



Metropolitan Transportation Commission

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

Meeting Agenda

Programming and Allocations Committee

Committee Members:

David Rabbitt, Chair Gina Papan, Vice Chair

Margaret Abe-Koga, Cindy Chavez, Federal D. Glover, Nate

Miley, Hillary Ronen, Vacant

Non-Voting Member: Dina El-Tawansy

Wednesday, February 8, 2023

9:45 AM

REMOTE

In light of Governor Newsom's State of Emergency declaration regarding COVID-19 and in accordance with the recently signed Assembly Bill 361 allowing remote meetings, this meeting will be accessible via webcast, teleconference, and Zoom for all participants. A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

The meeting webcast will be available at

<https://mtc.ca.gov/whats-happening/meetings/live-webcasts>.

Members of the public are encouraged to participate remotely via Zoom at the following link or phone number:

Attendee Link: <https://bayareametro.zoom.us/j/89617853531>

Or iPhone one-tap: US: +13462487799,,89617853531# or +12532158782,,89617853531#

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: 896 1785 3531

International numbers available: <https://bayareametro.zoom.us/j/kdqw6T5eBt>

Detailed instructions on participating via Zoom are available at:

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

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

1. Call to Order / Roll Call / Confirm Quorum

Quorum: A quorum of this committee shall be a majority of its regular non-ex-officio voting members (4).

2. Consent Calendar

- 2a. [23-0162](#) Minutes of January 11, 2023 meeting
Action: Committee Approval
Attachments: [2a_23-0162_01-11-2023_Prog&Allocations_Draft_Minutes.pdf](#)
- 2b. [23-0042](#) MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-05.
Action: Commission Approval
Presenter: Adam Crenshaw
Attachments: [2b_23-0042_MTC_Resolution_4545_TIP_Amendment_2023-05.pdf](#)
- 2c. [23-0231](#) MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letter of No Prejudice of \$0.7 million to the Solano Transportation Authority for the I-80/680/SR-12 Interchange Project.
Action: Commission Approval
Presenter: Kenneth Kao
Attachments: [2c_23-0231_MTC_Resolution_4412_RM3_LONP_I80-680-SR12_Interchange](#)
- 2d. [23-0251](#) MTC Resolution No. 4505, Revised. Revisions to the One Bay Area Grant program (OBAG 3) to direct \$20 million within the Climate Initiatives program to MTC for Regional e-Bikeshare Expansion.
Action: Commission Approval
Presenter: Mallory Atkinson
Attachments: [2d_23-0251_MTC_Resolution_4505_OBAG3_Revisions_BayWheels_Bikeshar](#)

3. Regional

3a. [23-0230](#)

FY 2022-23 Transit Performance Initiative Call for Projects Award Recommendations

Recommendation of awards for the FY2022-23 Transit Performance Initiative (TPI) Investment Program Call for Projects, including award of approximately \$15 million in STP/CMAQ funding and approximately \$6 million in Low Carbon Transit Operations Program (LCTOP) funding.

Action: Commission Approval

Presenter: Anne Spevack

Attachments: [3a 23-0230 FY2022-23 TPI Call for Projects Award Recommendations.pdf](#)

3b. [23-0163](#)

MTC Resolution No. 4556. FY 2023-24 MTC Fund Estimate

Annual Fund Estimate and proposed apportionment and distribution of approximately \$1 billion in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY 2023-24.

Action: Commission Approval

Presenter: Terence Lee

Attachments: [3b 23-0163 MTC Resolution 4556 FY2023-24 Fund Estimate.pdf](#)
[3b 23-0163 Attachment 1 FY2023-24 Fund Estimate Presentation.pdf](#)

4. Information

4a. [23-0164](#)

Update on the Transit Operations "Fiscal Cliff"

Staff will provide an overview of the anticipated financial challenges facing the operations budgets of Bay Area transit agencies over the next five fiscal years, including information from the Reimagined Short Range Transit Plans (SRTTP) developed by operators in the fall of 2022.

Action: Information

Presenter: William Bacon

Attachments: [4a 23-0164 Transit Fiscal Cliff.pdf](#)
[4a 23-0164 Transit Fiscal Cliff Presentation.pdf](#)

4b. [23-0130](#) Major Projects Advancement Policy (MAP) Update

Informational update on the continued development of the Major Project Advancement Policy (MAP). This update is focused on the proposed Stage Gate process for evaluating policy reinforcements and risk management and the development of the programmatic categories. Proposed revisions to the MAP endorsement table based on recently announced federal and state awards will be presented to this Committee for information in March. Revisions to the MAP, based on these updates and Committee direction, will be presented for action in April.

Action: Information

Presenter: Kenneth Folan

Attachments: [4b 23-0130 MAP Update and Proposed Revisions.pdf](#)
 [4b 23-0130 MAP Update and Revisions Presentation.pdf](#)

4c. [23-0303](#) Regional Measure 3 Update

Staff will provide a status update and general summary of the Regional Measure 3 program, including a review of the expenditure plan and Commission approved Letters of No Prejudice.

Action: Information

Presenter: Theresa Romell

Attachments: [4c 23-0303 Regional Measure 3 Update.pdf](#)

4d. [23-0165](#) California Transportation Commission (CTC) and State Funding Programs Update

Staff will provide an update on the CTC's meeting of January 25-26, 2023 and state funding programs under the CTC's purview.

Action: Information

Presenter: Kenneth Kao

Attachments: [4d 23-0165 CTC and State Funding Programs Update.pdf](#)

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee is scheduled to be held on Wednesday, March 8, 2023 remotely and by webcast. Any changes to the schedule will be duly noticed to the public.

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

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

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

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

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

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

Attachments are sent to Committee 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 Committee. Actions recommended by staff are subject to change by the Committee.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0162 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 12/29/2022 **In control:** Programming and Allocations Committee
On agenda: 2/8/2023 **Final action:**
Title: Minutes of January 11, 2023 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a_23-0162_01-11-2023_Prog&Allocations_Draft_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of January 11, 2023 meeting

Recommended Action:
Committee Approval



Metropolitan Transportation Commission Meeting Minutes

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

Programming and Allocations Committee

Committee Members:

*David Rabbitt, Chair Gina Papan, Vice Chair
Margaret Abe-Koga, Cindy Chavez, Federal D. Glover, Nate
Miley, Hillary Ronen, Vacant
Non-Voting Member: Dina El-Tawansy*

Wednesday, January 11, 2023

9:45 AM

REMOTE

Call Meeting to Order

1. Roll Call / Confirm Quorum

Present: 7 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Glover,
Commissioner Miley, Vice Chair Papan, Chair Rabbitt, and Commissioner Ronen

Non-Voting Member Absent: Commissioner El-Tawansy

Ex Officio Voting Members Present: Commission Chair Pedroza and Vice Chair Josefowitz

Ad Hoc Non-Voting Members Present: Commissioner Canepa, Commissioner Fleming, Commissioner
Giacopini, and Commissioner Spering.

2. Consent Calendar

Written public comment regarding agenda item 2d was received from
Louise Mirante (Bay Area Council).

**Upon the motion by Commissioner Chavez and seconded by Vice Chair Papan,
the Consent Calendar was unanimously approved by the following vote:**

Aye: 6 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Miley, Vice Chair
Papan, Chair Rabbitt and Commissioner Ronen

Absent: 1 - Commissioner Glover

2a. [23-0040](#) Minutes of December 14, 2022 meeting

Action: Committee Approval

2b. [23-0043](#) Quarterly Report of the Executive Director's Delegated Authority Actions

Action: Information

Presenter: Cheryl Chi

2c. [23-0067](#) Transit Performance Initiative - Investment Program Semi-Annual Update

Action: Information

Presenter: Anne Spevack

2d. [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

Presenter: Kate Hartley

3. Regional and Federal

3a. [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

Presenter: Karl Anderson and Thomas Arndt

Written public comments were received from: Richard B. Hughes, Ana Menendez, Ernie Sexton, Johanna Gladieux, Terri Melnick, Jay Henney, Ann and Jim Joyce, Anonymous, Conor Begley, Bob and Irene LaRue, Michael Balog, Jeanne Fagliano, Gary and Patricia Riske, Gary Scarratt, Terri Just, Karla McCormick, Al Russello, Mike Garrigan, Mike Snow, Burt Schraga, Jeff Hunt, Eric Stevens, Peter Shumaker, Jeff Felder, Tom Pavao, Anne Richman (Transportation Authority of Marin)

The following members of the public were called to speak: Warren Wells (Marin County Bicycle Coalition), Tess Lengyel (Alameda County Transportation Commission), Jeanne Ellis, and Michelle Baumer.

Commissioner Glover arrived during agenda item 3a.

Upon the motion by Commissioner Chavez and seconded by Commissioner Ronen, the Committee unanimously approved the referral of MTC Resolution Nos. 4487, Revised and 4505 to the Commission for approval. The motion carried by the following vote:

Aye: 7 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Glover, Commissioner Miley, Vice Chair Papan, Chair Rabbitt and Commissioner Ronen

4. Public Comment / Other Business

5. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee is scheduled to be held on Wednesday, February 8, 2023 remotely and by webcast. 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 #: 23-0042 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 11/29/2022 **In control:** Programming and Allocations Committee

On agenda: 2/8/2023 **Final action:**

Title: MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-05.

Sponsors:

Indexes:

Code sections:

Attachments: [2b 23-0042 MTC Resolution 4545 TIP Amendment 2023-05.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-05.

Presenter:
Adam Crenshaw

Recommended Action:
Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 8, 2023

Agenda Item 2b - 23-0042

MTC Resolution No. 4545, Revised

Subject:

2023 Transportation Improvement Program (TIP) Amendment 2023-05.

Background:

The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that receive federal funds, are subject to a federally required action or are regionally significant. As required by state statutes, MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region, must prepare and adopt the TIP every two years. The 2023 TIP, covering the four-year period from FY 2022-23 through 2025-26, was adopted by the Commission on September 28, 2022, and was approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on December 16, 2022. The 2023 TIP is valid for four years under federal regulations. The TIP may be revised to make necessary changes prior to the next update. The TIP is posted on MTC's website at: <https://mtc.ca.gov/funding/transportation-improvement-program-tip>.

Amendment 2023-05 makes revisions to seven projects with a net funding increase of approximately \$10 million. Among other changes this revision will:

- Update the funding plan of Union City Transit's Electric Bus Procurement Program to reflect the award of \$9.3 million in Federal Transit Administration Low or No Emissions Vehicle Program discretionary funding; and
- Update the funding plans of six projects to reflect past or planned obligations of federal funding or changes in the project schedule.

The 2023 TIP is designed such that, once implemented, it makes progress toward achieving the performance targets established per federal regulations.

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

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

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

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

Issues:

None

Recommendations:

Refer MTC Resolution No. 4545, Revised to the Commission for approval.

Attachments:

- Attachment 1: Summary Report of Amended Projects for TIP Amendment 2023-05
- MTC Resolution No. 4545, Revised

A handwritten signature in blue ink, reading "Alix A. Bockelman", with a long horizontal flourish extending to the right.

Alix A. Bockelman

TIP Revision Summary 2023-05

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
ALA210014	Fremont	Fremont Blvd/Walnut Ave Protected Intersection	Update the funding plan to reprogram \$1.3M in STP and \$424K in Local funds from FY23 to FY22 to reflect obligation	\$0	0.0%
ALA210015	Fremont	Fremont Blvd-Grimmer Blvd Protected Intersection	Update the funding plan to reprogram \$1.4M in STP and \$472K in Local funds from FY23 to FY22 to reflect obligation	\$0	0.0%
NAP150003	Napa Valley Transportation Authority	Napa Valley Vine Trail Calistoga-St. Helena Seg.	Update the funding plan to reprogram \$2.2M in STP and \$2M in Local funds from FY23 to FY22 to reflect obligation	\$0	0.0%
NAP170006	American Canyon	Green Island Road Class I	Update the funding plan to change the program year and source for \$1M in CON funds from FY27 RTP-LRP to FY24 Local funds	\$0	0.0%
SM-070006	East Palo Alto	US 101 University Ave Interchange Improvements	Update the funding plan to reprogram \$206K in PE HPP, \$26K in PE Local, \$771K in CON HPP and \$4.9M in CON Sales Tax from FY21 to FY23	\$0	0.0%
System: State Highway					
VAR210007	Metropolitan Transportation Commission (MTC)	Bay Bridge Forward Preliminary Engineering	Update the funding plan to reprogram \$12M in CMAQ from FY24 to FY22 to reflect obligation	\$0	0.0%
System: Transit					
ALA190029	Union City Transit	Union City Transit Electric Bus Procurement	Update the funding plan to add \$9.3M in 5339 LoNo funds and \$728K in Local funds and change the program year and source for \$1.6M from FY27 RTP-LRP to FY23 Local	\$10,070,346	100.8%
Total Funding Change:				\$10,070,346	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2023 TIP Only
Current:	\$31,737,600	\$0	\$343,242	\$18,482,080	\$50,562,922	\$19,788,000
Proposed:	\$41,079,946	\$0	\$343,242	\$19,210,080	\$60,633,268	\$18,573,846
Delta:	\$9,342,346	\$0	\$0	\$728,000	\$10,070,346	-\$1,214,154

Date: September 28, 2022
W.I.: 1512
Referred by: PAC
Revised: 12/21/22-C 02/22/23-C

ABSTRACT

Resolution No. 4545, Revised

This resolution adopts the 2023 Transportation Improvement Program (TIP) for the San Francisco Bay Area. Supporting documents as listed in Attachment A.

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

Further discussion of the 2023 TIP adoption and subsequent revisions is contained in the Programming & Allocations Committee summary sheets dated September 14, 2022, December, 14, 2022, and February 8, 2023.

2023 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2023-01	Admin. Mod.	64	\$436,237,661	01/12/2023	01/12/2023
2023-02	Amendment	35	\$86,051,248	12/21/2022	Pending
2023-03	Admin. Mod	Pending	Pending	Pending	Pending
2023-04	Admin. Mod	Pending	Pending	Pending	Pending
2023-05	Amendment	7	\$10,070,346	02/22/2023	Pending
Net Funding Change		106	\$532,359,255		
Absolute Funding Change			\$532,359,255		

Date: September 28, 2022
W.I.: 1512
Referred by: PAC

Re: Adoption of the 2023 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4545

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

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

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

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

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

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

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

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

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

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

WHEREAS, MTC has found in MTC Resolution No. 4544 that the 2023 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

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

RESOLVED, that MTC adopts the 2023 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2023 TIP in cooperation with the Bay Area County Transportation Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and U.S. EPA; and, be it further

RESOLVED, that the 2023 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 4174, Revised) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2023 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2023 TIP is financially constrained, by year, to reasonable estimates of available federal, state, and local transportation funds; and, be it further

RESOLVED, that the 2023 TIP makes progress toward achieving the performance targets established under §450.306(d); and, be it further

RESOLVED, that MTC approves the EPSP developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by federal regulations (23 CFR 450.332(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and, be it further

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

RESOLVED, that the public participation process conducted for the 2023 TIP satisfies the public involvement requirements of the FTA annual Program of Projects; and, be it further

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

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

RESOLVED, that MTC finds that the 2023 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and to the emissions test for the national fine particulate matter standard (MTC Resolution No. 4544); and, be it further

RESOLVED, that the projects and programs included in the 2023 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further

RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2023 TIP are consistent with Plan Bay Area 2050 (the Regional Transportation Plan including the Sustainable Communities Strategy for the San Francisco Bay Area) and, be it further

RESOLVED, that revisions to the 2023 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4545, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757, Revised) and as otherwise adopted by MTC; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, consisting of a large, stylized 'A' followed by a horizontal line extending to the right.

Alfredo Pedroza, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
San Francisco, California, on September 28, 2022.

Date: September 28, 2022
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4545
Page 1 of 1

2023 Transportation Improvement Program

The 2023 Transportation Improvement Program (TIP) for the San Francisco Bay Area, adopted September 28, 2022, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2023 TIP for the San Francisco Bay Area
- TIP Overview
- Expedited Project Selection Process
- TIP Revision Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices
- 2023 TIP Investment Analysis
- 2023 TIP Federal Performance Report

Revisions to the 2023 Transportation Improvement Program

Revisions to the 2023 Transportation Improvement Program (TIP) will be included as they are approved.

Revision 2023-01 is an administrative modification that revises 64 projects with a net funding increase of approximately \$436 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on January 12, 2023. Among other changes, this revision:

- Updates the funding plan of the Transit Preventive Maintenance group listing to program \$7 million in Surface Transportation Block Grant (STP) funding and updates thirty-three projects to include changes in Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding that reflect planned obligations, actual obligations, and programming decisions;
- Updates the funding plans of nine individually listed projects to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program;
- Updates the funding plan of the Napa Valley Transportation Authority's Rolling Stock Replacement project to reflect the award of \$6.3 million in Federal Transit Administration (FTA) discretionary funding;
- Updates the funding plans and back-up listings of six State Highway Operation and Protection Program (SHOPP) funded group listings to reflect the latest information from Caltrans;
- Updates the funding plan and back-up listing of the Local Highway Bridge Program (HBP) to reflect the latest programming changes;
- Carries over six individual listed FTA funded projects and one FTA funded group listing from the 2021 TIP with no change in the scope, schedule, or funding;
- Updates the funding plans of two projects to reflect programming changes in the Active Transportation Program (ATP) and State Transportation Improvement Program (STIP); and
- Updates the funding plan of the SR 37 Interim Project – Sears Point to Mare Island project to reflect the programming of the National Highway Performance Program (NHPP) and STP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$346 million in SHOPP funds, \$112.5 million in HBP funds, \$1.6 million in Proposition 1B funds, \$7 million in ATP funds, \$3 million in RIP-COVID21 funds, \$9 million in Road Repair and Accountability Act (SB1) funds, \$27,100 in repurposed earmark funds, \$460,000 in Community Project Funding/Congressionally Directed Spending (CPFCDS), \$17 million in NHPP funds, \$8.5 million in FTA-COVID relief funds and \$22 million in FTA discretionary funding. MTC's 2023 TIP, as revised with Revision No. 2023-01, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and

Attachment B
MTC Resolution No. 4545
Page 2 of 2

the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2023-02 is an amendment that revises 35 projects with a net funding increase of approximately \$86 million. The revision was referred by the Programming and Allocations Committee on December 14, 2022, and approved by the MTC Commission on December 21, 2022. Caltrans approval was received on January 9, 2023, and final federal approval is also expected in January. Among other changes, this revision:

- Amends three new Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects into the TIP, carry's forward one existing STP funded project from the 2021 TIP, and updates the funding plans of 21 STP/CMAQ funded projects to reflect recent obligations and programming decisions;
- Amends one new project into the TIP and updates the funding plan of one existing project to reflect changes in the Transit Capital Priorities Program; and
- Adds three new projects to reflect awards of Community Project Funding grants, repurposed earmark funds, and other federal programs.

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

Revision 2023-03 is a pending administrative modification.

Revision 2023-04 is a pending administrative modification.

Revision 2023-05 is an amendment that revises seven projects with a net funding increase of approximately \$10 million. The revision was referred by the Programming and Allocations Committee on February 8, 2023, and approved by the MTC Commission on February 22, 2023. Caltrans approval is expected in March, and final federal approval is expected in April. Among other changes, this revision:

- Updates the funding plan of Union City Transit's Electric Bus Procurement Program to reflect the award of \$9.3 million in Federal Transit Administration Low or No Emissions Vehicle Program discretionary funding; and
- Updates the funding plans of six projects to reflect past or planned obligations of federal funding or changes in the project schedule.

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	23-0231	Version:	1	Name:	
Type:	Resolution	Status:		Consent	
File created:	1/11/2023	In control:		Programming and Allocations Committee	
On agenda:	2/8/2023	Final action:			
Title:	MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letter of No Prejudice of \$0.7 million to the Solano Transportation Authority for the I-80/680/SR-12 Interchange Project.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2c 23-0231 MTC Resolution 4412 RM3 LONP I80-680-SR12 Interchange Project.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letter of No Prejudice of \$0.7 million to the Solano Transportation Authority for the I-80/680/SR-12 Interchange Project.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 8, 2023

Agenda Item 2c - 23-0231

MTC Resolution No. 4412, Revised

Subject:

Regional Measure 3 (RM3) Letter of No Prejudice of \$0.7 million to the Solano Transportation Authority for the I-80/680/SR-12 Interchange Project.

Background:

Regional Measure 3 Letters of No Prejudice (LONP)

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

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

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

The Solano Transportation Authority (STA) submitted an RM3 LONP request for \$700,000 for the right-of-way phase of the I-80/680/SR-12 Interchange Initial Construction Package (ICP) Phase 2A project, part of RM3 project 21. The project widened the existing ramp from eastbound SR-12 to eastbound I-80 and improved safety by eliminating weaving on the I-80 ramps.

The project is now open to traffic. However, extended right-of-way negotiations related to the project have prolonged the right-of-way process. STA requires additional funds to cover right-of-way expenses related to the project. STA proposes to loan local funds to cover the right-of-way expenses, which could be repaid when RM3 funds can be allocated.

LONP Funding Source

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

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

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

Issues:

Staff recommends granting an exception for this LONP and allow reimbursable expenses effective one week before the Commission date, or February 15, 2023. Per legal order, STA must transmit payment by February 18; therefore, an earlier LONP effective date would allow STA to meet its legal obligations.

