

**Note:** 180-Day plan to be finalized following further approvals by MTC leadership

<b>Pre-Launch</b> (Dec 13 – Feb 28)	<b>Days 0-60</b> (Mar 1 – Apr 30)	<b>Days 61-120</b> (May 1 – Jun 30)	<b>Days 121-180</b> (Jul 1 – Aug 30)
<ul style="list-style-type: none"> <li><input type="checkbox"/> <b>Develop initial budget, determine funding requirements, and identify funding sources</b></li> <li><input type="checkbox"/> <b>Write RNM Director job description / requisition</b></li> <li><input type="checkbox"/> <b>Finalize RNM Charter</b></li> <li><input type="checkbox"/> Develop draft MOU (or other agreement mechanism)</li> <li><input type="checkbox"/> Write job descriptions / requisitions for any immediate Dedicated Support Staff (likely 2-3 staff)</li> <li><input type="checkbox"/> Identify members for the “Voice of the Customer” Advisory Committee</li> <li><input type="checkbox"/> Determine mechanism to enable seconded staff</li> <li><input type="checkbox"/> <b>Obtain final approval from MTC Commission on RNM for launch</b></li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> <b>Align on RNM KPIs</b></li> <li><input type="checkbox"/> <b>Align on Priority Initiatives</b></li> <li><input type="checkbox"/> <b>Begin hiring process for RNM Director</b></li> <li><input type="checkbox"/> Begin seeking MOU approval from Transit Boards</li> <li><input type="checkbox"/> Begin hiring process for any immediate Dedicated Support Staff</li> <li><input type="checkbox"/> Identify MTC RNM Committee Members (after new chair of MTC is appointed)</li> <li><input type="checkbox"/> <b>Hold first MTC RNM Committee meeting</b></li> <li><input type="checkbox"/> <b>Hold first Voice of the Customer Advisory Committee meeting</b></li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> <b>Hold first RNM Council meeting</b></li> <li><input type="checkbox"/> Hold second Voice of the Customer Advisory Committee meeting</li> <li><input type="checkbox"/> Hold second MTC RNM Committee Meeting</li> <li><input type="checkbox"/> <b>Develop and approve annual RNM budget</b></li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> <b>Establish KPI reporting process and begin reporting on KPIs</b></li> <li><input type="checkbox"/> <b>Issue first Bi-Monthly (Every Other Month) Progress Report to MTC RNM Committee</b></li> <li><input type="checkbox"/> Hold second RNM Council meeting</li> <li><input type="checkbox"/> Hold third Voice of the Customer Advisory Committee meeting</li> <li><input type="checkbox"/> Hold third MTC RNM Committee Meeting</li> <li><input type="checkbox"/> Hold second RNM Council Meeting</li> </ul>

# Estimated Initial Budget to Stand Up the RNM

Role	Quantity	Fully Loaded Staff Costs <sup>1</sup>	Total
Director of RNM	1	\$600k	\$600k
Dedicated Staff Members	2-3	\$350k - \$500k	\$700k - \$1.5m

Note: these values are for incremental personnel and would be in addition to those currently working in similar capacities at MTC and Transit Agencies

**\$1.3m - \$2.1m**

<sup>1</sup>Source: Fully loaded rates (salaries, benefits, and overhead) from MTC

# Key Considerations

# Staff recommends advancing Near-Term RNM with refinement in three areas

## Implementation Timeline

**Be ambitious but acknowledge transitions:** Tie beginning of Implementation Plan (IP) with having new Commission leadership and Executive Director (ED) in place. Approve IP in late March (or late April) with launch reset to April 1 (or May 1). *Timing to be confirmed based on ED selection timeline.*

**Strategic alignments for budget and organizational changes:** Revise 180-Day Plan for establishing Near-Term RNM to align with budget process and other agency organizational changes.