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

Recommendation:

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

Attachments:

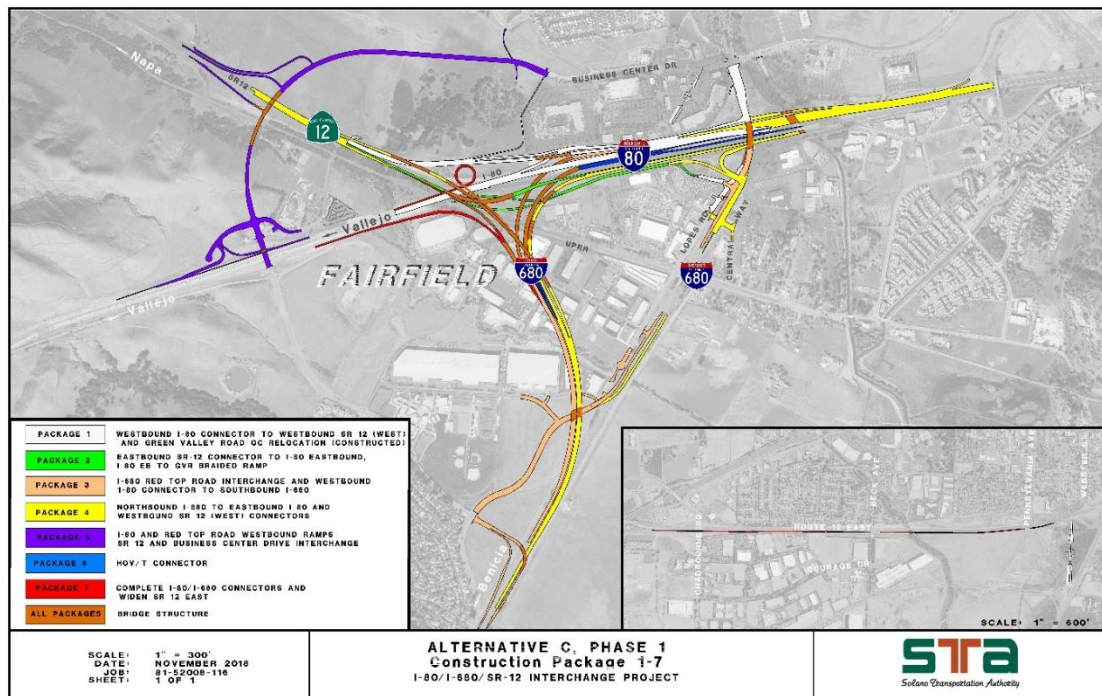
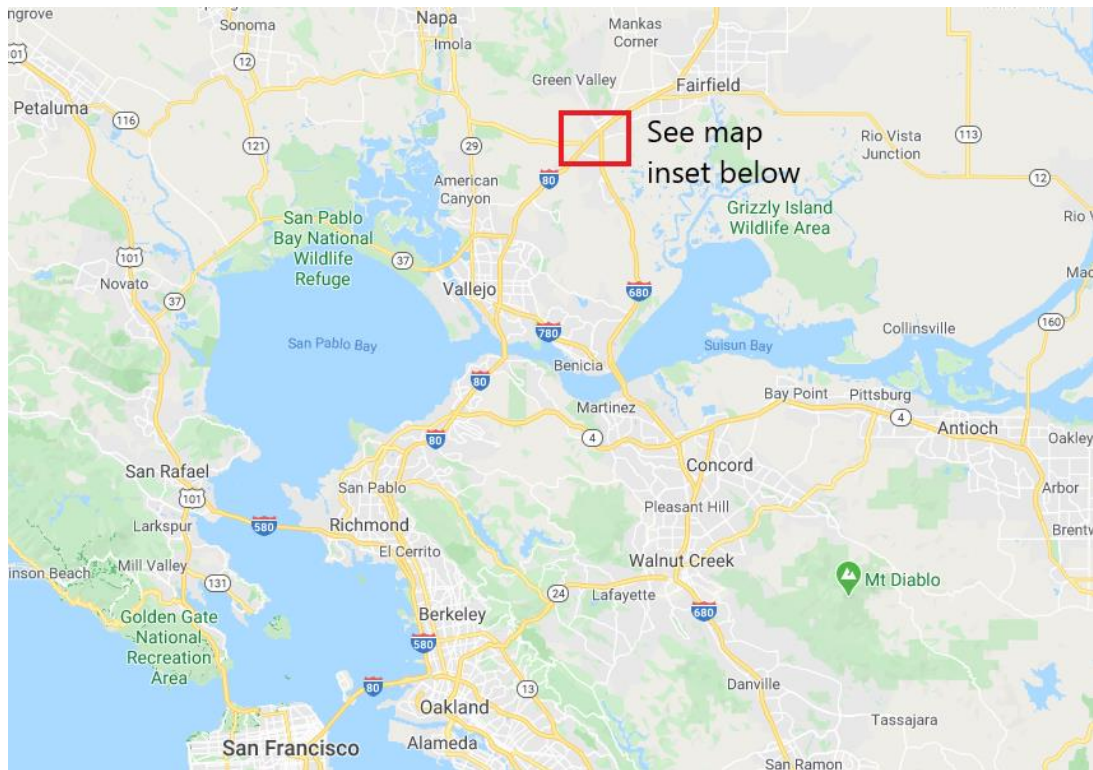
- Attachment A: Project Area Map
- MTC Resolution No. 4412, Revised

A handwritten signature in blue ink, reading "Alix A. Bockelman", with a long horizontal flourish extending to the right.

Alix A. Bockelman

Attachment A

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



* Subject project shown in green.

Date: March 25, 2020
Referred by: PAC
Revised: 05/27/20-C 07/22/20-C
10/28/20-C 12/16/20-C
02/24/21-C 04/28/21-C
06/23/21-C 07/28/21-C
09/22/21-C 01/26/22-C
02/23/22-C 03/23/22-C
04/27/22-C 06/22/22-C
11/16/22-C 02/22/23-C

ABSTRACT

MTC Resolution No. 4412, Revised

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

This resolution includes the following attachments:

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

- Attachment K – I-80 Westbound Truck Scales Project (Solano Transportation Authority)
LONP Summary
- Attachment L – US-101 Marin-Sonoma Narrows Project (Transportation Authority of
Marin) LONP Summary
- Attachment M – I-80 Express Lanes Project (Solano Transportation Authority) LONP
Summary
- Attachment N – Vine Transit Maintenance Facility (Napa Valley Transportation
Authority) LONP Summary
- Attachment O – I-80 Express Lanes Project Toll System (Bay Area Infrastructure
Financing Authority) LONP Summary
- Attachment P – I-680 Southbound Express Lane (ACTC) LONP Summary
- Attachment Q – Next Generation Clipper Regional Fare Payment System Integrator
(MTC) LONP Summary
- Attachment R – Highway 101/State Route 92 Interchange Area Improvement Project
(San Mateo County Transportation Authority) LONP Summary
- Attachment S – Highway 101/State Route 92 Interchange Direct Connector Project (San
Mateo County Transportation Authority) LONP Summary
- Attachment T – State Route 29 Improvement Project (Napa Valley Transportation
Authority) LONP Summary
- Attachment U – San José Diridon Station Project (Santa Clara Valley Transportation
Authority) LONP Summary

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

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

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

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

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

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

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

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

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

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

This resolution was revised by Commission Action on February 23, 2022 to add Attachment Q, LONP Summary for the Next Generation Clipper Fare Payment System Integrator.

This resolution was revised by Commission Action on March 23, 2022 to add Attachment R, LONP Summary for the Highway 101/State Route 92 Interchange Area Improvement Project, and Attachment S, LONP Summary for the Highway 101/State Route 92 Interchange Direct Connector Project.

This resolution was revised by Commission Action on April 27, 2022 to add Attachment T, LONP Summary for the State Route 29 Improvement Project in Napa County.

This resolution was revised by Commission Action on June 22, 2022 to amend Attachment D, LONP Summary for the I-80/680/SR-12 Interchange Project in Solano County.

This resolution was revised by Commission Action on November 16, 2022 to add Attachment U, LONP Summary for the San José Diridon Station Project in Santa Clara County.

This resolution was revised by Commission Action on February 22, 2023 to amend Attachment D, LONP Summary for the I-80/680/SR-12 Interchange Project in Solano County.

Additional discussion of this allocation is contained in the Programming and Allocations Committee Summary sheets dated March 11, 2020, May 13, 2020, July 10, 2020, October 14, 2020, December 9, 2020, February 10, 2021, April 14, 2021, June 9, 2021, July 14, 2021, September 8, 2021, January 12, 2022, February 9, 2022, March 9, 2022, April 13, 2022, June 8, 2022, November 9, 2022, and February 8, 2023.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4412

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

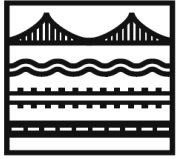
RESOLVED, that a certified copy of this resolution and applicable attachments shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

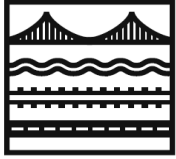


Regional Measure 3

Letter of No Prejudice Project Summary

Project Information

RM3 Project Number	21	
Project Title	I-80/680/SR-12 Interchange Project	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Solano Transportation Authority (STA)		STA/ Caltrans
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(21) Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project. Construct Red Top Road interchange and westbound Interstate 80 to southbound Interstate 680 connector. The project sponsor is the Solano Transportation Authority. One hundred fifty million dollars (\$150,000,000).	\$150,000	
Sponsor Programming and LONP Request Action		
The STA Board approved STA Resolution No. 2020-03 on 6/10/2020, approving a \$16,700,000 RM3 LONP request. STA will use State Transportation Improvement Program (STIP) funds to begin construction on Phase 2A of the Interchange project. The STA Board also approved STA Resolution No. 2021-21 on 12/8/2021, approving a \$375,000 RM3 LONP request. STA will use local funds. The STA Board also approved STA Resolution No. 2022-05 on 5/11/2022, approving a \$800,000 RM3 LONP request. STA will use local funds.		
Detailed Project Description		
The Interchange Phase 2A project will 1) remove the existing eastbound SR 12W to eastbound I-80 connector; 2) construct a new two-lane highway alignment and bridge structure for the eastbound SR 12W to eastbound I-80; 3) construct the off-ramp from eastbound SR 12W to Green Valley Road; and 4) construct a braided ramp connection for eastbound I-80 to Green Valley Road and southbound I-680.		
LONP Phase	LONP Amount (in \$1,000s)	LONP Approval Date
CON	\$16,700	22-Jul-20
ROW	\$375	26-Jan-22
ROW	\$800	22-Jun-22
ROW	\$700	22-Feb-23 (Effective 15-Feb-23)
Scope - Activities eligible for future allocation and reimbursement if RM3 funds become available		
The LONP preserves future RM3 eligibility for costs related to construction of the Solano Interchange Phase 2A project incurred after the LONP approval dates (with one exception for the 2/22/23 LONP noted above).		
Conditions - In addition to the successful outcome of RM3 litigation, eligibility for future allocation and reimbursement is conditioned upon the following:		
1 Repaid RM3 funds (for the Construction phase LONP) will be committed to the Solano I-80 Managed Lanes funding plan.		



Regional Measure 3

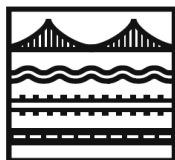
Letter of No Prejudice Project Summary

Project Funding Plan and Schedule

July 22, 2020
 Attachment D
 MTC Resolution No. 4412
 Revised: 01/26/22-C; 06/22/22-C
 02/22/23-C
 Page 2 of 2

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

Project Funding Plan				Project Schedule	
Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV				Oct-02	Dec-12
	ENV Subtotal		\$ -		
PSE	Bridge Tolls	Yes	\$ 1,500	Jun-18	Jun-20
	State Transportation Improvement Program	Yes	\$ 9,000		
	PSE Subtotal		\$ 10,500		
ROW	Bridge Tolls	Yes	\$ 5,200	Mar-19	Dec-22
	Local Funds (RM3 replacement)	Yes	\$ 1,875		
	STIP Funds	Yes	\$ 3,200		
	ROW Subtotal		\$ 10,275		
CON	SB1- Trade Corridor Enhancement Program	Yes	\$ 53,200	Sep-20	Dec-22
	Bridge Tolls	Yes	\$ 7,100		
	STIP (RM3 replacement)	Yes	\$ 16,700		
	CON Subtotal		\$ 77,000		
Capital Funding Total			\$ 97,775		

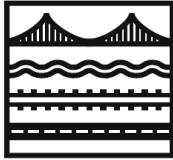


Regional Measure 3

Letter of No Prejudice Project Summary

Project Information

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



Regional Measure 3

Letter of No Prejudice Project Summary

Project Funding Plan and Schedule

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

Project Funding Plan

Project Schedule

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	23-0251	Version:	1	Name:	
Type:	Resolution	Status:		Consent	
File created:	1/18/2023	In control:		Programming and Allocations Committee	
On agenda:	2/8/2023	Final action:			
Title:	MTC Resolution No. 4505, Revised. Revisions to the One Bay Area Grant program (OBAG 3) to direct \$20 million within the Climate Initiatives program to MTC for Regional e-Bikeshare Expansion.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2d 23-0251 MTC Resolution 4505 OBAG3 Revisions BayWheels Bikeshare.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4505, Revised. Revisions to the One Bay Area Grant program (OBAG 3) to direct \$20 million within the Climate Initiatives program to MTC for Regional e-Bikeshare Expansion.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 8, 2023

Agenda Item 2d - 23-0251

MTC Resolution No. 4505, Revised

Subject:

Revisions to the One Bay Area Grant program (OBAG 3) to direct \$20 million within the Climate Initiatives program to MTC for Bay Wheels Bikeshare E-bike Expansion.

Background:

The OBAG 3 program adopted by the Commission 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.

In October 2022, the Commission programmed a total of \$113 million in federal STP/CMAQ and Carbon Reduction Program (CRP) funds towards MTC's Climate Initiatives programs, including \$65 million for Electric Vehicles and Infrastructure, as detailed in **Table 1** below.

Table 1. Climate Initiatives (As Approved, October 2022)

Climate Initiatives Program	OBAG 2 & OBAG 3	CRP	Total
Mobility Hubs	\$12.8	\$20	\$32.8
Parking Management	\$15		\$15
Electric Vehicles and Infrastructure	\$25	\$40	\$65
Total	\$52.8	\$60	\$112.8

Funding amounts are in millions.

This month, staff recommends directing \$20 million in programming capacity within the Electric Vehicles and Infrastructure subprogram to MTC for Bay Wheels Bikeshare E-bike Expansion. Proposed investments include funding and deploying new and additional e-bikes, capital costs for spare parts, electrification of existing docking stations, and construction of new infill and expansion stations and docks throughout the Bay Wheels bikeshare system, as well as resources for low-cost memberships for community college students, adaptive bikeshare, and potential Bay Wheels expansion to adjacent cities.

Staff will present additional details of the Bay Wheels Bikeshare E-bike Expansion to the MTC Operations Committee on February 10, 2023. As part of that item, staff will also present a term sheet for consideration to guide potential contract discussions with Lyft, the operator of Bay Wheels. While this contract would cover the majority of the \$20 million commitment proposed

this month (approximately \$15.94 million), the remaining \$4.06 million is anticipated to include funding for adaptive bikeshare, partial funding for expansion of Bay Wheels to adjacent cities, funding for staff needs for participating cities, and grid connection for station electrification. Additional details on these elements will be brought back to the Commission at a later date.

Issues:

Elements of the proposed Bay Wheels Bikeshare E-bike Expansion may not be eligible for federal funding. Staff is developing alternative fund sources for the \$20 million in OBAG 3 programming capacity committed with this action, including a local fund exchange or use of MTC's formula share of the state Regional Early Action Planning (REAP 2) grant program. Staff will return in March with recommended programming actions to ensure appropriate fund sources are assigned to implement the full Bay Wheels Bikeshare E-bike Expansion project.

Recommendations:

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

Attachments:

- MTC Resolution No. 4505, Revised, Attachment B-1

A handwritten signature in blue ink, reading "Alix A. Bockelman", with a long horizontal flourish extending to the right.

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 02/22/23-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.

On February 22, 2023, Attachment B-1 was revised to direct \$20,000,000 within the Climate Initiatives program to MTC for Bay Wheels Bikeshare E-Bike Expansion.

ABSTRACT

MTC Resolution No. 4505, Revised

Page 3

Further discussion of the project selection criteria and programming policy is contained in memorandums to the Programming and Allocations Committee dated January 12, 2022, February 9, 2022, March 9, 2022, June 8, 2022, September 14, 2022, October 12, 2022, November 9, 2022, January 11, 2023, and February 8, 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.

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.

Attachment B-1
MTC Resolution No. 4505
OBAG 3 Regional Programs
FY 2022-23 through FY 2025-26
February 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 02/22/23-C

OBAG 3 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 3 REGIONAL PROGRAMS		\$382,000,000	\$60,000,000
1. PLANNING AND PROGRAM IMPLEMENTATION			
Planning and Program Implementation			
Regional Planning Activities	MTC	\$8,300,000	
Program and Project Implementation	MTC	\$37,200,000	
Program and Project Implementation - Transit Transformation	MTC	\$4,000,000	
1. PLANNING AND PROGRAM IMPLEMENTATION		\$49,500,000	
2. GROWTH FRAMEWORK IMPLEMENTATION			
Growth Framework Implementation			
PDA Planning and Technical Assistance Grants	TBD	\$23,000,000	
Priority Production Area (PPA) Pilot Program	TBD	\$2,000,000	
2. GROWTH FRAMEWORK IMPLEMENTATION		\$25,000,000	
3. CLIMATE, CONSERVATION, AND RESILIENCE			
Climate Initiatives			
Mobility Hubs	TBD	\$12,800,000	\$20,000,000
Electric Vehicles and Infrastructure (Revised)	TBD	\$5,000,000	\$40,000,000
Bay Wheels Bikeshare E-bike Expansion (Added)	MTC	\$20,000,000	
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	
3. CLIMATE, CONSERVATION, AND RESILIENCE		\$98,000,000	\$60,000,000
4. COMPLETE STREETS AND COMMUNITY CHOICE			
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			
Active Transportation Technical Assistance Program	MTC	\$300,000	
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	TBD	\$6,200,000	
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	

Attachment B-1
MTC Resolution No. 4505
OBAG 3 Regional Programs
FY 2022-23 through FY 2025-26
February 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 02/22/23-C

OBAG 3 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 3 REGIONAL PROGRAMS		\$382,000,000	\$60,000,000
STA: Community-Based Transportation Plans	MTC	\$190,000	
SCTA: Community-Based Transportation Plans	MTC	\$245,000	
Project implementation, technical assistance, engagement	TBD	\$15,000,000	
4. COMPLETE STREETS AND COMMUNITY CHOICE		\$54,000,000	
5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE			
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	
5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE		\$155,500,000	
OBAG 3 REGIONAL PROGRAMS	TOTAL:	\$382,000,000	\$60,000,000

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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0230 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 1/11/2023 **In control:** Programming and Allocations Committee
On agenda: 2/8/2023 **Final action:**
Title: FY 2022-23 Transit Performance Initiative Call for Projects Award Recommendations

Recommendation of awards for the FY2022-23 Transit Performance Initiative (TPI) Investment Program Call for Projects, including award of approximately \$15 million in STP/CMAQ funding and approximately \$6 million in Low Carbon Transit Operations Program (LCTOP) funding.

Sponsors:

Indexes:

Code sections:

Attachments: [3a 23-0230 FY2022-23 TPI Call for Projects Award Recommendations.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

FY 2022-23 Transit Performance Initiative Call for Projects Award Recommendations

Recommendation of awards for the FY2022-23 Transit Performance Initiative (TPI) Investment Program Call for Projects, including award of approximately \$15 million in STP/CMAQ funding and approximately \$6 million in Low Carbon Transit Operations Program (LCTOP) funding.

Presenter:

Anne Spevack

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 8, 2022

Agenda Item 3a - 23-0230

FY 2022-23 Transit Performance Initiative Call for Projects Award Recommendations

Subject:

Recommendation of awards for the FY2022-23 Transit Performance Initiative (TPI) Investment Program Call for Projects, including award of approximately \$15 million in STP/CMAQ funding and approximately \$6 million in Low Carbon Transit Operations Program (LCTOP) funding.

Background:

The TPI Investment program funds low-cost capital investments that can be implemented rapidly to improve operations and customer experience on major transit corridors and systems. Since 2012, \$104 million has been programmed to 35 projects. Through this funding program, operators have completed projects that improve transit reliability, speed, and rider experience. Not only has transit service benefitted from these projects, but agencies have built up toolkits and experience on how to get transit out of traffic. With additional funding, more projects can be implemented to improve transit service.

In 2021, MTC's Blue Ribbon Transit Recovery Task Force approved the Bay Area Transit Transformation Action Plan, which identifies delivery of near-term transit corridor projects as an accelerated action to support transit recovery. Both the Action Plan and Plan Bay Area 2050 (PBA50) name bus transit priority improvements as especially efficient and effective at meeting the region's transit goals. While MTC develops policies and programs for enhanced and continual investment in transit priority improvements, staff recognizes that there are TPI projects that are ready to advance in the coming months.

The One Bay Area Grant Program (OBAG 2) included a \$15 million set aside for transit priority projects that has not yet been distributed. Additionally, approximately \$18 million in state LCTOP funds are expected to be distributed to MTC via the population-based formula program for FY2022-23, of which one-third, or approximately \$6 million, is reserved for the Transit Performance Initiative via the MTC Cap and Trade Funding Framework, MTC Resolution No. 4130.

This item proposes to distribute a total of \$21 million in OBAG 2 and LCTOP funding through the 2022-23 TPI Program Call for Projects, to advance immediate investment in the Transit Transformation Action Plan and PBA50-identified priority of transit improvements on major corridors.

2022-23 TPI Investment Program Call For Projects and Project Selection Process

To address the program goals outlined above, staff initiated a call for projects in fall 2022. In addition to the traditional capital grants that have been awarded through every round of the TPI program, this round proposals were accepted for early phase planning and project development, to support advancement of projects that could be eligible for a TPI capital grant in the coming years.

MTC received seven capital applications totaling \$17 million and five planning applications totaling \$6 million, for a total request of \$23 million across twelve applications. Details of submitted projects are included in Attachment B.

Staff convened an evaluation panel consisting of staff from MTC and a transit agency representative. Each panel member scored submissions on the effectiveness of the proposed improvements, support for regional policies and goals, cost effectiveness, and readiness and deliverability, based on submitted proposals and clarifications provided to the panel from project sponsors as requested.

Based on the panel's final scores and feedback, staff developed award recommendations taking into account funding eligibility.

Funding Recommendations

Staff recommend awarding a total of approximately \$21.2 million, including full or partial funding for all twelve projects submitted this round. The projects will improve travel times, reliability, and ridership on bus routes in Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, and Santa Clara counties. The improvements to be advanced by the projects include transit signal priority and other communications improvements, new dedicated transit lanes and systems to reduce violations in existing lanes, bus stop improvements and optimization, and

other bus priority infrastructure such as bus bulbs and queue jumps. All projects are located in or supportive of Plan Bay Area Priority Development Areas and Equity Priority Communities.

Most projects received an aggregate score of 3.5 out of 5 or better. One project received a lower score – the Napa Valley Transit Safety and Efficiency Improvements, because the identified improvements would only indirectly improve transit operations or ridership. However, a secondary goal of the TPI program, as set out in this year’s guidelines, is improving the customer experience. The Napa project would improve the customer experience through improved information wayfinding and signage, communications, and safety throughout the Napa Vine fixed-route transit service area, and staff recommend funding their approximately \$1M request.

One project is recommended to receive partial funding. SFMTA submitted a request for the second phase of the 29-Sunset Improvement project. This is a good fit for the TPI program, but construction is not expected to start until late 2026, a longer timeline than other applications and longer than is generally expected for TPI projects applying for construction funds. In addition, SFMTA identified the project as scalable, as once design is completed construction can be scheduled based on funding availability. For these reasons, staff recommend a partial funding award of approximately \$2.7 million out of the \$4.5 million request. Staff recommend considering awarding this project additional funding as it becomes available in the future.

Staff recommend awarding the full requested amount for all remaining projects, from LCTOP and OBAG sources depending on eligibility. The LCTOP program has more limited eligibility than the OBAG funding sources, including potential conflicts with other Cap and Trade sources, so only a few of the applications were LCTOP-eligible. The estimated LCTOP apportionment was first divided amongst these applications, then the remaining requests were filled in with OBAG funding. The exact amount of LCTOP funding available this year has not yet been announced by the State Controller’s Office. Staff plan to recommend approval of programming resolutions for OBAG and LCTOP funding in March, after the LCTOP amount is finalized.

Next Steps:

Staff intend to bring recommended updates to the OBAG and LCTOP programming resolutions to finalize these updates in March.

Issues:

None identified.

Recommendations:

Refer FY2022-23 TPI Programming Recommendations to the Commission for approval.

Attachments:

- Attachment A: TPI Awards Summary
- Attachment B: TPI Project Fact Sheets



Alix A. Bockelman

TPI 2022-23 Call for Projects: Application and Award Recommendation Summary

Project Title	Project Sponsor	Capital/ Planning	Request amount	Recommended Award ¹	Recommended award source
Next Generation Transit Lane and Bus Zone Enforcement Pilot Program	San Francisco Municipal Transportation Agency	Capital	\$2,544,132	\$2,544,132	LCTOP
29 Sunset Improvement Project - Phase Two	San Francisco Municipal Transportation Agency	Capital	\$4,500,000	\$2,696,000 ²	OBAG
Transit Reliability Improvement and Performance System (TRIPS)	Santa Clara Valley Transportation Agency	Capital	\$2,390,310	\$2,390,310	LCTOP
Third Street Dynamic Traffic Signal Optimization Project	San Francisco Municipal Transportation Agency	Capital	\$2,000,000	\$2,000,000	OBAG
Marin County Hwy 101 Part Time Transit Lane	Marin County Transit District (Implemented by Transportation Authority of Marin)	Capital	\$1,106,625	\$1,107,000	OBAG
MacDonald Avenue Transit Signal Priority Project Phase 1	Alameda-Contra Costa Transit District	Capital	\$3,500,000	\$3,500,000	OBAG/LCTOP ³
Napa Valley Transit Safety and Efficiency Improvements	Napa Valley Transportation Authority	Capital	\$1,060,000	\$1,060,000	OBAG
Muni Forward Five-Minute Network Corridor Planning Program	San Francisco Municipal Transportation Agency	Planning	\$3,037,508	\$3,038,000	OBAG
El Camino Real Mid-County Transit and Multimodal Corridor Plan	San Mateo County Transit District	Planning	\$407,000	\$407,000	OBAG
Monterey Road Transit Lane Project	Santa Clara Valley Transportation Agency	Planning	\$575,445	\$575,445	OBAG
Transit Corridors Study	Central Contra Costa Transit Authority (County Connection)	Planning	\$400,000	\$400,000	OBAG
Foothill Corridor Planning Study	Alameda-Contra Costa Transit District	Planning	\$1,500,000	\$1,500,000	OBAG
		Totals	\$23,021,020	\$21,217,442	

1. Projects listed from highest to lowest average panel score within the Capital and Planning Categories
2. OBAG awards are rounded to the nearest thousand.
3. Exact award subject to change based on final apportionments; recommendation is sized to balance of available funding
4. Split of LCTOP and OBAG funding on the MacDonald Ave project dependent on the official LCTOP apportionment, to be announced in February 2023

Attachment B: TPI Investment Program – FY23 Fact Sheets

AC Transit – Foothill Corridor Planning Study (Planning Project)

Recommended TPI Funding: \$1.5 M (OBAG 2)

Estimated Total Project Cost: TBD

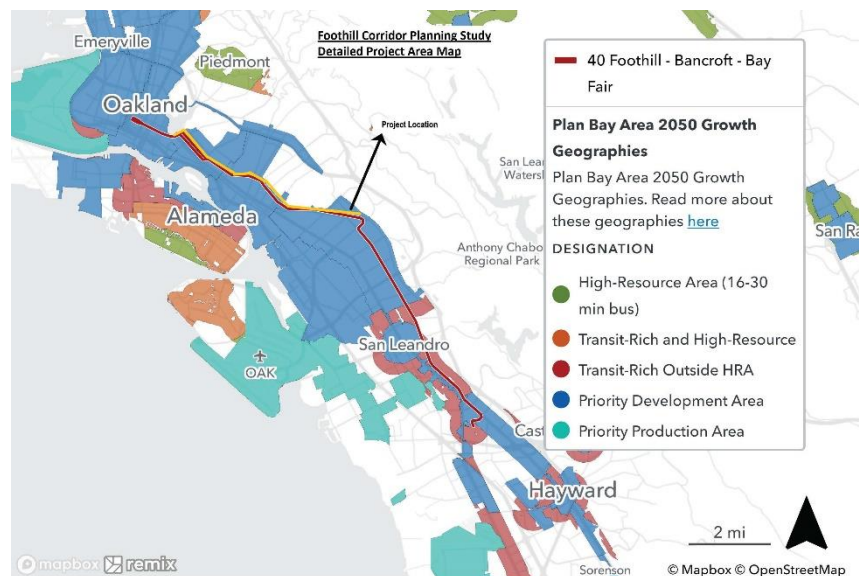
Lead Implementing Agency/ Sponsor: AC Transit

Project Location: Foothill Boulevard between 1st Ave and 73rd Ave at the Eastmont Transit Center.

Project Description: Study to provide service and design alternative to reduce congestion delay and improve bus operations. Potential improvements include bus lanes, queue jumps, and sidewalk bulb outs, new traffic signals or other traffic controls.

Project Benefits: Develop recommendations to reduce congestion delay and improve bus operations.

Project Map:



County Connection – Transit Corridors Study (Planning Project)

Recommended Funding: \$0.4 M (OBAG 2)

Estimated Total Project Cost: TBD

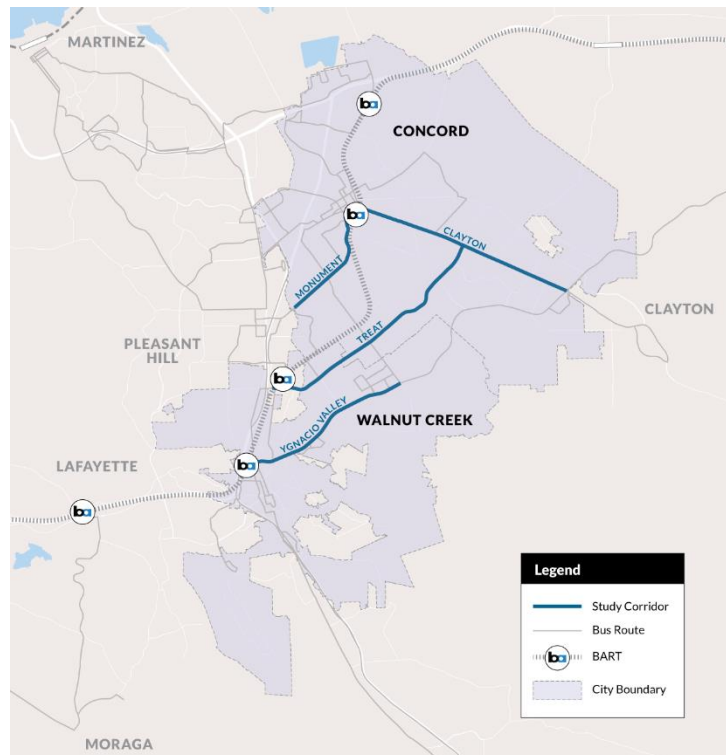
Lead Implementing Agency/ Sponsor: Central Contra Costa Transit Authority (CCCTA)/County Connection

Project Location: Clayton Road between Concord BART and Ygnacio Valley Rd/Kirker Pass Rd; Monument Boulevard between Concord BART and Mohr Ln; Ygnacio Valley Road between Walnut Creek BART and Oak Grove Rd; Treat Boulevard between Pleasant Hill BART and Clayton Rd.

Project Description: Study to analyze four major corridors by assessing current conditions, gathering passenger and community feedback, and identify options to improve speed and reliability of buses.

Project Benefits: Develop recommendations that would reduce delays and enhance customer service on high-ridership corridors.

Project Map:



SamTrans – El Camino Real Mid-County Transit and Multimodal Corridor Plan (Planning Project)

Recommended Funding: \$0.4 M (OBAG 2)

Estimated Total Project Cost: TBD

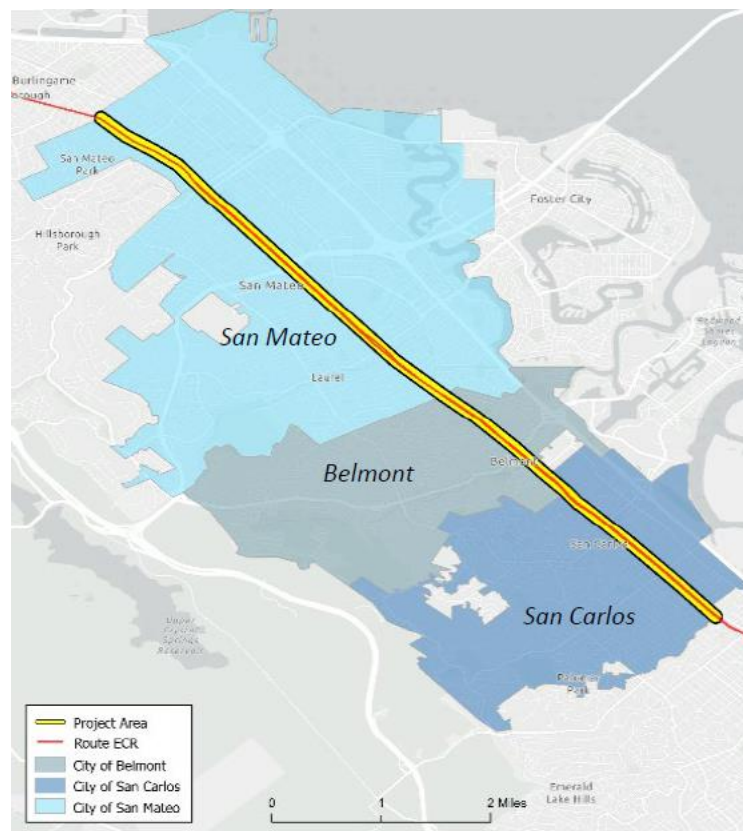
Lead Implementing Agency/ Sponsor: San Mateo County Transit District (SMCTD)/SamTrans

Project Location: El Camino Real mid-county corridor in the cities of San Mateo, Belmont, and San Carlos

Project Description: Develop a preferred conceptual design for the ECR corridor mid-county corridor incorporating recommendations from SamTrans' ECR study, local vision for active transportation facilities, and reconciliation of tradeoffs between modes. Specific treatments for consideration include bus bulbs, queue jumps, and bus only lanes.

Project Benefits: Develop conceptual designs addressing travel times and reliability of the ECR route.

Project Map:



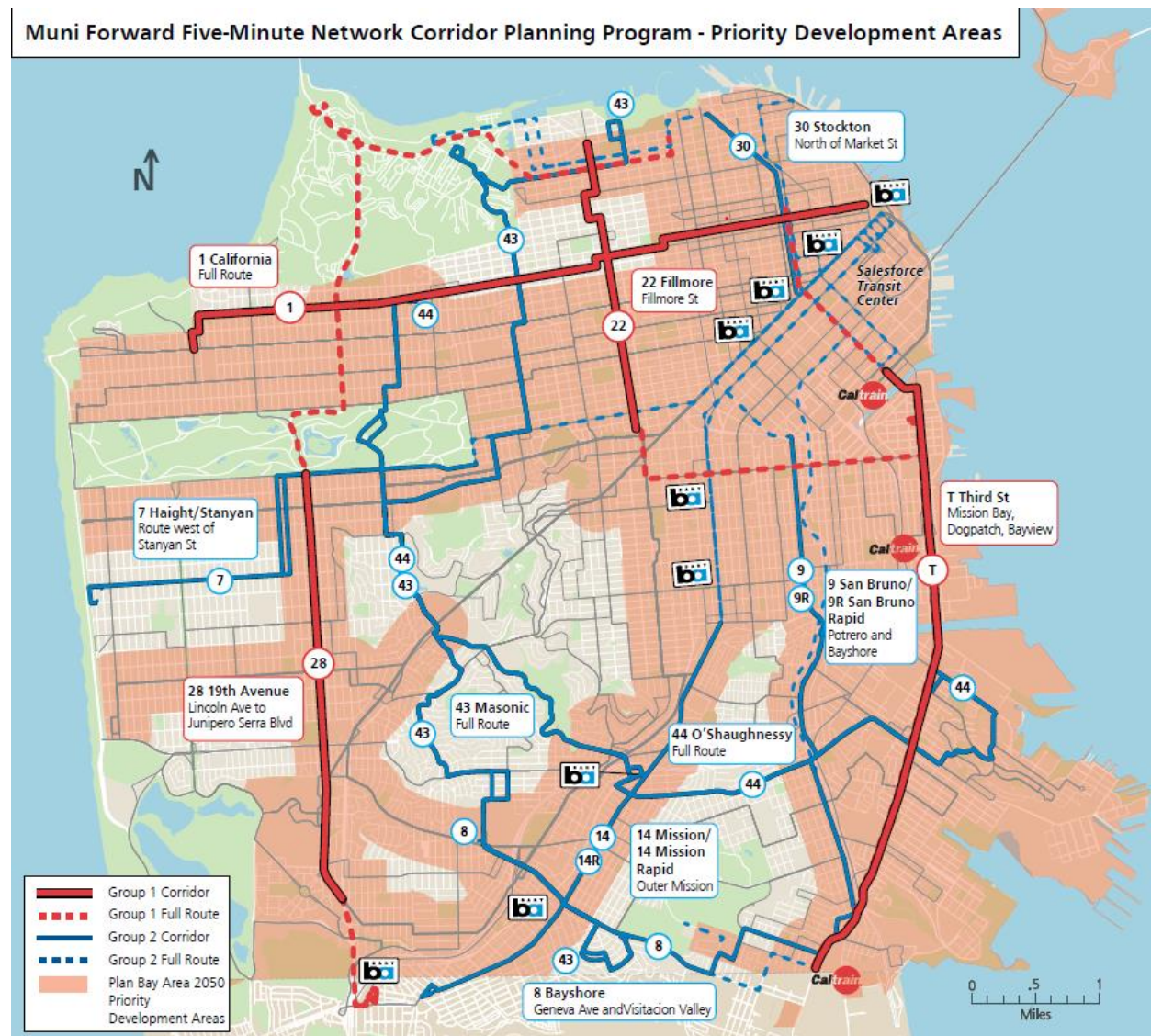
SFMTA – Muni Forward Five-Minute Network Corridor Planning (Planning Project)

Recommended TPI Funding: \$3 M (OBAG 2)

Estimated Total Project Cost: TBD

Lead Implementing Agency/ Sponsor: SFMTA

Project Location:	<p>Group 1 Corridors: 1 California - Full Route; 22 Fillmore – Along Fillmore Street; T Third – SFMTA, Dogpatch and Mission Bay; 28 19th Avenue – 19th Avenue HOV lanes</p> <p>Group 2 Corridors (if funding allows): 7 Haight-Noriega– West of Stanyan; 8 Bayshore – Geneva Ave and Visitacion Valley; 9 San Bruno and Bayshore; 14 Mission – Outer Mission; 30 Stockton – Stockton, Kearny and Columbus Streets; 43 Masonic – Full Route; 44 O’Shaughnessy – Full Route</p>
Project Description:	<p>Develop the next generation of Muni Forward corridor projects in support of SFMTA’s network of high-ridership corridors with capacity to support combined five-minute headways, referred to as a “Five-Minute Network.” TPI funding would be used for the most critical investments of the Five-Minute Network on four “Group 1” Corridors. Additional corridors from “Group 2” could be pursued if funding allows.</p> <p>The Five Minute Network Plan will build upon the existing Muni Forward program and draw from a toolkit of transit priority street design improvements such as transit lanes, stop consolidation, transit bulbs and islands, traffic signals with transit priority, turn pockets and restrictions, curb management, and more.</p>
Project Benefits:	<p>Develop corridor plans to improve reliability and reduce delay through proven tools.</p>
Project Graphic:	<p>(see next page)</p>



VTA – Monterey Road Transit Lane Project (Planning Project)

Recommended TPI Funding: \$0.6 M

Estimated Total Project Cost: TBD

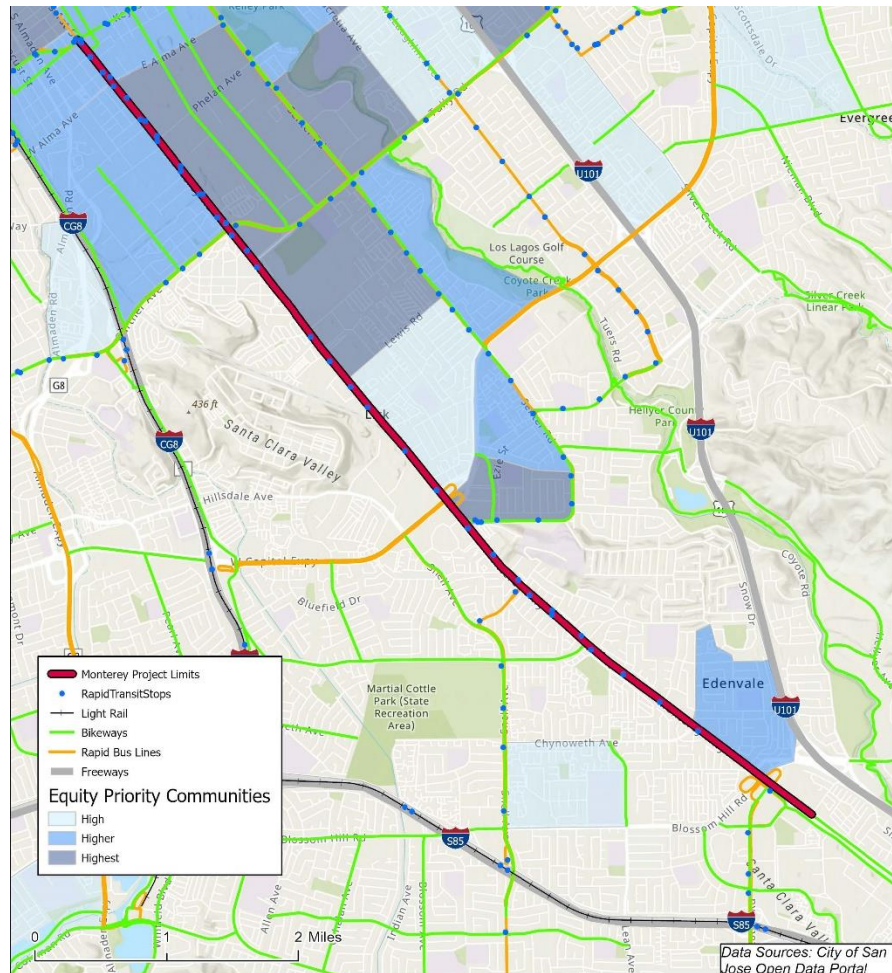
Lead Implementing Agency/ Sponsor: VTA

Project Location: Monterey Road in the City of San Jose from Keyes Road to Ford Road.