## Funding & Resource Confirmation

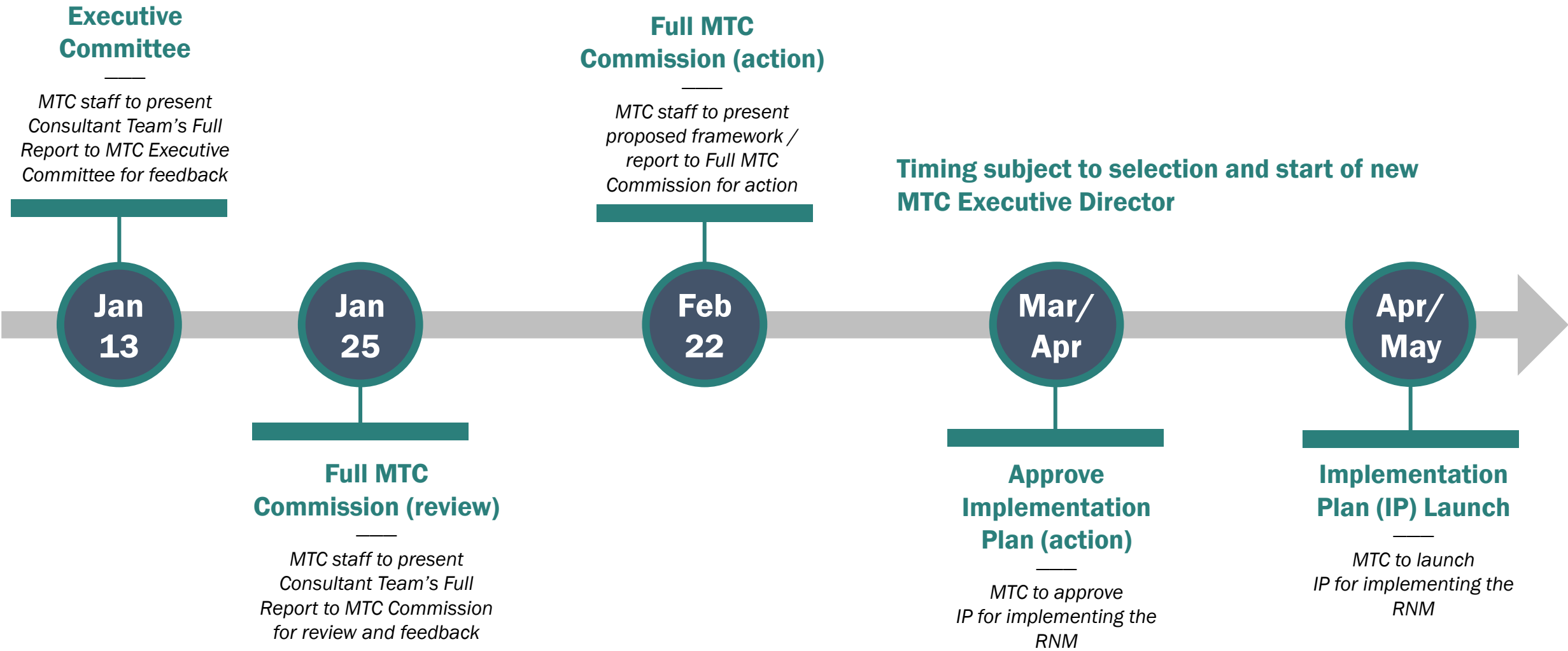
**Confirm funding source and amount to stand up Near-Term RNM until new, ongoing revenue available:** Consider a small off-the-top contribution from State Transit Assistance Revenue and Population-Based (~1% or \$3 million) to share contributions equitably toward RNM. More information and analysis to be provided in coming month.

## Strategic Committee Considerations

**Confirm overall approach on committees:** Does the Visioning, Steering and Voice of the Customer committee approach resonate with the Commission for Near-Term RNM success

**RNM Committee:** Consider unique recommendation to add ex-officio transit board representatives on MTC Committee; consider whether to create a new Committee or repurpose existing Committee (e.g. Operations) to RNM with non-relevant items being re-assigned to another standing committee

# Next Steps – For Input by Executive Committee





SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT  
2150 Webster Street, P.O. Box 12688  
Oakland, CA 94604-2688  
(510) 464-6000

2022

December 9, 2022

Rebecca Saltzman  
PRESIDENT

Janice Li  
VICE PRESIDENT

Robert Powers  
GENERAL MANAGER

Alfredo Pedroza  
Chair, Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale Street, Ste. 800  
San Francisco, CA 94105-2066

DIRECTORS

Debora Allen  
1ST DISTRICT

Mark Foley  
2ND DISTRICT

Rebecca Saltzman  
3RD DISTRICT

Robert Raburn, Ph.D.  
4TH DISTRICT

John McPartland  
5TH DISTRICT

Elizabeth Ames  
6TH DISTRICT

Lateefah Simon  
7TH DISTRICT

Janice Li  
8TH DISTRICT

Bevan Duffy  
9TH DISTRICT

Chairman Pedroza,

Thank you and the Metropolitan Transportation Commission (MTC) for your leadership on regional transit coordination. As BART celebrates our 50th anniversary of regional public transportation service, MTC and BART have had many opportunities to work together to provide sustainable mobility choices for Bay Area residents.