Project Description: Transportation analysis and final design for installation of dedicated bus lanes on Monterey Road serving routes 66,68, Rapid 568, 70, 72, and 73, and protected bicycle lanes.

Project Benefits: Design document for improvements to increase transit speeds, reduce transit travel times, improve safety for all modes.

Project Map:



AC Transit – MacDonald Avenue Transit Signal Priority Project

Phase 1

Recommended Funding: \$3.5 M (OBAG 2/LCTOP)

Estimated Total Project Cost: \$3.9 M

Lead Implementing Agency/ Sponsor: AC Transit

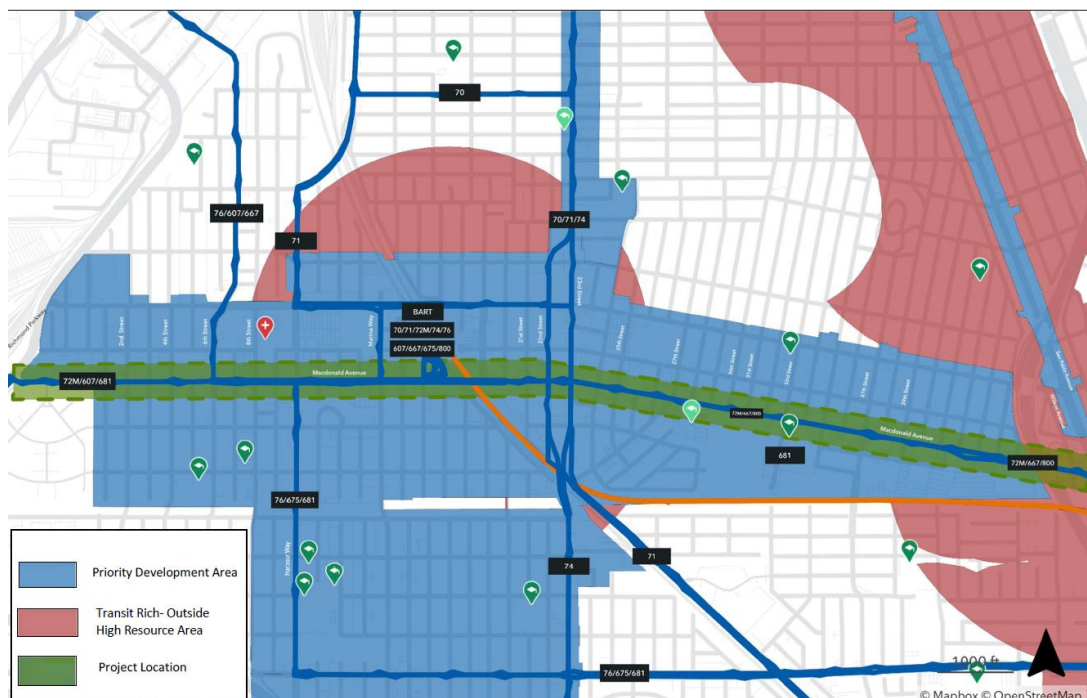
Project Location: MacDonald Avenue in Richmond between Richmond Parkway and San Pablo Avenue. The project corridor is 2.71 miles and features 15 signalized intersections.

Project Description: Install TSP equipment along MacDonald Avenue in Richmond, including traffic signal upgrades, signal communication, and signal timing coordination. In addition, bus stops along the corridor will be improved through relocation, consolidation, installation of bus bulbs/islands, and other improvements.

Project Benefits: Reduce delay, improve reliability and achieve approximately 10% travel time savings along the corridor

Project Schedule: Environmental Clearance: December 2023
Project Completion: August 2025

Project Map:



Marin Transit – Marin County Hwy 101 Part Time Transit Lane

Recommended Funding: \$1.1 M (OBAG 2)

Estimated Total Project Cost: \$9.1 million

Lead Implementing Agency/ Sponsor: Marin County Transit District/Transportation Authority of Marin

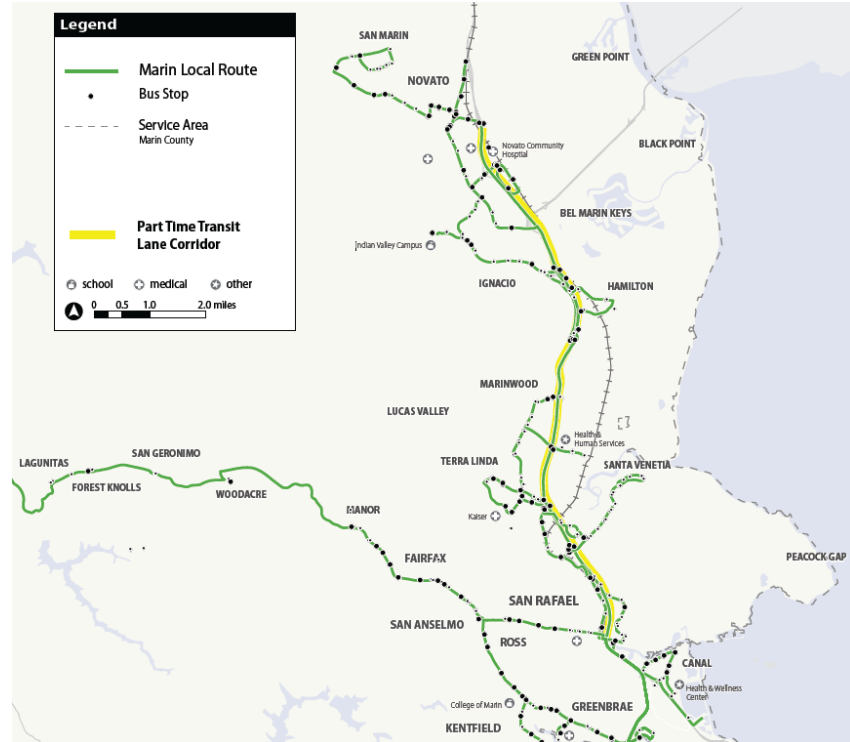
Project Location: Southbound US 101 in Marin County between Delong Avenue in Novato and Mission Avenue in San Rafael.

Project Description: Pilot of a Part Time Transit Lane (PTTL) on the shoulder of Southbound US 101 in Marin County. This has been identified as a low-cost way to provide highly visible transit priority for buses using a combination of freeway shoulder lanes, auxiliary lanes, exit lanes, and existing bus bypass lanes.

Project Benefits: Transit travel time savings of 5 to 10 minutes over traffic in HOV and general-purpose lanes and reliability improvements, along with resulting operating cost savings and ridership increases.

Project Schedule: Environmental clearance: December 2023
Project Completion: June 2027

Project Map:



NVTA – Napa Valley Transit Safety and Efficiency Improvements

Recommended Funding: \$1 M (LCTOP)

Estimated Total Project Cost: \$1.5 million

Lead Implementing Agency/ Sponsor: Napa Valley Transportation Authority

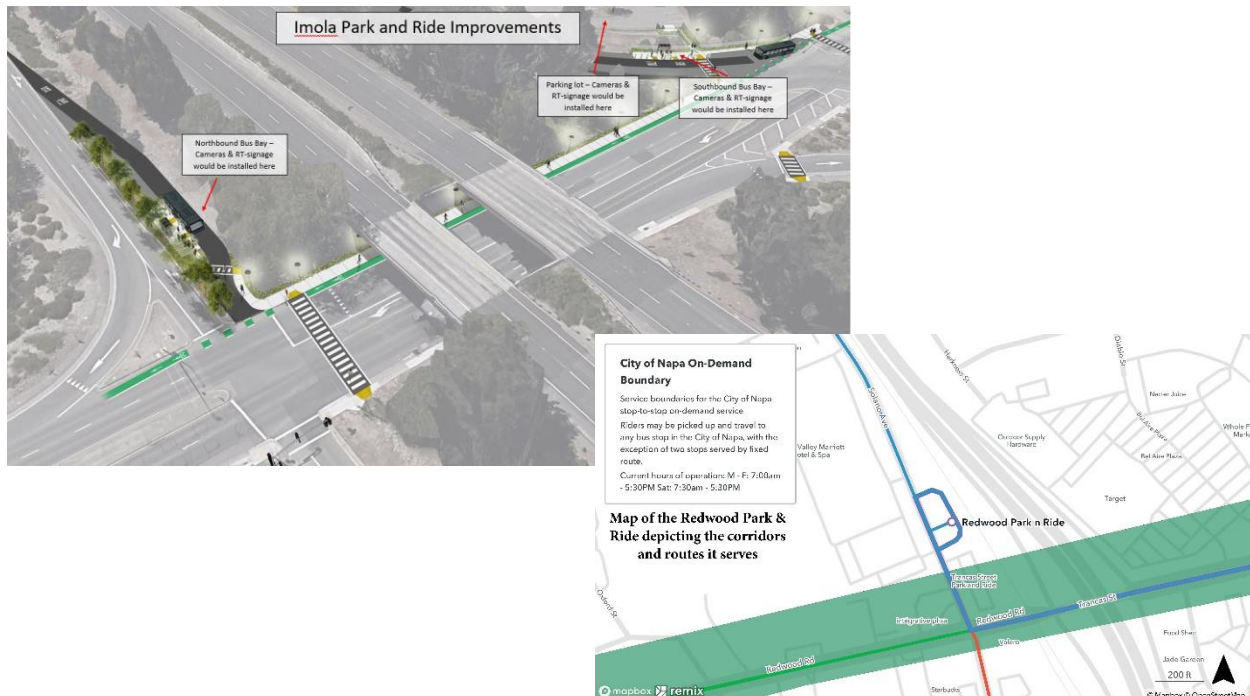
Project Location: Redwood Park and Ride, Imola Park and Ride, Soscol Gateway Transit Center, and improvements to vehicles serving the Vine transit network.

Project Description: Suite of improvements including: Wayfinding and public facility upgrades at Redwood Park and Ride; surveillance and dynamic information signs at Imola Park and Ride; wayfinding and signage at Soscol Gateway Transit Center; replacement of the radio system and surveillance system on board Vine Transit buses.

Project Benefits: Improved reliability and safety of transit throughout Napa County, improvements to the customer experience and associated ridership increase.

Project Schedule: Project Completion: June 2025

Project Diagrams:



SFMTA – Next Generation Transit Lane and Bus Zone Enforcement Pilot Program

Recommended Funding: \$2.5 M (LCTOP)

Estimated Total Project Cost: \$2.9 M

Lead Implementing Agency/ Sponsor: SFMTA

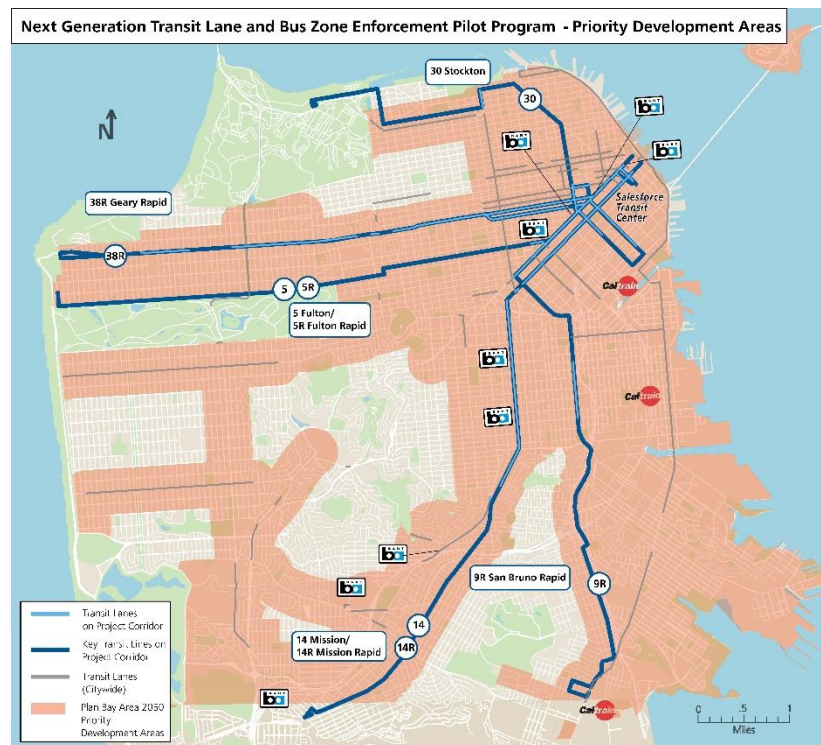
Project Location: 14 Mission/14R Mission Rapid, 38 Geary/38R Geary Rapid, 5 Fulton/5R Fulton Rapid, 9 San Bruno/9R San Bruno Rapid, and 30 Stockton corridors

Project Description: Planning, labor, and equipment to modernize a quarter of the Muni bus fleet (212 buses) with next generation camera technology to improve detection of parking violations in transit lanes and at stops. This equipment will improve the efficiency of monitoring transit lanes for violations and issuing citations, including allowing SFMTA to issue warnings for first-time violations.

Project Benefits: Approximate 10% decrease in delays, improvement of reliability, and approximately 5% increase in ridership for routes in dedicated transit lanes by discouraging violations.

Project Schedule: Project completion: July 2026

Project Map:



SFMTA – 29 Sunset Improvement Project – Phase Two

Recommended Funding: \$2.7 M (OBAG 2)

Estimated Total Project Cost: \$9.9 M

Lead Implementing Agency/ Sponsor: SFMTA

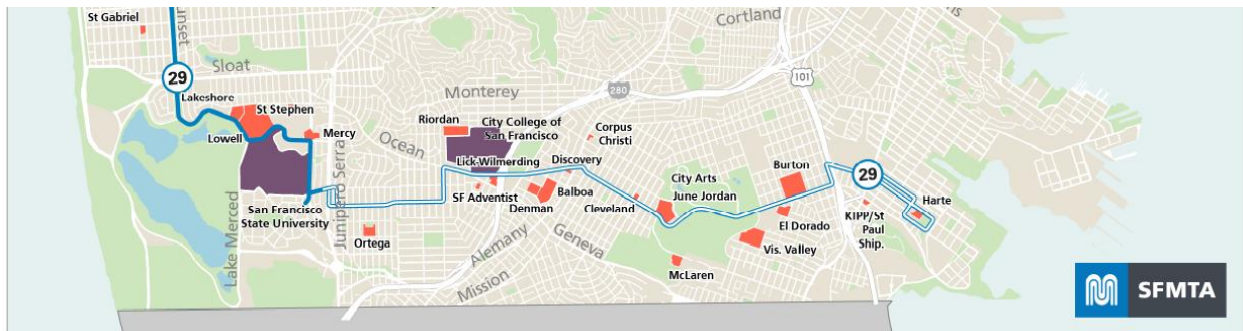
Project Location: 29 Sunset route between Junipero Serra and Holloway and Ocean Avenue.

Project Description: Improvements to performance and passenger experience on the Muni 29 Sunset bus route including removal of some stops, relocation of stops, improved amenities, implementation of TSP.

Project Benefits: Improve travel times, by approximately 4%, and reliability by reducing delays, increase ridership.

Project Schedule: Environmental clearance: September 2024
Project Completion: November 2028

Project Map:



SFMTA – Third Street Dynamic Traffic Signal Optimization Project

Recommended Funding: \$2 M (OBAG 2)

Estimated Total Project Cost: \$2 M

Lead Implementing Agency/ Sponsor: SFMTA

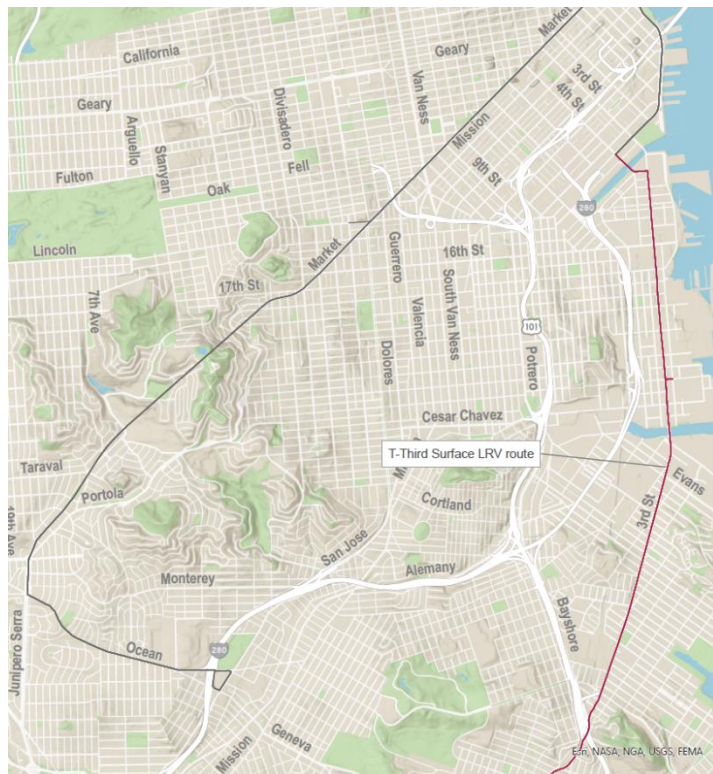
Project Location: T-Third Street light rail line, running along a 5.3 mile north-south corridor on the eastern edge of San Francisco.

Project Description: Implement smart technology traffic signals on the T-Third Street light rail line. The technology includes a new traffic detection system and a demand based adaptive signal priority central traffic software. The project will include evaluation of three tiers of deployment to determine the most cost-effective approach.

Project Benefits: Estimated 10% reduction in travel time, resulting in cost savings and a 5% ridership increase.

Project Schedule: Environmental clearance: July 2023
Project Completion: March 2024

Project Map:



VTA – Transit Reliability Improvement and Performance System (TRIPS)

Recommended Funding: \$2.4 M (LCTOP)

Estimated Total Project Cost: \$2.7 M

Lead Implementing Agency/ Sponsor: Santa Clara County Valley Transportation Authority

Project Location:	VTA Bus Route 66 starting in Downtown San Jose to North Milpitas, including over 33.3 miles of round trip service.
Project Description:	Plan and deploy a centralized transit signal priority (TSP) system that will improve transit speed and reliability, starting with Route 66. The Transit Reliability Improvement and Performance System (TRIPS) will make it possible to deploy TSP quickly and cost-effectively across different types of traffic signal controllers using by the 16 cities where VTA operates.
Project Benefits:	Speed improvement of up to 11% on Route 66, allowing VTA to increase the span of service and/or reduction of transit vehicles needed for daily operations.
Project Schedule:	Project completion: July 2025
Project Map:	See Next Page





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0163 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 12/29/2022 **In control:** Programming and Allocations Committee
On agenda: 2/8/2023 **Final action:**
Title: MTC Resolution No. 4556. FY 2023-24 MTC Fund Estimate

Annual Fund Estimate and proposed apportionment and distribution of approximately \$1 billion in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY 2023-24.

Sponsors:

Indexes:

Code sections:

Attachments: [3b 23-0163 MTC Resolution 4556 FY2023-24 Fund Estimate.pdf](#)
[3b 23-0163 Attachment 1 FY2023-24 Fund Estimate Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4556. FY 2023-24 MTC Fund Estimate

Annual Fund Estimate and proposed apportionment and distribution of approximately \$1 billion in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY 2023-24.

Presenter:

Terence Lee

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 8, 2023

Agenda Item 3b - 23-0163

MTC Resolution No. 4556. FY 2023-24 MTC Fund Estimate

Subject:

Annual Fund Estimate and proposed apportionment and distribution of approximately \$1 billion in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY 2023-24.

Background:

MTC is required by state statute to prepare and adopt an annual fund estimate of TDA Local Transportation Fund (LTF) ¼ cent sales tax revenues for the upcoming fiscal year by March 1st. This estimate assists the Bay Area's transit operators in budgeting for the next fiscal year, in this case FY 2023-24. The fund estimate prepared by MTC also includes several other fund sources which MTC allocates to transit operators, primarily for operations.

Economic Overview

The Bay Area economy has improved since the initial shocks caused by the Covid-19 pandemic. Unemployment rates have returned to close to pre-pandemic levels and taxable sales largely outperformed initial estimates. However, significant uncertainty remains about the general health of the economy, shifts in population which continue to trend lower, telecommute share which remains high, and transit ridership where recovery continues to be sluggish. All these factors could impact transit operating revenues significantly. Accordingly, it is prudent for transit operators to continue to budget with great caution.

Transportation Development Act (TDA)

State law requires county auditors to submit annual estimates of the ¼-cent TDA sales tax revenue generation to MTC by February 1st. A summary of the county auditors' mid-year estimates indicate that regional TDA revenue generation is expected to improve by 5% in the current year of FY 2022-23 to \$508 million, with a subsequent increase of 2.1% in FY 2023-24 to \$519 million.

There remains some uncertainty about the attribution of sales taxes for non-retail (online) sales in California. In October 2021, the California Department of Tax and Fee Administration (CDTFA)

issued a notice to Santa Clara County that an audit uncovered an erroneous attribution of sales on eBay as sales taxes to Santa Clara County instead of a use tax to point of delivery jurisdictions. An appeal has been filed by the City of San Jose and Santa Clara County, and a negative ruling would result in a reduction of TDA sales tax revenues in Santa Clara County going forward and a rescission of some already allocated funds dating back to October 2019. The CDTFA is also conducting audits of other major online retailers and it is possible that additional situations similar to the eBay case could be found which may impact other Bay Area jurisdictions. The result of the appeal is still pending.

Assembly Bill 1107 (AB 1107)

A portion (25%) of BART's half-cent sales tax revenue generated in Alameda, Contra Costa, and San Francisco counties is subject to allocation by MTC, and MTC staff is responsible for estimating the annual revenue generation. Based on actual performance to date along with sales tax projections from county auditor offices, staff proposes to revise the current FY 2022-23 estimate upwards to \$104 million and to forecast FY 2023-24 revenues of \$104 million. This amount would be split evenly between SFMTA and AC Transit per longstanding Commission policy.

State Transit Assistance (STA)

Governor Newsom's proposed FY 2023-24 State Budget estimates \$932 million in STA funds statewide in FY 2023-24. Based on this estimate, the Bay Area would receive approximately \$388 million (\$297 million in Revenue-Based and \$91 million in Population-Based) in FY 2023-24 STA funds. As noted in the Issues section below, FY 2023-24 is the first year that the STA Revenue-Based distribution should be based on actual FY 2021-22 qualifying revenues after several years of the calculation being frozen at pre-COVID-19 FY 2018-19 qualifying revenue levels. The revenue distribution factors for certain Bay Area operators are dramatically different from prior years and will require further investigation with the State.

While the Fund Estimate will reflect the latest available information from the State Controller's Office for the current year (FY 2022-23) estimates, the Governor's budget also forecasts additional increases in FY 2022-23 STA revenues. If the estimates in the Governor's Proposed Budget are correct, the Bay Area will see an increase of \$119 million STA revenues in FY 2022-

23 over FY 2021-22 levels, and \$127 million in FY 2023-24 over FY 2021-22 levels. STA revenues are based on a sales tax on diesel fuel, and higher prices and consumption in recent years have resulted in higher revenues to the STA programs. Based on data from the US Energy Information Administration, diesel retail price in California reached a peak of \$6.91 per gallon in June 2022, but have come down 20% to \$5.48 in January 2023. Staff will return to the Commission to update the estimates following the state budget approval later this year.

State of Good Repair (SGR) Program

Senate Bill (SB) 1 established the State of Good Repair (SGR) Program which will bring \$46 million to the Bay Area in FY 2023-24 for transit capital state of good repair projects. The funds from the SGR Program follow the same state-wide distribution policies as the regular STA program, with a Revenue-Based and Population-Based program.

Bridge Tolls

In April 2010, MTC Resolution No. 3948 resulted in a lump sum payment from BATA to MTC for an amount equal to the 50-year present value of AB 664, RM 1, and 2% Toll revenue. Future payments from these toll revenues will be made from this lump sum, in accordance with Commission policies established in MTC Resolution Nos. 4015 and 4022.

Cap and Trade – Low Carbon Transit Operations Program

The FY 2023-24 Fund Estimate includes details on funding that will flow to the region through the Low Carbon Transit Operations Program, which is a component of the state Cap and Trade program. In FY 2023-24, the region is projected to receive \$38 million from the program based on an estimate from Governor Newsom's proposed FY 2023-24 State Budget. Apportionments of these funds are guided by Caltrans policies for the Revenue-Based program (which are the same as the STA Revenue-Based program) and by the MTC Commission for the Population-Based program through the MTC Cap and Trade Framework (MTC Resolution No. 4130, Revised).

Issues:

1. STA- Revenue Based Calculations – Funds from the STA Revenue-Based program are apportioned through a formula-based calculation using operator qualifying revenues (ie. fare revenues, local sales tax, parking revenues). While these distribution factors have been frozen at FY 2018-19 levels since FY 2020-21 due to impacts of the COVID-19 pandemic, the FY 2023-24 revenue estimates should be calculated using actual qualifying revenues from FY 2021-22. The factors for SFMTA are significantly different than expected, resulting in drastic impacts to revenue estimates. Staff is working with the State Controller’s Office and SFMTA to investigate, and Attachment A will remain under development until the issue is resolved.
2. BART Feeder Bus Agreement – A 1997 agreement between BART and four East Bay bus operators (County Connection, LAVTA, Tri-Delta, and WestCAT) established a funding mechanism for BART to support feeder bus operators using BART’s STA Revenue-Based and TDA sales tax funds. Initial payment amounts were established by transition agreements, and subsequent payments over the last 25 years have been calculated based on growth of AB 1107 ½-cent sales tax revenues. BART had communicated an interest to amend the agreement before the pandemic and has recently expressed greater urgency given its looming fiscal cliff. Discussions towards a resolution are ongoing, and an update on progress will be provided verbally at the February 2023 Programming and Allocations Committee meeting.

Recommendations:

Refer MTC Resolution No. 4556 to the Commission for approval.

Attachments:

- MTC Resolution No. 4556 (*Attachment A to this Resolution is under development and will be posted prior to the meeting*).
- Attachment 1: Presentation slides



Alix A. Bockelman

Date: February 22, 2023
W.I.: 1511
Referred by: PAC

ABSTRACT

MTC Resolution No. 4556

This resolution approves the FY 2023-24 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill (AB) 1107 sales tax, Low Carbon Transit Operations (LCTOP) cap-and-trade auction revenues, and transit-related bridge toll funds.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheets dated February 8, 2023.

Date: February 22, 2023
W.I.: 1511
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2023-24

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4556

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

WHEREAS, the Transportation Development Act (TDA), Public Utilities Code (PUC) Sections 99200 *et seq.*, provides that funds are made available from the Local Transportation Fund (LTF) for various transportation purposes; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6620, the County Auditor for each of the nine counties in the Bay Area has submitted the revised and new TDA fund estimates for FY 2022-23 and FY 2023-24 as shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is required to determine and advise all prospective claimants, prior to March 1 each year, of all area apportionments from the LTF for the following fiscal year pursuant to 21 California Code of Regulations Section 6644; and

WHEREAS, all area apportionments of TDA funds for the 2023-24 fiscal year are shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC has prepared a proposed distribution of operating/capital assistance funds, including TDA, State Transit Assistance (STA) pursuant to Public Utilities Code § 99310 *et seq.*, State of Good Repair (SGR) Program pursuant to Public Utilities Code § 99312.1, Low Carbon Transit Operations Program (LCTOP) pursuant to Health and Safety Code § 39719(b)(1)(B), the twenty-five percent (25%) of the one-half cent transaction and use tax collected pursuant to PUC Section 29142.2 (AB 1107), and estimates of certain toll bridge revenues (SHC §§ 30910 *et seq.*), in order to provide financial information to all prospective claimants to assist them in developing budgets in a timely manner; and

WHEREAS, the proposed distribution of such operating assistance funds is also shown in Attachment A; now, therefore, be it

RESOLVED, that MTC approves the area apportionments of TDA funds, and the proposed distribution of operating assistance funds for the 2023-24 fiscal year as shown in Attachment A, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC intends to allocate operating assistance funds for the 2023-24 fiscal year, based on the area apportionments of TDA funds, the proposed distribution of operating assistance funds and upon the receipt of appropriate claims from eligible claimants; and, be it further

RESOLVED, that Attachment A may be revised by the MTC Executive Director or his/her designee to reflect funds returned to the Local Transportation Fund and expired capital allocations or by approval of the MTC Programming and Allocations Committee, except that any significant changes shall be submitted to the full Commission for approval.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on February 22, 2023.

MTC Resolution No. 4556

FY 2023-24 MTC Fund Estimate

MTC Programming and Allocations Committee

February 8, 2023



Fund Estimate Background

- State law requires MTC to complete a Fund Estimate by March 1st annually
- Assists transit operators in budgeting
- Approx. 40% of Bay Area transit operating revenues are based on sales taxes
- As expected, caution is warranted in budgeting for FY 2023-24 given uncertainties around the ongoing impacts of COVID-19 on public transit
- **FY 2023-24 Fund Estimate identifies for distribution ~\$1 billion, mostly for transit operations**



Fund Estimate Overview

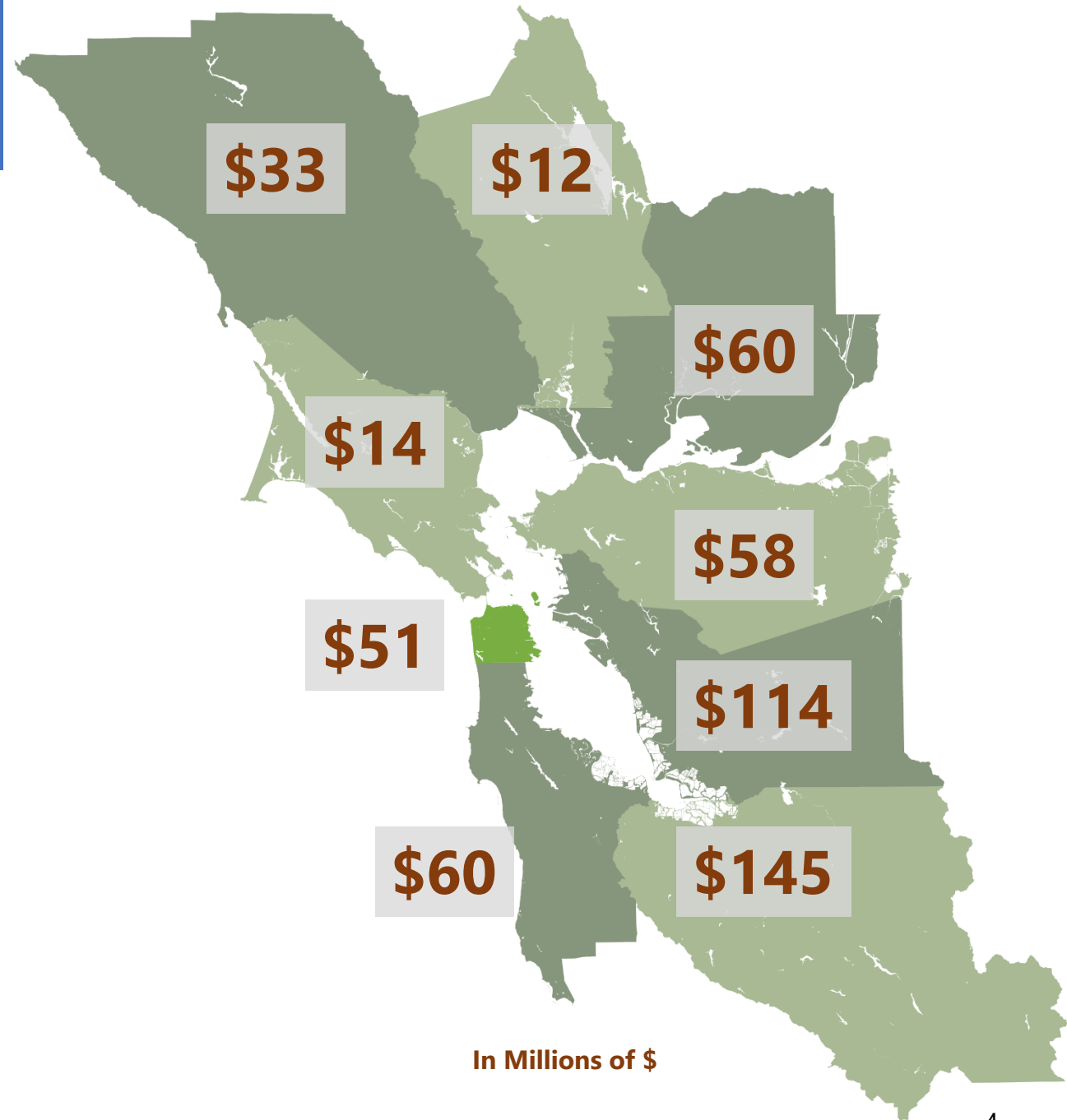
	Program	Description	FY 2021-22 Actuals	FY 2022-23 Revised Estimates	FY 2023-24 Estimates
Sales Taxes and Tolls	Transportation Development Act (TDA) ¼ ¢ Sales Tax	¼ ¢ sales tax in each county	\$481M	\$508M	\$519M
	AB 1107 ½ ¢ Sales Tax	MTC administers 25% of the revenue from the ½ ¢ sales tax in the three BART district counties	\$104M	\$104M	\$104M
	Bridge Tolls	MTC 2% Toll Revenues and 5% State General Fund Revenues	\$5M	\$5M	\$5M
STA Formula	State Transit Assistance (STA)	Sales tax on diesel fuel in CA	\$260M	\$350M	\$388M*
	State of Good Repair (SGR) Program	Transportation Improvement Fee (vehicle registration fee)	\$43M	\$44M	\$52M
	Low Carbon Transit Operations Program (LCTOP)	5% of Cap-and-Trade auction revenues	\$70M	\$47M	\$43M

Note: Estimated revenue amounts are rounded to nearest million.

* There are inconsistencies with the underlying distribution factors. Staff is working to reconcile these issues.

TDA Sales Tax Forecast FY 2023-24

- Estimates for each county prepared by individual county Auditor/Controllers
- FY23 (Current Year) estimates revised to **\$508M**
 - Up 5% from original \$484M FY23 estimate
 - Up 6% from FY22 Actuals (\$481M)
- FY24 estimates projected to be 2.1% higher at **\$519M**
 - Contra Costa, Napa, and San Mateo projecting ~5% growth over FY22 revised estimates
- Does not account for possible impacts due to eBay sales tax adjustment in Santa Clara



STA Formula Programs

FY 2023-24

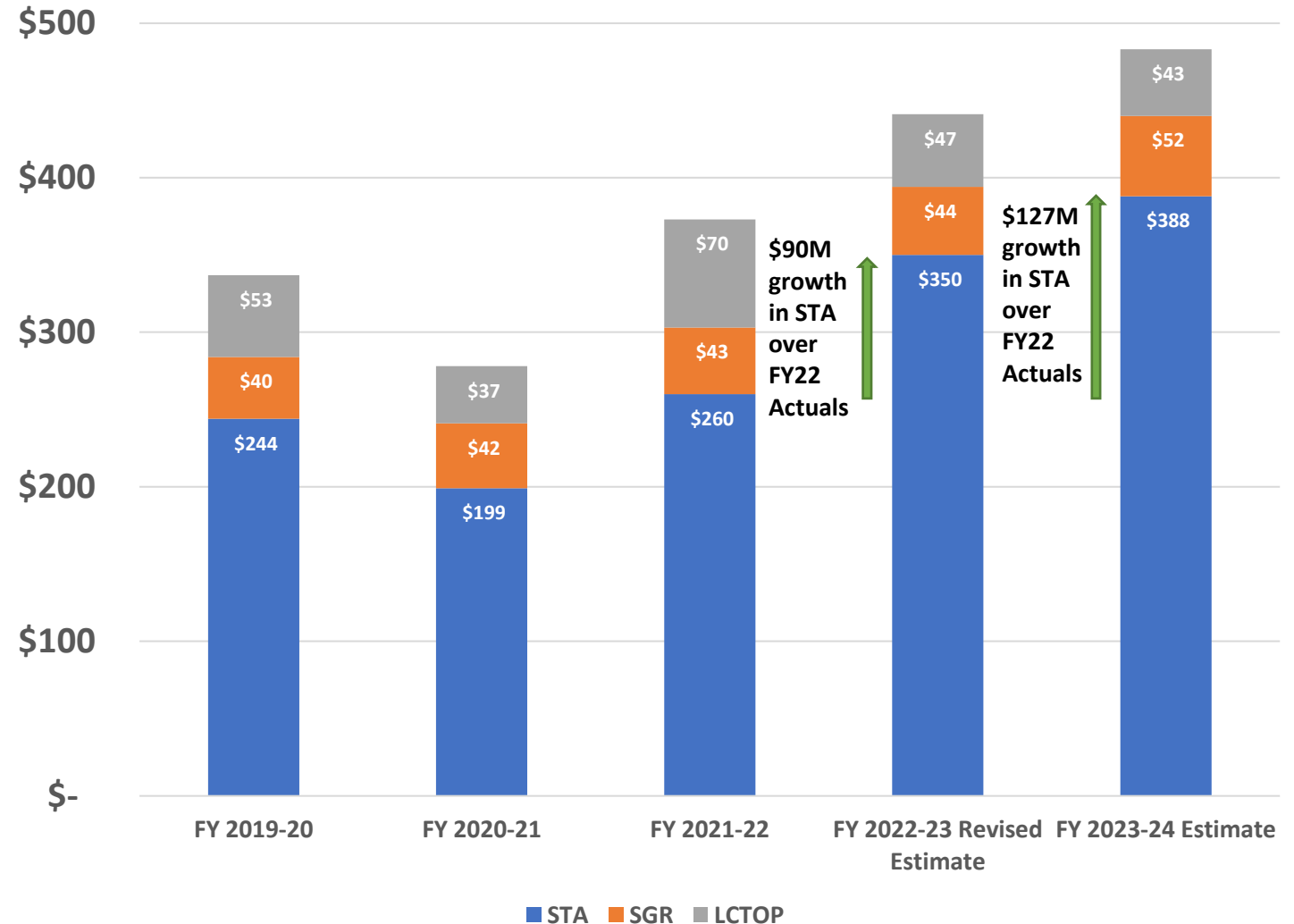
State Transit Assistance (STA) formula splits statewide revenue 50/50 between a Revenue-Based program and a Population-Based program

STA revenues are derived from a sales tax on diesel fuel. Increases in diesel prices in recent years have contributed to substantial increases in STA revenues compared to FY22

Revenue-Based funds flow to transit operators via MTC based on their qualifying local revenue

Population-Based funds flow to the Bay Area based on our ~19% share of the state's population and are programmed by MTC

FY 2023-24 forecast of \$483 million for the Bay Area in STA, State of Good Repair (SGR) Program and Low Carbon Transit Operations Program (LCTOP) revenue



Issues Related to TDA/STA Programs

State Transit Assistance

- The STA Revenue-Based program uses distribution factors based on an operator's qualifying revenue
- Qualifying revenues have been frozen for several years to mitigate impacts due to the COVID-19 pandemic
- The freeze has been lifted for FY 2023-24, which is based on actual qualifying revenues from FY 2021-22
- Qualifying revenues for SFMTA are significantly different than expected, resulting in substantially lower estimates for SFMTA
- Staff is working with the State Controller's Office (SCO) and SFMTA to investigate and resolve the issue

Feeder Bus Agreement

- A 1997 agreement establishes a funding mechanism for BART to support four East Bay bus operators using BART's STA Revenue-Based and TDA sales tax funds
- BART has expressed a desire to amend and restructure the agreement
- Discussions are on-going between all impact parties to reconcile issues and identify a new approach