On November 17, 2022, the BART Board had an opportunity to review and discuss the preliminary proposal put forward at the November 14, 2022 Advisory Group meeting as part of the Regional Network Management Business Case effort. Improving the customer experience is of utmost importance to BART.

As President and Vice President of the BART Board of Directors, we wanted to offer the following comments on the preliminary proposal.

1. **Focus on Funding:** Due to the impacts of the COVID-19 pandemic and the rise of remote work, it is imperative for MTC and transit operators to continue to work together to identify near-term and long-term funding to sustain critical transit services for the region. We appreciate MTC partnership on this so that operators can continue to provide adequate service for riders.
2. **On the Right Path:** The preliminary proposal for the Near-Term Regional Network Management Structure is moving in a good direction, with some minor modifications (identified below). We agree that there is an urgent need for action to improve the customer experience, after two and a half years of planning efforts. We need to show continuous customer improvements in order to build back the trust of the public. A Near-Term period of approximately two-years seems reasonable, but there will need to be performance measures to assess how the Near-Term Framework is performing, with some ability to iterate on the metrics.
3. **Long-Term Evolution:** We appreciate MTC acknowledging the need to establish a Near-Term Framework to show progress now, and the need for a transition to a Long-Term Framework. While we don't know what the end state will look like, it will be important to identify a clear and robust transition process, with a definite timeline. More definition is needed on how to get from Step A to Step B, and beyond.



December 9, 2022

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4. **Policy Direction Needed:** For both the Near-Term and Long-Term Frameworks, one thing lacking is a clear definition of role for transportation policy makers. The Near-Term Structure would be greatly enhanced with a separate and distinct role for a policy maker committee representing the MTC Commission, and directly elected transit agency board members that do not currently have representation on the Commission. This policy committee would be held accountable by the public.
5. **Transit Board Representation:** For the Long-Term Framework, we continue to advocate for having a seat at the regional table. As directly elected public officials, both the AC Transit and BART Board have accountability to our transit riders. If MTC and the State are seeking transformational changes in the regional transit network to improve the customer experience, it is very important for both AC Transit and BART to have a Board representation on the Commission.

We look forward to reviewing the draft recommendations as they emerge in the next several weeks. Please do not hesitate to contact us if you have any questions.

Sincerely,



Rebecca Saltzman  
Board President



Janice Li  
Board Vice President

cc: Therese McMillan, MTC Executive Director  
Alix Bockelman, MTC Deputy Executive Director, Policy  
Bob Powers, BART General Manager  
Val Menotti, BART Chief Planning & Development Officer



December 14, 2022

Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105-2066

Dear Chair Pedroza and MTC Commissioners,

We write to you jointly as Chair and Vice Chair of the Network Management Business Case Advisory Group to express our support for the Regional Network Management (RNM) proposal presented by staff at our final, December 12, 2022, Advisory Group meeting. The proposed RNM framework provides a thoughtful approach to advancing the integration of our region's transit system in a manner that will benefit customers in the near term while also providing the flexibility to adapt and evolve over time and we are excited to see it move forward.

Every day, our buses, ferries and trains carry tens of thousands of customers around the region, bringing them to their destinations safely and conveniently. When customers use transit, everyone in the region benefits. A robust and well utilized transit system reduces congestion on our streets, supports compact development and intensified land uses, eliminates air pollutants and greenhouse gas emissions and ensures that all members of our community can rely on a foundation of equitable access and mobility. For these reasons, the Metropolitan Transportation Commission (MTC) and local jurisdictions around the Bay Area are counting on transit ridership and mode share to grow over the coming decades. Without a strong, well-utilized transit system we will not be able to achieve the sustainable, equitable future we envision for our region.

Yet our transit system faces real challenges. Prior to the COVID-19 Pandemic, Bay Area Transit was troubled by stagnant ridership, institutional fragmentation and escalating costs. Now, while the worst of the pandemic is behind us, shifts in mobility and travel patterns have resulted in significant loss of ridership and the collapse of revenue streams that have long been essential to the business models of our transit operators. If we are to stabilize and grow our transit system over the coming years we need to work together as a region to deliver the services our customers need. The development of a coordinated, Regional Network Management function is a key step in making this transformation happen.