AB 1107 Sales Tax Forecast

FY 2023-24

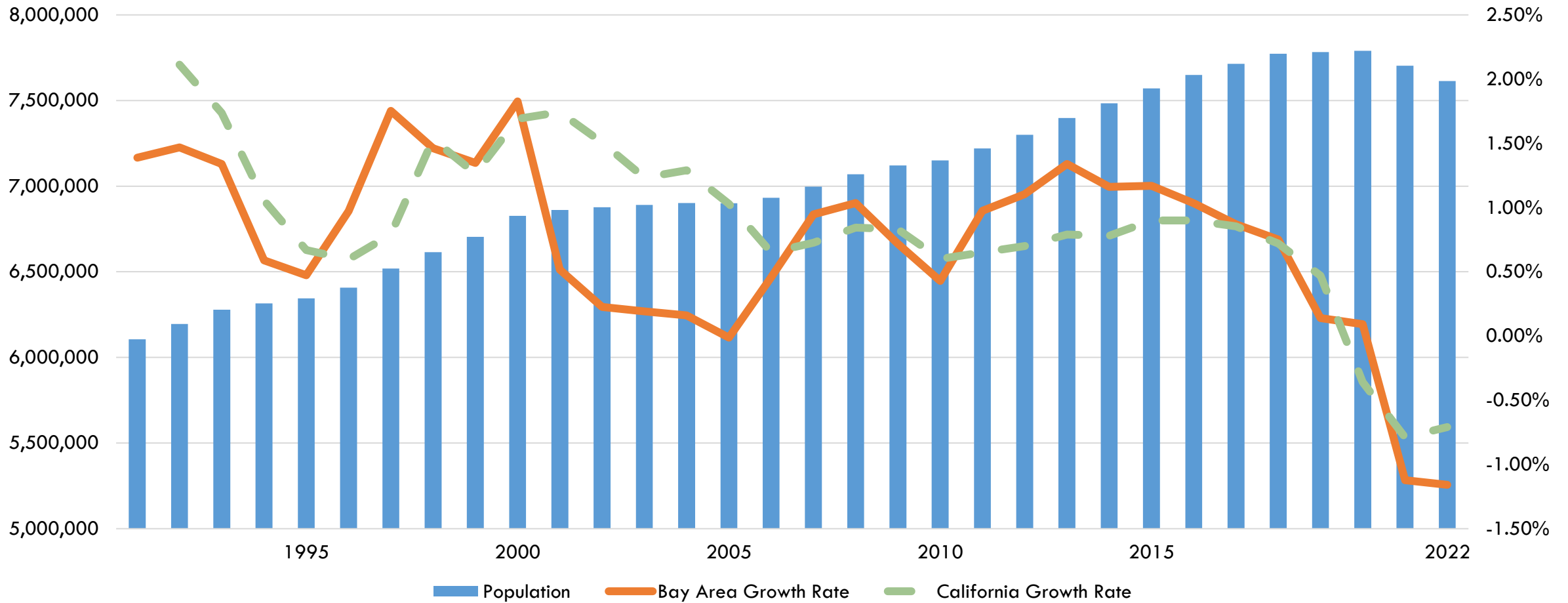
- 25% of total revenue from BART's sales tax in Alameda, Contra Costa, and San Francisco counties
- MTC estimates revenue and establishes funding policy
- Only AC Transit, BART, and SFMTA eligible to receive AB 1107 funds per state statute
- Historically, Commission policy is to distribute 50% of funds to AC Transit and 50% to SFMTA
- **FY 2023-24 forecast of \$104 million is in line with projected growth in TDA sales tax in Alameda, Contra Costa and San Francisco**

FY 2022-23 forecast is revised upwards to \$104 million from \$100 million



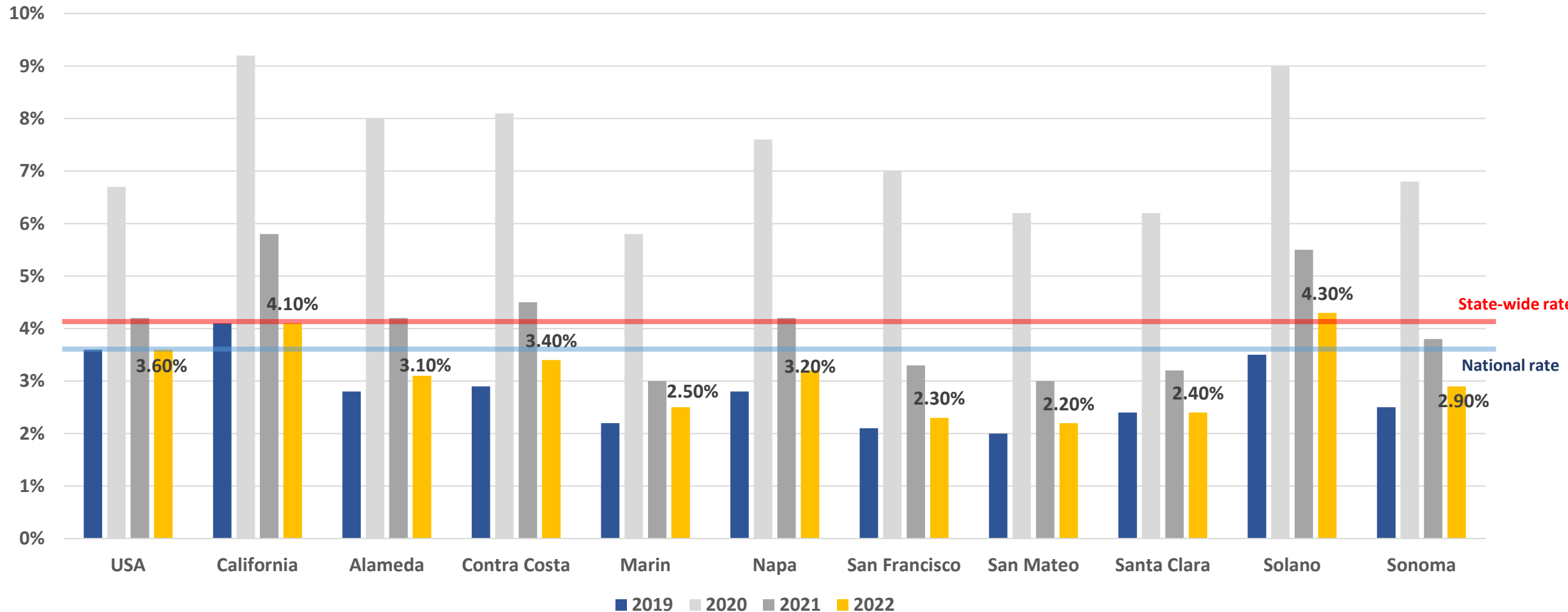
Bay Area Population

- Bay Area Population has declined, now equal to 2015 levels
- The regional population is shrinking faster than the state population.

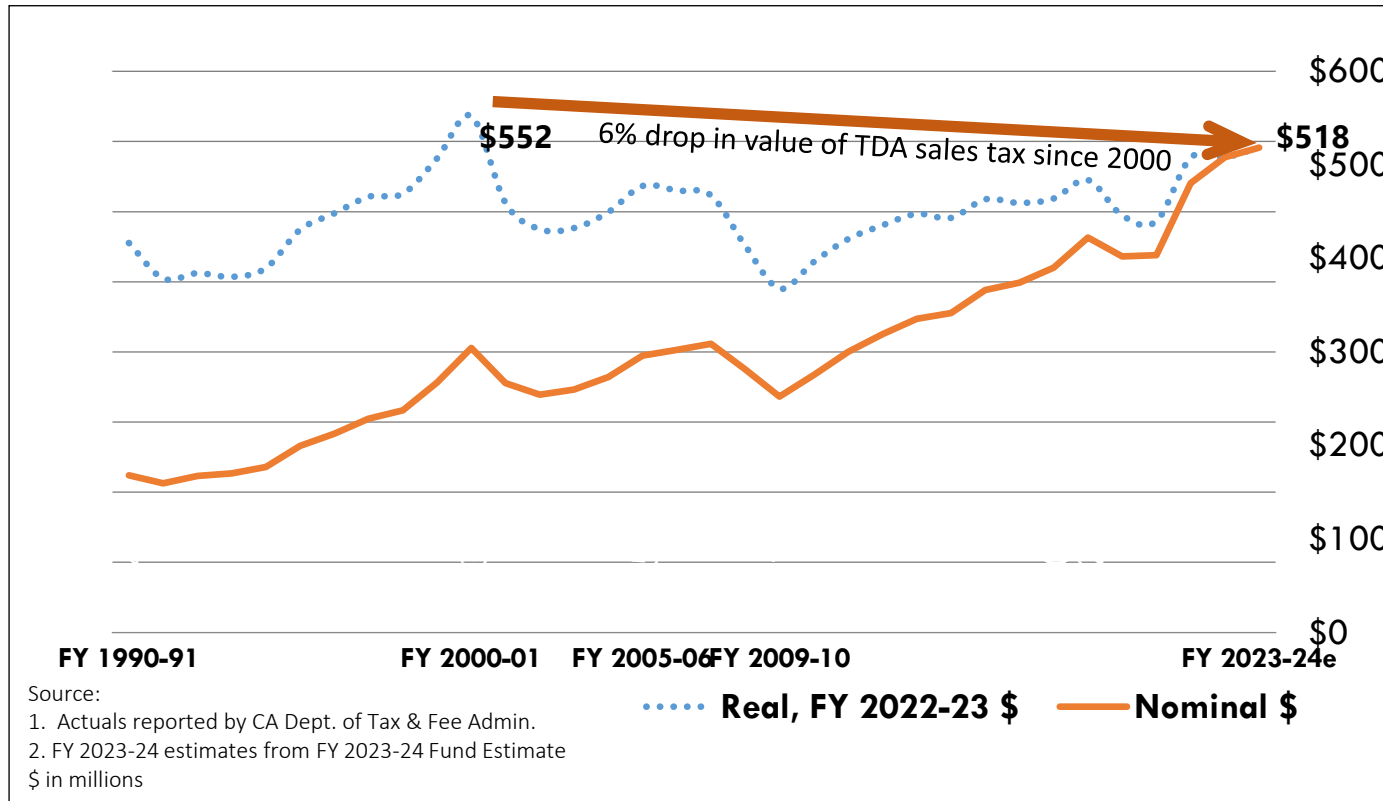


Bay Area Unemployment Rate

- Unemployment rates have improved significantly, returning to or near pre-pandemic levels



Real Sales Tax Revenue: 6% drop since 2000



- Despite near continuous increases in sales tax revenues in nominal terms, revenues have not kept up with inflation
- Since 2000, real sales tax revenues have declined 6%

Staff Recommendation

Staff recommendation is to forward to the Commission for approval:

MTC Resolution No. 4556 (FY 2023-24 MTC Fund Estimate)





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	23-0164	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	12/29/2022	In control:		Programming and Allocations Committee	
On agenda:	2/8/2023	Final action:			
Title:	Update on the Transit Operations "Fiscal Cliff"				

Staff will provide an overview of the anticipated financial challenges facing the operations budgets of Bay Area transit agencies over the next five fiscal years, including information from the Reimagined Short Range Transit Plans (SRTTP) developed by operators in the fall of 2022.

Sponsors:

Indexes:

Code sections:

Attachments: [4a 23-0164 Transit Fiscal Cliff.pdf](#)
[4a 23-0164 Transit Fiscal Cliff Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Update on the Transit Operations "Fiscal Cliff"

Staff will provide an overview of the anticipated financial challenges facing the operations budgets of Bay Area transit agencies over the next five fiscal years, including information from the Reimagined Short Range Transit Plans (SRTTP) developed by operators in the fall of 2022.

Presenter:

William Bacon

Recommended Action:

Information

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 8, 2023

Agenda Item 4a - 23-0164

Update on the Transit Operations “Fiscal Cliff”

Subject:

Staff will provide an overview of the anticipated financial challenges facing the operations budgets of Bay Area transit agencies over the next five fiscal years, including information from the Reimagined Short Range Transit Plans (SRTP) developed by operators in the fall of 2022.

Background:

Reimagined SRTPs

Bay Area public transit operators are required to produce an SRTP every four years to satisfy Federal Transit Administration regional coordination and planning requirements. In recognition of the impacts that the COVID-19 pandemic has had on transit operations, in the spring of 2022, the MTC Commission adopted Resolution 4512, which established a Reimagined SRTP scenario planning process to guide the development of each operator’s SRTP. Every Bay Area transit operator was allocated Federal Transit Administration (FTA) Section 5303 planning funds in order to develop a Reimagined SRTP for their agency. The Reimagined SRTPs focused on a five-year planning horizon (Fiscal Year (FY) 2023-24 to FY 2027-28) and included three different revenue scenarios, designed by MTC to illustrate what Bay Area transit service might look like over the next five years under different revenue constraints. The three scenarios were:

1. Robust Recovery – What if total revenues return to FY 2018-19 levels, adjusted for inflation?
2. Tax Revenue Recovery, with fewer riders – What if fare revenues remain depressed, but other revenues recover to FY 2018-19 levels?
3. Some Progress – Revenue at 85% – What if total revenues don’t recover beyond 85% of FY 2018-19 levels?

The Reimagined SRTPs highlighted a number of key themes reflecting the challenges facing transit operations in the Bay Area over the coming years:

1. Farebox dependent operators remain acutely vulnerable to sluggish ridership recovery. For example, in a worst-case scenario (#2 - Tax Revenue Recovery, with fewer riders) for BART, the regional rail operator could be forced to reduce service hours by 78% and reduce its staff by 38%.
2. 100% of pre-pandemic revenues would not necessarily be sufficient to restore 100% of pre-pandemic service. According to the Reimagined SRTPs, due largely to contract and fuel cost increases, the cost of operating transit service has increased by 30% on average since FY 2018-19 which significantly outpaces overall Bay Area inflation and further constrains the ability of transit operators to increase the level of transit service deployed for customers.
3. The fiscal cliff is not the only challenge facing operators. For some agencies, operator recruitment and retention are as significant a challenge, if not more so, than fiscal ones when it comes to restoring transit service to levels operated pre-pandemic.

All operator submitted Reimagined SRTP data is posted at www.mtc.ca.gov/srtp and is available for download and review.

Transit “Fiscal Cliff”

In addition to the data and scenario planning generated by the Reimagined SRTPs, MTC staff have been working closely with transit operators to understand their most recent anticipated operating shortfalls. Bay Area transit operators have been the beneficiaries of \$4.4 billion in federal pandemic relief funds, which have allowed agencies to continue to deliver robust transit services over the past three years of the COVID-19 pandemic. However, over the coming years transit operators are expected to exhaust those federal relief funds and barring a rapid recovery in local revenues and transit fares, many will go over a proverbial “fiscal cliff” over the next five years.

\$2.5 - \$3.3 Billion Transit Operations Need

Collectively, MTC expects Bay Area transit operators to face a cumulative shortfall of between \$2.5 - \$3.3 billion over the next five years (to FY 2027-28). At the high end of this range, on an annual basis these shortfalls are expected to grow from approximately \$192 million in FY 2023-

24 to over \$880 million in FY 2027-28. The significant range expressed in this possible shortfall forecast reflects the deep uncertainty facing transit operating budgets over the coming years. At the low end, the range assumes that difficult tradeoffs are made, such as delaying the transition to zero-emission buses, diverting funds from Vision Zero street safety projects to transit operations, and delaying repairs to customer facing assets like escalators and elevators. Transit operators like BART, SFMTA, Caltrain, and Golden Gate Transit/Ferry are expected to face the most acute financial challenges over the coming years due to the nature of their pre-pandemic revenue sources, which were heavily focused on fares, parking revenues, and tolls. Each of these fund sources has been slower to recover from the impacts of the pandemic than many local tax revenues, especially the sales tax.

Finding Solutions

Building on the robust inter-agency partnerships strengthened over the last three years, MTC has worked closely with transit operators, the business community, advocacy organizations, and transit riders to form a coalition to advocate in Sacramento for funding to support transit operations. The Joint MTC-ABAG Legislation Committee has served as the primary forum for MTC staff to provide updates on the advocacy strategy as a part of MTC's 2023 Legislative Program. MTC staff have been invited to present to the Bay Area Legislative Caucus twice in 2023 as of this writing and will continue to ensure that legislative leaders understand the significance of the financial crisis facing transit operators in the Bay Area and the service that is at risk.

Next Steps:

Staff will continue to keep the Programming and Allocations Committee as well as the full Commission updated on the evolving financial situation of Bay Area transit operators and of the collective funding needed to maintain adequate transit service levels.

Issues:

None identified.

Recommendations:

None. Information only.

Attachments:

- Presentation

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

Alix A. Bockelman



Photo: Karl Nielsen

Saving Transit Service: Understanding the Bay Area's Transit Operating Fiscal Crisis

MTC Programming and Allocations Committee

February 8, 2023



METROPOLITAN TRANSPORTATION COMMISSION

Overview



1. Reimagined Short Range Transit Plans (SRTTP):
A Scenario Planning Exercise



2. Transit's Story Over the Last Three Years



3. Outlook for Transit Agencies Over the Coming Years



4. A Regional Approach to a Looming Transit 'Fiscal Cliff'



Photo: Jim Mauer

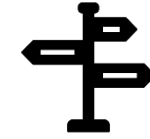


Reimagined SRTPs: A Scenario Planning Exercise

Photo: Karl Nielsen



Reimagined SRTPs



1. In April 2022, the MTC Commission adopted **MTC Resolution No. 4512**, updating the guidelines for the Short-Range Transit Plan (SRTP) process
2. **Past SRTPs:** Service and capital plans constrained to a single ten-year revenue forecast. Large operators and small operators on staggered SRTP schedule
3. **Key changes** included:
 - Narrower 5-year focus - targeted
 - All operators on same cycle to provide regional picture
 - Scenario planning exercise
4. **Reimagined SRTP:** Revenue constraints were asserted based on scenario concepts, and service plans were required to fit within those constraints

Reminder: The scenarios and revenue envelopes were not developed to be predictive. The intention is to articulate what service *might* look like under different revenue constraints.



Photo: Jim Mauer

Scenario Concepts



What might Bay Area transit service look like over the next five years under different revenue constraints?

1. Robust Recovery – What if total revenues return to FY 2018-19 levels, adjusted for inflation?
2. Tax Revenue Recovery, with fewer riders – What if *fare revenues* remain depressed, but other revenues recover to FY 2018-19 levels?
3. Some Progress – Revenue at 85% – What if total revenues don't recover beyond 85% of FY 2018-19 levels?



Photo: Noah Berger

Scenario Concepts



Scenario #1 Robust Recovery

What if total revenues return to FY 2018-19 levels, adjusted for inflation?

Scenario Insight in a Sentence:
It costs more to do less.

- Despite 100% of adjusted FY 2018-19 revenues, service hours would be 96% of FY 2018-19 levels
- It already costs more to provide less
 - Costs have increased substantially (30% regionally) due to new labor contracts and higher fuel costs
 - For some operators, FY2022-23 expenses exceed adjusted FY 2018-19 levels, even with reduced service hours
- If available revenues return to adjusted pre-pandemic levels, transit operator retention and recruitment would likely remain a significant challenge to provide full service

Key Themes from the Scenario

Average Cost per Service Hour
Region-wide

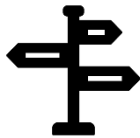


FY 2022-23 vs FY 2018-19 (% Change)

	Budget	Service Hours
SFMTA	+27%	-18%
LAVTA	+27%	-16%
NVTA	+23%	-12%



Scenario Concepts



Scenario #2: Tax Revenue Recovery, with fewer riders

What if fare revenues remain depressed, but other revenues recover to FY 2018-19 levels?

Scenario Insight in a Sentence:
Key regional transit services are hollowed out

- Most likely of the three scenarios based on employer survey trends and actual fund source performance to date
- The fiscal and service impacts of this scenario would vary tremendously across operators.
- While region-wide ridership has recovered roughly 55% of pre-pandemic ridership, across operators, recovery ranges from 30% to 80%.
- Pre-pandemic fare dependent operators would be most impacted
- Under these revenue constraints, BART would only be able to provide **22% of pre-pandemic service hours**.

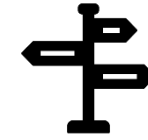
Key Themes from the Scenario



Spotlight

	Scenario 2 FY24 vs FY19 Reduction	Scenario 2 FY24 vs FY19 Reduction (%)
Operating Budget	-\$151M	-22%
Revenue Vehicle Hours	-1.8M	-78%
Revenue Vehicle Miles	-67M	-84%
Employees (Full Time Equivalent)	-1,400	-38%
Number of Lines Operated	-3	-43%

Scenario Concepts



Scenario #3: Some Progress – Revenue at 85%

What if total revenues don't recover beyond 85% of FY 2018-19 levels?

Scenario Insight in a Sentence:
Across the board reductions in all transit service

- This scenario illustrates the service impacts if all operators were equally fiscally constrained.
- While the least likely given the current state of non-farebox revenues, the impacts would be the most severe.