The proposed Regional Network Management framework is a significant and practical step toward a more integrated, customer focused transit system. It provides a dedicated forum and staff resourcing to address regional transit and empowers a decision-making structure that

leverages the existing authorities of the MTC Commission and individual transit agencies to implement needed customer improvements quickly. Further, the proposal harnesses the expertise and formalizes coordination of the transit general managers and elevates the voice of the customer and its importance throughout the framework. The near-term RNM structure also provides flexibility to evolve and strengthen over time, allowing us to understand what works well and what changes may be needed as we navigate the years ahead. This proposal is the result of a collective regional effort that began with the Blue Ribbon Transit Recovery Taskforce in 2020 and has continued with the Network Management Business Case process. The work has shifted and changed a number of times based on input from stakeholders, transit operators and policymakers and the final result is a proposal that has been shaped and guided by all of these voices. We are grateful for the sustained efforts of the consultant team, MTC and transit agency staff, and all who dedicated their time and energy to this important work.

As we reach the conclusion of the year and of this Advisory Group, we look forward to advancing this important work for consideration by the MTC Commission and by individual transit agency boards. Working together we are confident that we can build a large and thriving regional transit system that is financially sustainable and delivers the value our customers and our public need and deserve.



Denis J. Mulligan

Chair, Network Management Business Case Advisory Group



Alicia John-Baptiste

Vice-Chair, Network Management Business Case Advisory Group

cc: Therese McMillan, Executive Director, MTC



**METROPOLITAN  
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## *Memorandum*

**To:**

Metropolitan Transportation Commission (MTC)

**From:**

MTC Policy Advisory Council Chair Randi Kinman

**CC:**

MTC Policy Advisory Council members

Policy Advisory Council Transit Transformation Action Plan Subcommittee members

**Date:**

November 14, 2022

**Work Item Number:**

1114

**Regarding:**

Network Management Business Case

**Summary:**

At its Wednesday, November 9, 2022 meeting, the Policy Advisory Council received a report from the Policy Advisory Council Transit Transformation Action Plan (TAP) Subcommittee Chair Adina Levin regarding the Network Management Business Case.

TAP Subcommittee Chair Levin relayed the suggestion from the Subcommittee that the Council vote on the statement below, which passed with 18 “ayes” and 1 “abstention.”

Council Statement to Metropolitan Transportation Commission:

**“The Network Management business case should prioritize movement toward a network management structure for Bay Area transit that establishes one governing body that is fully accountable to the public for the performance, connectivity, accessibility and user experience of Bay Area transit.”**

Regards,

Randi Kinman, Council Chair



January 12, 2023

Re: MTC Executive Committee Meeting, January 13, 2023  
Item 4a. Regional Network Management (RNM) Business Case Evaluation Update  
and Draft Recommendations

Joint MTC ABAG Legislation Committee, January 13, 2023  
Item 3b. Stakeholder Outreach for Potential Bay Area Transportation Measure

Chair Pedroza, Vice Chair Josefowitz; Chair Arreguin and Commissioners

The Draft Recommendations of the Region's Network Management Business Case Evaluation presented this week caps off over a year of work that was initiated as a result of the Blue Ribbon Task Force's acknowledgment that the Bay Area currently does not possess the *"Network management resources and authority... [to] ensure frequent, reliable service to key destinations across boundaries of multiple agencies, with efficient connections at multimodal hubs"*.

What has been presented is described as an interim, near-term regional network management framework. We support this framework as an interim next step that can immediately begin advancing many of the initiatives.

We are also very pleased to see that today's MTC/ABAG Legislation Committee is reviewing a proposal to start a year-long process to lay the groundwork for authorizing legislation for a regional transportation funding measure. This work is a critical element of the Transformation Action Plan, with a goal to provide funding to support frequent, reliable, accessible well-integrated service with coordinated, affordable fares, streamlined wayfinding. Regional integration has been identified as a key goal, and one of the most popular selling points of a regional funding measure.

The development of the transportation funding measure will consider not only what to spend the money on, but the policies for how to spend the funds. For those policies, it will be essential to ensure that new funding will deliver and maintain a system that is consistently well-integrated for riders.

This will require governance over the new funding to make stable policy decisions, and to ensure that transit agencies participate in and follow key regional programs and standards, while protecting agencies from any financial imbalances caused by coordination. This will require an update to the interim network management structure that is coming forward today.