Key Themes from the Scenario

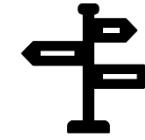
Regional impacts of a 15% revenue reduction

Category	# Reduction	%
Service Hours	-3.9M Hours	-30%
Service Miles	-71.4M Miles	-37%
Employees	-1,200 Employees	-8%

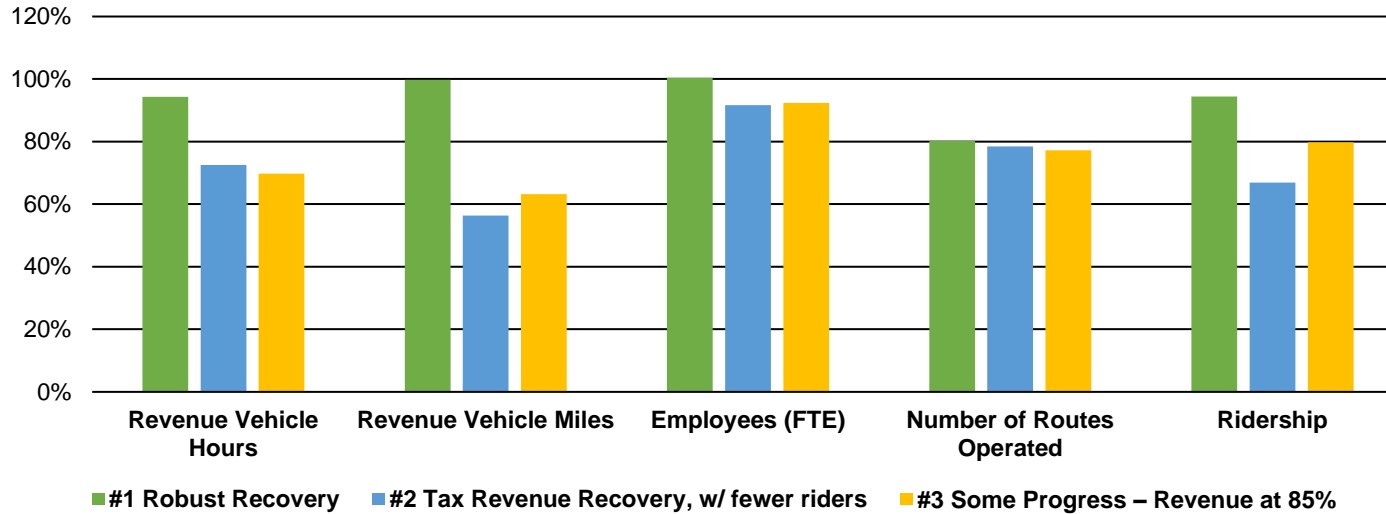


Photo: Jim Maurer

Scenario Concepts

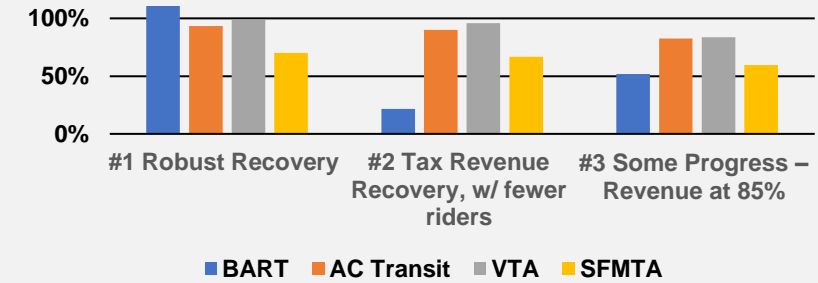


FY 2023-24 as % of FY 2018-19
Bay Area-wide

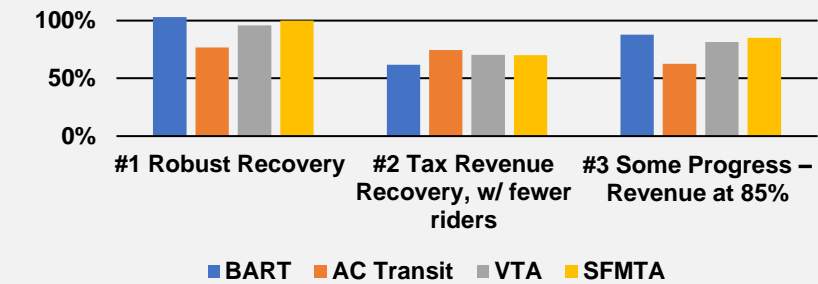


Although overall impacts of scenarios #2 and #3 look similar at the regional level, the impacts vary greatly across operators

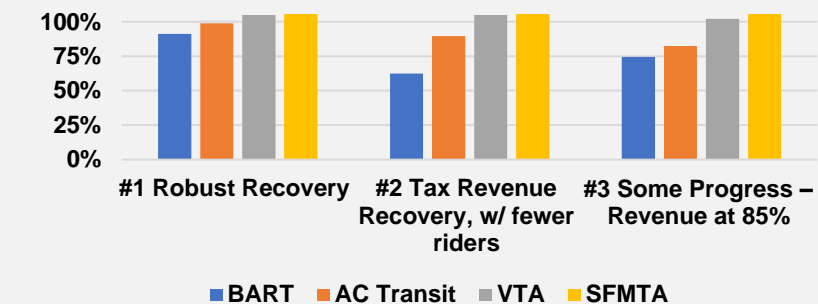
Revenue Vehicle Hours
FY 2023-24 as % of FY 2018-19



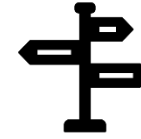
Ridership
FY 2023-24 as % of FY 2018-19



Number of Employees
FY 2023-24 as % of FY 2018-19



Key Themes



Fiscal and operating challenges vary dramatically across operators

1. Farebox dependent operators remain acutely vulnerable to sluggish ridership recovery
2. 100% of pre-pandemic revenues would not be sufficient to restore 100% of pre-pandemic service
3. Fiscal cliff is not the only challenge. For some agencies, operator recruitment and retention are as significant a challenge, if not more so, than fiscal ones when it comes to restoring transit service to levels operated pre-pandemic

All operator submitted Reimagined SRTP data is posted at www.mtc.ca.gov/srtp



Photo: Karl Nielsen



Transit's Story Over the Last Three Years

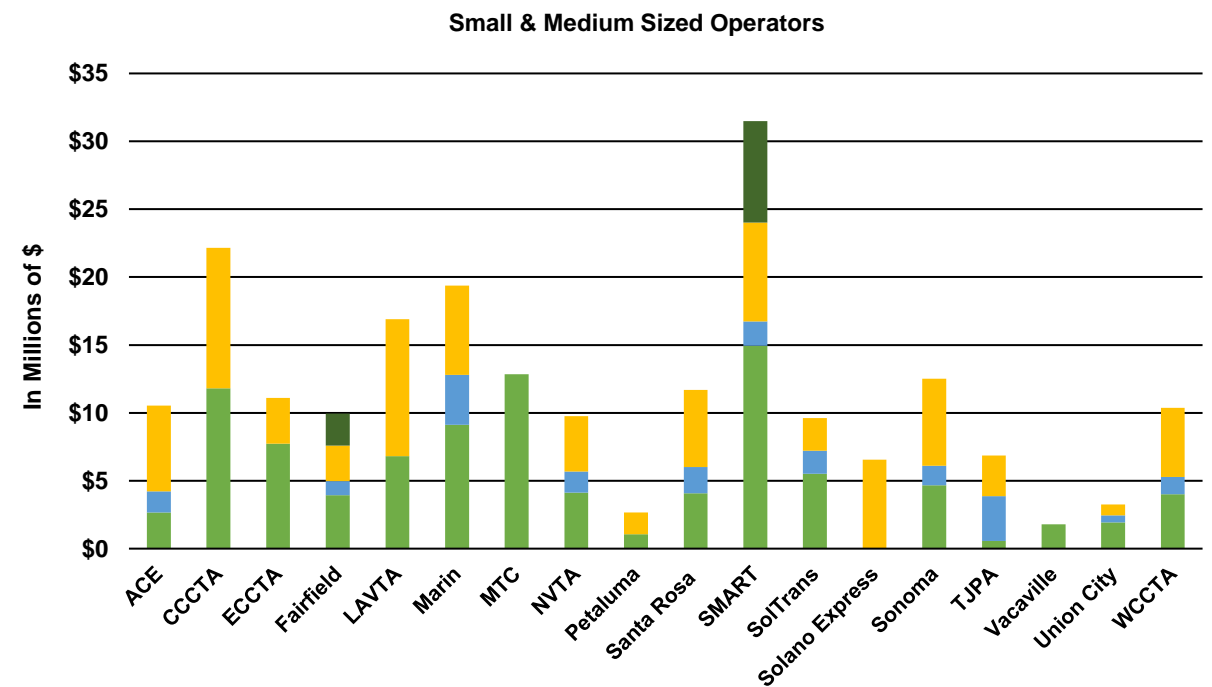
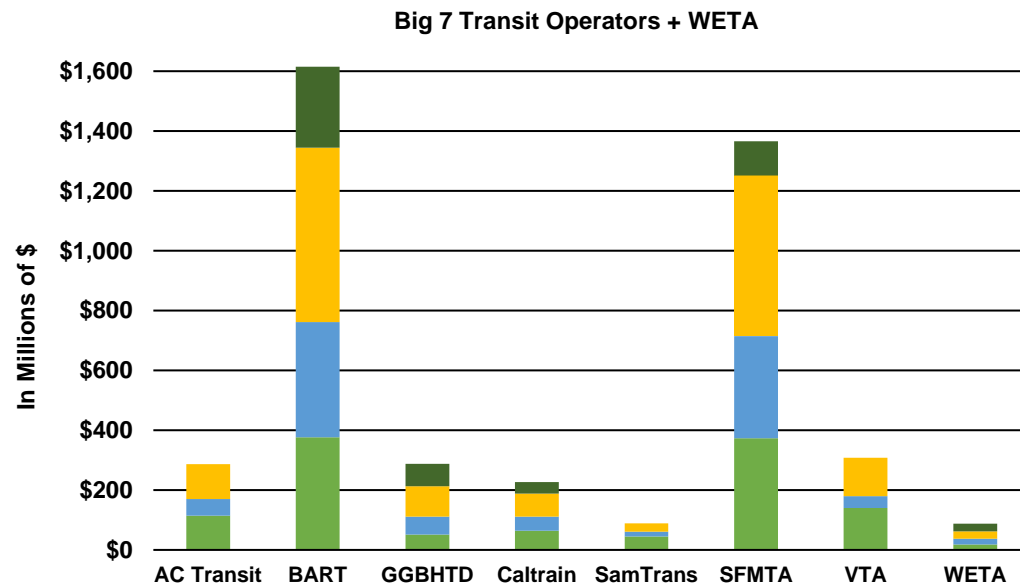
Photo: Karl Nielsen





\$4.4 Billion in Federal COVID-19 Relief

These funds have been critical for agencies dependent on passenger fares, bridge tolls, and parking revenues. Without federal relief the Bay Area would not have a functioning regional transit system.



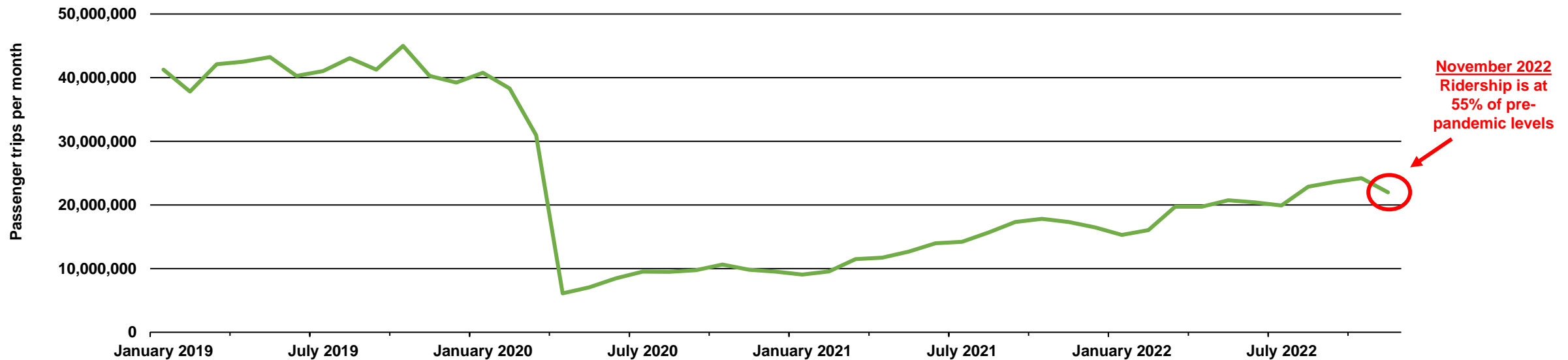
■ CARES Act ■ CRRSAA ■ ARP ■ ARP Additional Assistance

Sources: MTC programming actions, FTA awards



Transit Ridership – All Bay Area Operators

Transit ridership across the Bay Area remains at only 55% of pre-pandemic levels. But **over 22 million passenger trips were still taken on transit during the month of November 2022.**



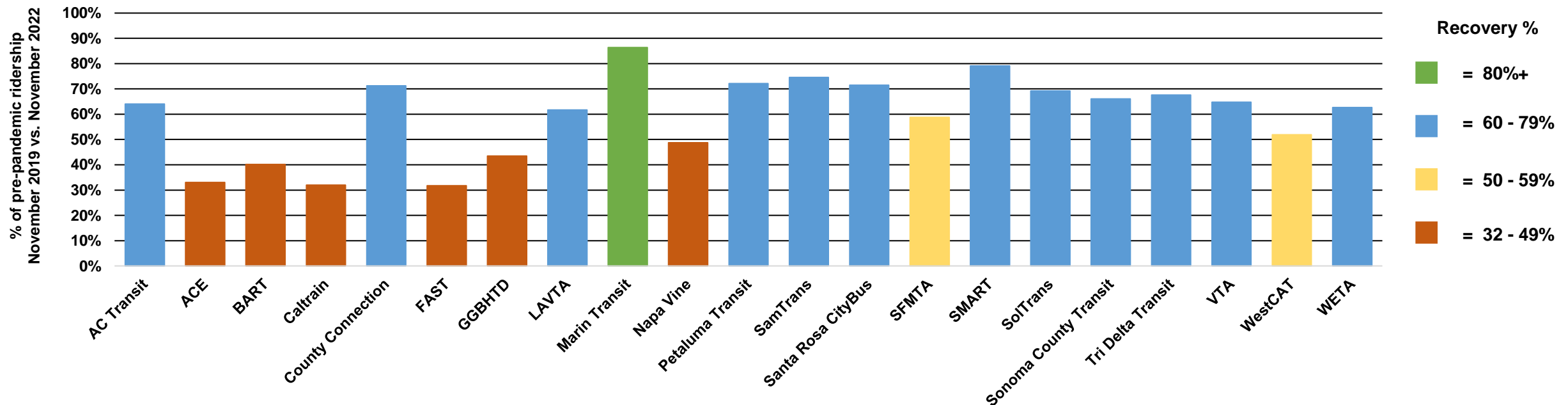
Source: National Transit Database



Ridership Recovery Varies Greatly by Operator



Ridership recovery by operator generally reflects the type of destinations served and the demographics of riders of each agency. Operators primarily serving riders without access to other modes of transportation have seen the most robust recovery.



Note: Data for Vacaville CityCoach and Union City Transit is not available.

Source: National Transit Database, November 2022.





Outlook for Transit Agencies Over the Coming Years

Photo: Karl Nielsen



The (Pre-Pandemic) Revenue Models of Bay Area Transit Operators



User Fee Focused

Fares, Tolls, Parking Revenues

Example Operators
BART, GGBHTD

Sales Tax Dominates

Sales Taxes = 70% of Operations Rev.

Example Operators
VTA, SamTrans

The financial position that Bay Area transit operators find themselves in today is closely tied to the type of **pre-pandemic revenue model** used by the agency to support operators

Mix of Tax-Based Sources

Property/Parcel Taxes, Sales tax

Example Operators
AC Transit, Marin Transit

Unique Funding Mix

City General Fund, Special Agreements, MOUs

Example Operators
SFMTA, WestCAT, ACE

Transit operators' **business model** (*the type of service they provide and the demographics of riders they target*) is also key to understanding their current financial position



A Challenged Business Model



Population Loss

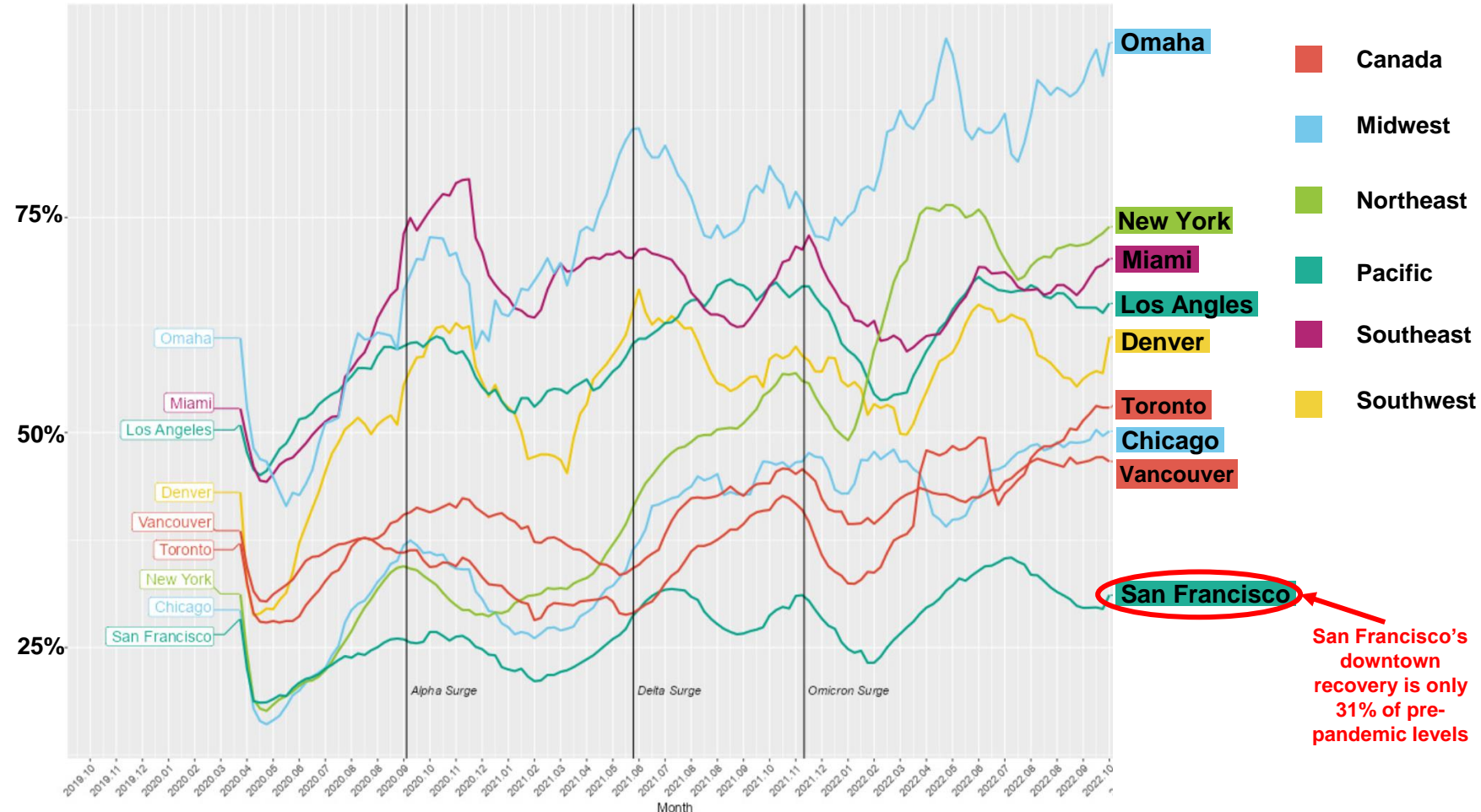
150,000 fewer people lived in the Bay Area 2022 than in 2015*



Workplace Changes

Downtown SF and Oakland have the *lowest* rate of office in-person occupancy in North America*.

UC Berkeley Downtown Recovery Quotient Trajectories in 9 Select North American Cities*



San Francisco's downtown recovery is only 31% of pre-pandemic levels

*Sources: UC Berkeley/U of Toronto - [Downtown Recovery Study](#); [CA Dept. of Finance](#)

A Challenged Business Model



Photo: MTC

AM rush hour at Embarcadero BART Station – January 2023



Photo: WETA

Weekends on a WETA ferry – fall 2022



Photo: MTC

Golden Gate Transit bus full of intra-SF Commuters – spring 2022



Photo: Noah Berger

Salesforce Transit Center– 2022

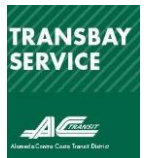


Photo: Jim Heuer

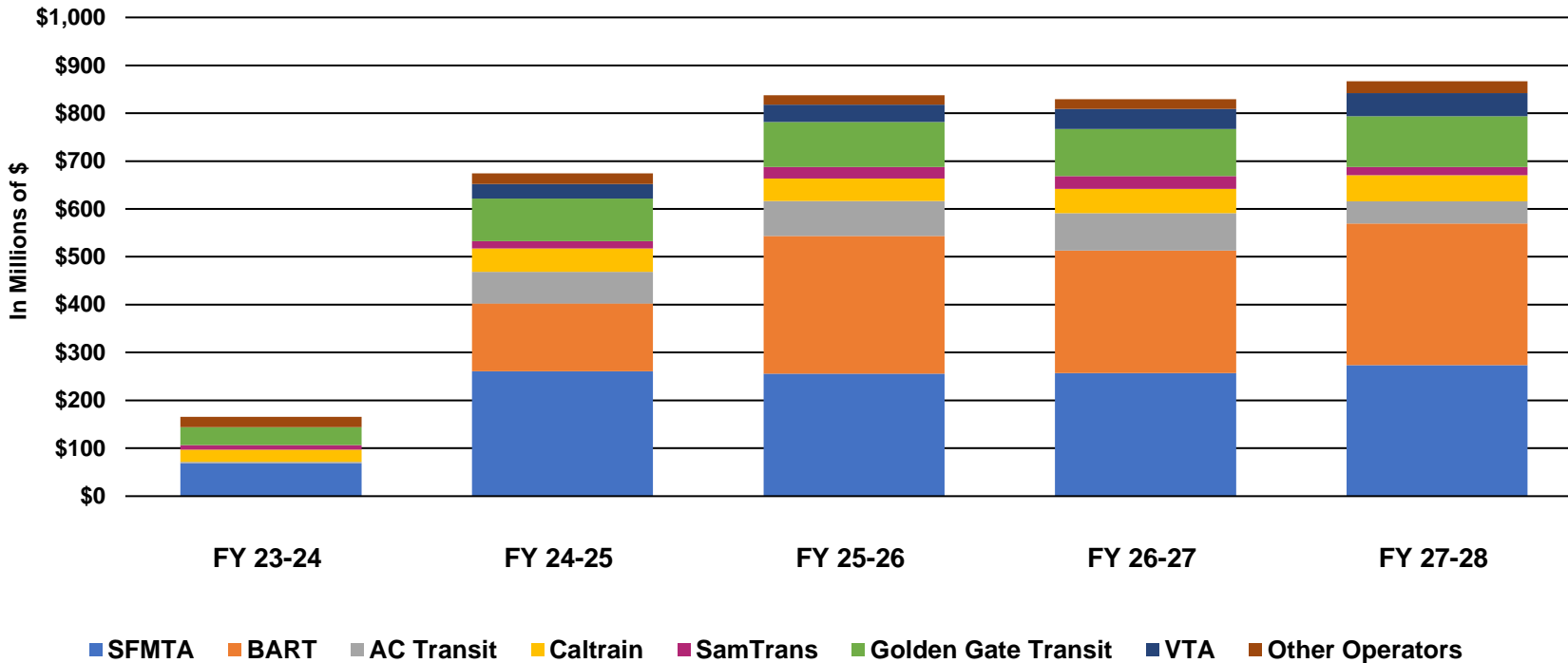
Caltrain Diridon Station – 2022

Themes

- Stronger weekend demand
- Shifting travel patterns due to still suspended transit services
- Less demand for peak hour express bus + rail



Forecast of Annual Operating Shortfalls by Operator



Bay Area transit operators anticipate a cumulative operating shortfall of between \$2.5 - \$3.3 billion over next five years

This range of potential shortfalls reflects the uncertainty of the coming years. The lower end of the range would require making hard decisions like delaying the zero-emission bus transition, canceling key Vision Zero safety projects on streets, and delaying customer facing repairs for assets like escalators.