In order for a regional funding measure to deliver on the promises of fare, service, and system integration - the network management structure will need to be updated to ensure that new money can deliver an integrated system.

The proposed timeline for 'evolving' the interim structure into a longer term structure is 3-10 years from now, to be based on reviews 'every 2 years' of performance.

This timeline is not soon enough to be incorporated into enabling legislation for a regional measure. We urge you to use the critical window of opportunity in the coming year - as part of the groundwork for a regional measure - to define governance for new funding that will lead to a well-coordinated, affordable, accessible system.

Doing so would set our region on a much stronger foundation for transforming transit over the coming years, and in partnership with our state legislators - who are eager to see structural transformation as a condition of new funding.

Thank you,

Ian Griffiths  
Policy Director, Seamless Bay Area

Adina Levin  
Advocacy Director, Seamless Bay Area



## **Center for Independent Living, Inc.**

January 11, 2023

MTC Executive Committee - Agenda 3A - Network Management

Dear Commissioners and staff

As people with disabilities and allies, the Bay Area Cross Disability and Allies Coalition (BAXDAC) would like to thank the Metropolitan Transportation Commission and agencies for working together on a Network Management Business Case study examining how to manage a more coordinated and accessible public transportation system that is accountable to riders.

In reviewing the proposal, we are happy to see that the refined Short/Near-Term RNM structure has incorporated feedback from Advisory Group members and the Policy Advisory Group TAP Subcommittee members:

- We support the concept of having a new "MTC RNM Committee" made up of both MTC commissioners and others with relevant roles - including transit agency board members not represented on MTC, and a state appointee. We feel that this proposal would be further strengthened if the non-MTC committee members had voting seats on the committee instead of having a non-voting status.
- We support having the "Voice of the Customer" Advisory Committee provide input directly to the MTC RNM Committee, rather than the RNM Council. We continue to believe that a representative of the Voice of the Customer Advisory Committee should have a seat directly on the MTC RNM Committee to ensure centering of customer perspectives.
- We support the proposal for dedicated staffing, particularly the potential for the seconding of transit agency and MTC staff within a unified structure. As part of the increase in staff capacity, we want to ensure that the staff responsibilities for accessibility should refer not only to needed changes to the Paratransit system, but also covering standards for accessibility for seniors and people with a broad spectrum of disabilities to the full public transportation system, with ADA

requirements considered the floor not the ceiling, and covering communications practices that include seniors and people with disabilities.

- Relatedly, we urge MTC to create an accessibility task force, composed of well-informed people with disabilities, who have researched accessibility best practices in the US and abroad, and who are aware of and have ideas about improving accessibility for public transit in the Bay Area. This task force would outline the fundamental principles and requirements of accessibility, and propose standards for development and promulgation in the Bay Area, to make accessibility and universal design a reality and the norm.
- A significant concern about this proposal is the lack of clarity about when and how the Long-Term RNM Structure will be developed. Staff and consultants have stated repeatedly in past meetings that the near-term structure is an interim solution. In addition, the MTC is taking the lead in laying the groundwork for a regional funding measure with a goal of funding that can create an integrated, accessible system. In order for new funding to create an integrated system, it would be valuable for accountability and authority to be aligned. Therefore, we urge the Commission to set a defined term for the preliminary RNM structure, and undertake a parallel process to identify and work toward the implementation of a long-term RNM Model, with work beginning in 2023.

Thank you for your consideration of these comments and your ongoing work to deliver an equitable and accessible transportation system for the Bay Area.

Daveed Mandell  
California Council of the Blind

Theresa Pedrosa  
Student Senate President, Chabot College

Zayda Ortiz  
Center for Independent Living

Ian Griffiths  
Seamless Bay Area

Sandra Lang

Amy Thomson  
Transportation Policy and Programs Manager





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	23-0160	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Commission Approval	
<b>File created:</b>	12/28/2022	<b>In control:</b>		Metropolitan Transportation Commission	
<b>On agenda:</b>	1/25/2023	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution No. 4560. Resolution of Appreciation for Executive Director, Therese McMillan on the occasion of her retirement from MTC.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>					

Date	Ver.	Action By	Action	Result
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### Subject:

MTC Resolution No. 4560. Resolution of Appreciation for Executive Director, Therese McMillan on the occasion of her retirement from MTC.

### Recommended Action:

Commission Approval