Note: Amounts shown in table represent high end of possible shortfall forecast.

Source: Operator forecasts provided the California Transit Association



A Regional Approach to a Looming Transit ‘Fiscal Cliff’

Photo: Karl Nielsen



A Coordinated Response



MTC, Transit Operators, Advocates: *Working together to advocate in Sacramento and tell the story of transit riders and why protecting service is critical to California*

**“Backbone”
committee of MTC,
transit agencies, and
community
organizations
collaborating to an
unprecedented
degree around
“fiscal cliff”**

**MTC staff will
continue to
gather data
from operators
to inform
advocacy and
the Commission**

**Building
partnerships
with other
regions of
California and
CA Transit
Association**



Photo: Karl Nielsen



Making the Case

Addressing the Five Year \$2 Billion+ Shortfall

Delivering the Transit Transformation Action Plan

1. Fares/Payment
2. Customer Information
3. Transit Network Priority/Planning
4. Accessibility
5. Secure New Funding

Presentations to Bay Area Legislative Caucus

Exploring local/regional revenue options

Joint letter signed by over 50+ agencies, organizations, business groups, and unions



An aerial photograph of San Francisco, California. The Golden Gate Bridge is visible in the distance, spanning the Golden Gate Strait. In the foreground, a steep, green hillside is densely packed with residential buildings. The water of the bay is visible on the left side of the image.

Thank you



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0130 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 12/27/2022 **In control:** Programming and Allocations Committee
On agenda: 2/8/2023 **Final action:**
Title: Major Projects Advancement Policy (MAP) Update

Informational update on the continued development of the Major Project Advancement Policy (MAP). This update is focused on the proposed Stage Gate process for evaluating policy reinforcements and risk management and the development of the programmatic categories. Proposed revisions to the MAP endorsement table based on recently announced federal and state awards will be presented to this Committee for information in March. Revisions to the MAP, based on these updates and Committee direction, will be presented for action in April.

Sponsors:

Indexes:

Code sections:

Attachments: [4b 23-0130 MAP Update and Proposed Revisions.pdf](#)
[4b 23-0130 MAP Update and Revisions Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Major Projects Advancement Policy (MAP) Update

Informational update on the continued development of the Major Project Advancement Policy (MAP). This update is focused on the proposed Stage Gate process for evaluating policy reinforcements and risk management and the development of the programmatic categories. Proposed revisions to the MAP endorsement table based on recently announced federal and state awards will be presented to this Committee for information in March. Revisions to the MAP, based on these updates and Committee direction, will be presented for action in April.

Presenter:

Kenneth Folan

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

February 8, 2023

Agenda Item 4b - 23-0130

Major Project Advancement Policy Update and Proposed Revisions

Subject:

Informational update on the continued development of the Major Project Advancement Policy (MAP). This update is focused on the proposed Stage Gate process for evaluating policy reinforcements and risk management and the development of the programmatic categories. Proposed revisions to the MAP endorsement table based on recently announced federal and state awards will be presented to this Committee for information in March. Revisions to the MAP, based on these updates and Committee direction, will be presented for action in April.

Background:

In October 2022, the Commission adopted the first version of the MAP, a regional policy to support implementation of Plan Bay Area 2050 aimed at delivering the next round of major transportation projects and building off the Bay Area's previous Regional Transit Expansion Program, MTC Resolution No. 3434. This adoption included a list of projects in the MAP assigned to Levels 1, 2, and 3 based on readiness criteria. The adoption also included a funding endorsement matrix identifying full funding plans for Level 1 megaprojects and likely funding sources for smaller Level 1 projects and Level 2 projects.

In October, staff committed to bringing updates to the MAP to the Commission for review to incorporate changes to project costs, actual funding awards, and new funding sources available and to incorporate the policy reinforcement and risk management elements that have been a key part of the MAP framework since its inception. This is an informational item to request Committee feedback on proposed changes for the first MAP update, planned for April 2023.

Updates to Funding Endorsement table

For Committee review in March and proposed Commission action in April, staff intend to provide updates to the funding endorsement table to incorporate cost increases to megaprojects, funding awards, tax expenditure plan approvals, or other new funding announced since October 2022. This will include awards for the Existing Projects category of Cycle 6 of the Transit and

Intercity Rail Capital Program (TIRCP), a state-managed competitive grant program announced on January 31, 2023:

- Peninsula Corridor Electrification Project – Awarded \$367M in TIRCP Augment 1
- BART Core Capacity Program – Awarded \$250M in TIRCP Augment 1
- BART to Silicon Valley Phase II - Awarded \$375M in TIRCP Augment 1

Additional awards for the remaining categories in TIRCP Cycle 6 will be announced later this year, and staff will make a recommendation on whether to update to the funding endorsement table after that announcement as well. Depending on funding awards, the MAP updates could include adjustment to MAP endorsements.

Stage Gate Evaluation Policy and Procedure

Staff intend to propose adoption of a Stage Gate evaluation policy and procedure incorporating regional policy reinforcements and risk management. This is proposed to include principles to guide evaluation, a framework for evaluations, and a process for conducting evaluations.

Principles to guide Stage Gate evaluations

Establishing evaluation principles will help guide the Stage Gate evaluation process, including development of the overall framework, the evaluation process, and criteria for individual projects. The draft principles proposed for consideration are:

1. Focus on the needs and experience of the customer
2. Adapt to Plan Bay Area updates and fiscal constraint of Plan
3. Provide regional leadership and partnership to assist in delivering projects
4. Grow the partnership with the state and federal governments to improve the regional transportation system
5. Develop a regional forum of peers with expertise in project delivery

Evaluation Framework

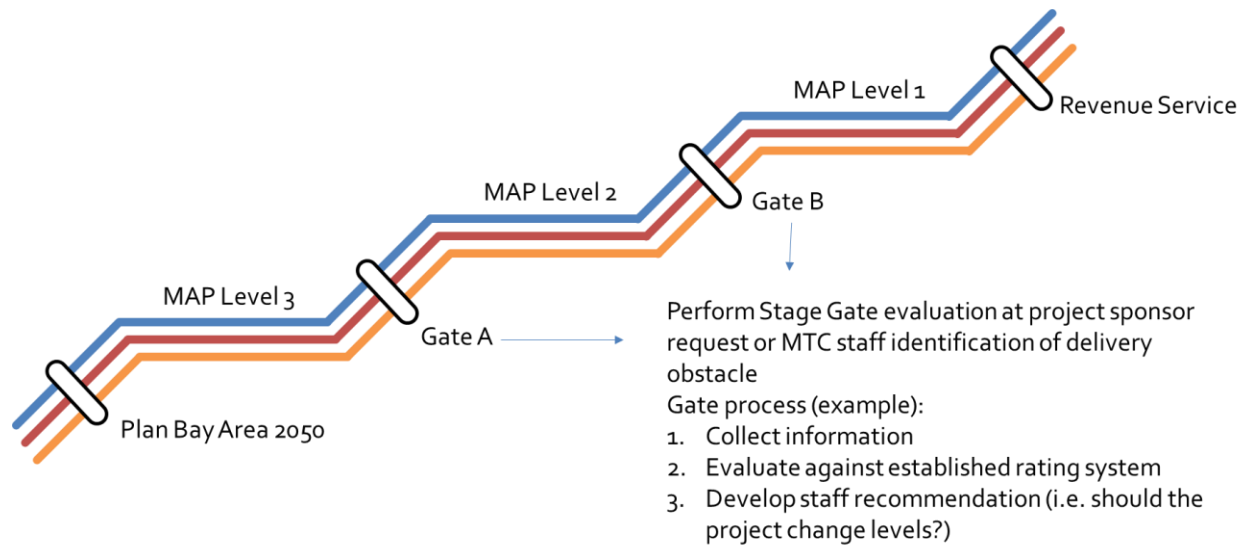
The framework for evaluations will establish the over-arching roadmap and goals for moving projects through the levels in the MAP. The evaluation framework will be focused on cost and funding, adherence to Plan Bay Area 2050 and regional policies, and risk management through partnerships with sponsors, funding partners, and transit providers.

Evaluation Process

Staff are considering an evaluation process that is customized to the specifics of each project. The following is an example of the evaluation process under development by staff.

1. Evaluation initiated by project sponsor's request to be reassigned levels within the MAP or MTC staff's identification of a project that cannot remain in the current map level due to delivery obstacles
2. MTC staff, possibly with the support of a consultant with relevant expertise, would then develop an evaluation process specific to the details and status of the project
 - a. Establish Inputs (funding, policy reinforcement, and risk evaluation) that will be used for stage gate evaluation
 - b. Establish Evaluation/Rating System for stage gate evaluation
3. MTC requests further detail needed to conduct evaluation from project sponsor
4. MTC/Consultant establish staff recommendation options for the stage gate evaluation (e.g., advance to next level, remain in current level, etc.)
5. MTC/consultant produce report and recommendation summarizing evaluation and provide it to the Commission for consideration

Figure 1: Illustration of the Stage Gate Process



Stage Gate Evaluation Process – Policy Reinforcements

Stage Gate evaluations are proposed to include consideration of policy reinforcements to ensure projects are consistent with state and regional policies. Evaluation recommendations may include potential remedies if one or more policy criteria are not met. Staff are considering the following policy reinforcement criteria:

Table 1: Policy Reinforcements by Project Type

Example Project	All Modes Criteria		Transit-Only Criteria						Road-Only Criteria	
	Aligned with CAPTI	Consistent with PBA, no significant cost or scope change	TOC Policy – Res. And Com. Densities	TOC Policy – 3 Ps Housing	TOC Policy – Parking	TOC Policy – Station Access	Fares – Clipper START	Fares – Bay Pass	Express Lanes Strategic Plan	Vision Zero
Infill Station	✓	✓	✓	✓	✓	✓	✓	✓	NA	NA
Grade Separation	✓	✓	✓	✓	✓	✓	✓	✓	NA	NA
Transit Enhancement	✓	✓	✓	✓	✓	✓	✓	✓	NA	NA
Commuter Rail Extension	✓	✓	✓	✓	✓	✓	✓	✓	NA	NA
Express Lane HOV Conversion	✓	✓	NA	NA	NA	NA	NA	NA	✓	✓
Other Roadway Improvements	✓	✓	NA	NA	NA	NA	NA	NA	NA	✓

Stage Gate Evaluation Process – Risk Component

Stage Gate evaluations are also proposed to include evaluation of the risk management components of the project, including:

- Assessment of project capital and operating cost and funding
- Project development and construction - existing FTA risk management process
- Governance/Administration/Network Integration
- Transparency to public/riders, funding partners, transit partners
- Other risk components specific to projects

Programmatic Categories

As adopted, the MAP includes six programmatic categories for projects under \$1 billion in capital costs. Because of the differences between these categories, staff are proposing to address evaluation and prioritization of projects in each category separately, accounting for differences between the types of projects in each category, with potential Level assignments for some categories. Additionally, staff are considering some changes to the organization of the programmatic categories. The tables below summarize the proposed changes as well as the plan for assigning projects to levels within each category.

Table 2: Proposed Revisions to Programmatic Categories

Current Categories	Proposed Categories
Express Lanes	Express Lanes
Grade Separations	Grade Separations
Zero Emission Transit Transition	Zero Emission Transit Transition
Bus Rapid Transit	Transit Expansion (Expand category to include lower cost expansion projects from other transit modes)
Transit Service Improvements and Modernization	Transit Priority, Networks, and State of Good Repair (Includes all projects in existing category minus projects moved to Major Transit Expansion; Elevates transit priority projects)

N/A	Goods Movement (New category including some projects from “Other Roadway”)
Other Roadway	Other Roadway (Same as existing minus Goods Movement projects)

Table 3 below outlines the next steps needed to develop the evaluation and prioritization processes for the programmatic categories. Certain categories including Express Lanes and Zero Emission Transit Transition will be informed by parallel planning processes that are current and on-going.

Table 3: Next Steps and Timeline for Proposed Programmatic Categories

Proposed Categories	Status/Next Step	Establish Levels in MAP
Express Lanes	Develop Regional Strategic Plan	Summer 2023
Grade Separations	Assign Projects to MAP Levels in Summer 2023 – Consistent with BIL Strategy	Summer 2023
Zero Emission Transit Transition	Develop Regional Strategic Plan - Identify Level 1 projects for 2023 federal funding cycle	Summer 2023
Major Transit Expansion	Continue to work with transit operators to identify projects for FTA Small Starts and other funding opportunities	TBD
Transit Priority, Networks, and State of Good Repair	March 2023 – MTC to award \$21 million for transit priority projects through Transit Priority Initiative program 2023 – 2024 – Inventory and identify additional projects and develop MAP Levels for funding opportunities.	Late 2023
Goods Movement	Assign Projects to MAP Levels in March 2023 – Consistent with BIL Strategy	Summer 2023
Other Roadway (Same as existing minus Goods Movement projects)	Assign Projects to MAP Levels in March 2023 – Consistent with BIL Strategy	Summer 2023

Next Steps:

Based on commissioner and stakeholder feedback, staff will continue to develop a proposal for further consideration in March and for Commission action at its April meeting.

Issues:

None identified.

Recommendations:

Information

Attachments:

- Attachment A: Presentation



Alix A. Bockelman



Major Project Advancement Policy Update and Revisions

Programming and Allocations Committee
February 8, 2023

MAP Overview

- The MAP was adopted in October 2022 to support implementation of Plan Bay Area 2050 and deliver the Bay Area's major transportation projects
- The adopted MAP includes a project list and funding endorsement table with funding details for Level 1 megaprojects
- Staff committed to future MAP updates to further develop MTC's role in risk management and ensure consistency with regional policies in coordination with existing FTA and project sponsor risk management programs

Proposed 2023 MAP Update

1. February – Information item on MAP Stage Gate Evaluation Policy and Procedure and MAP Programmatic Categories
2. March – Information item with proposed updates to MAP Endorsement Table based on new project cost information, funding awards and newly identified funding sources
3. April – Consider adoption of MAP Revisions
 1. Revised Endorsement Table
 2. Stage Gate Evaluation Policy and Procedure
 3. Programmatic Categories including establishing MAP Level assignments for some categories

Adopted MAP Funding Endorsement Table

Proposed Updates to Be Included in March

in \$Millions

Project/Program Title	Sponsor	Cost	Funding Gap	CIG	Other Federal	TIRCP Base	TIRCP Augment 1*	TIRCP Augment 2	SB1	Other State	Other Local/Regional	Anticipated	Total Endorsement										
Revenue Envelope:				\$	5.8	\$	8.8	\$	2.5	\$	1.30	\$	0.8	\$	2.3	\$	2.1	\$	3.8	\$	10.6	\$	38.1
Level 1 -- Projects In, or Nearing Construction																							
Peninsula Corridor Electrification Project	Caltrain	\$	2.4	\$	0.41	\$	0.05	\$	0.06	\$	-	\$	0.30	\$	-	\$	-	\$	-	\$	-	\$	0.41
BART Core Capacity Program	BART	\$	4.4	\$	0.66	\$	0.06	\$	-	\$	-	\$	0.25	\$	0.35	\$	-	\$	-	\$	-	\$	0.66
BART to Silicon Valley Phase II	VTA	\$	9.0	\$	3.29	\$	2.1	\$	-	\$	-	\$	0.45	\$	0.30	\$	-	\$	-	\$	0.5	\$	3.30
Level 1 Megaprojects Contingency	N/A	\$	0.5	\$	0.40	\$	-	\$	0.05	\$	-	\$	-	\$	0.10	\$	-	\$	-	\$	-	\$	0.40
Level 1 ZEB Projects		\$	1.3	\$	1.31	\$	-	\$	1.11	\$	0.10	\$	0.10	\$	-	\$	-	\$	-	\$	-	\$	1.31
Level 1 BRT Projects		\$	0.4	\$	0.33	\$	0.3	\$	0.03	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	0.33
Transit Service Improvements and Modernization		\$	1.3	\$	0.75	\$	-	\$	0.31	\$	0.35	\$	-	\$	-	\$	0.1	\$	-	\$	-	\$	0.75
Grade Separations		\$	0.3	\$	0.15	\$	-	\$	0.05	\$	-	\$	0.1	\$	-	\$	-	\$	-	\$	-	\$	0.15
Express Lanes Projects		\$	1.0	\$	0.96	\$	-	\$	0.10	\$	-	\$	-	\$	-	\$	0.3	\$	-	\$	-	\$	0.96
Other Roadway/ATP Projects Under \$250 M		\$	0.3	\$	0.25	\$	-	\$	0.10	\$	-	\$	-	\$	-	\$	0.1	\$	0.1	\$	-	\$	0.25
Level 1 Subtotal		\$	20.9	\$	8.5	\$	2.5	\$	1.7	\$	0.5	\$	1.2	\$	0.8	\$	0.4	\$	-	\$	0.5	\$	8.5
Level 2 -- Projects Ready for Construction																							
Revenue Envelope:				\$	3.3	\$	7.1	\$	2.0	\$	0.1	\$	0.1	\$	1.9	\$	2.1	\$	3.3	\$	9.8	\$	29.6
Caltrain Downtown Extension (DTX)**	TJPA	\$	6.5	\$	4.2			\$	0.50	\$	0.06											\$	-
Valley Link Rail Project - Initial Operating Segment	Valley Link	\$	1.9	\$	1.2			\$	0.30	\$	0.04											\$	-
Level 2 Megaprojects Contingency	N/A	\$	0.4	\$	0.4																	\$	-
Level 2 ZEB Projects		\$	1.3	\$	1.3			\$	0.10			\$	0.05									\$	-
Level 2 BRT Projects		\$	0.3	\$	0.3																	\$	-
Transit Service Improvements and Modernization		\$	1.0	\$	0.7			\$	0.30													\$	-
Grade Separations		\$	0.8	\$	0.7																	\$	-
Express Lanes Projects		\$	1.0	\$	1.0																	\$	-
Goods Movement		\$	0.6	\$	0.3																	\$	-
Roadway-Other		\$	0.7	\$	0.7																	\$	-
Level 2 Subtotal		\$	14.4	\$	10.7	\$	-	\$	-	\$	1.2	\$	0.1	\$	0.1	\$	-	\$	-	\$	-	\$	-

= Likely future endorsement areas

* MTC proposes to limit TIRCP Augment 1 endorsements for existing TIRCP projects to Level 1 Megaprojects

**The DTX project cost increase is attributable to inclusion of construction cost for the trainbox under the Salesforce Center that was completed in 2018.

Adopted TIRCP Framework

Attachment A-1

Transit and Intercity Rail Capital (TIRCP) Framework (all values in \$ millions)

Attachment A-1
Resolution No. 4130
Page 1 of 2

Revised TIRCP Framework

Agency	Project/Category	Base TIRCP	Augment 1	Augment 2	Total
BART	Transbay Corridor Core Capacity and Facilities		250	350	600
SFMTA	Fleet Expansion and ZEB Transition	368			368
	Facilities	67			67
	Core Capacity Study Projects/ BRT	79.3			79
	SFMTA Total	514			514
AC Transit	Fleet Expansion and ZEB Transition	76			76
	Facilities	50			50
	Major Corridors	200			200
	AC Transit Total	326			326
VTA	BART to Silicon Valley Phase II		450	300	750
Caltrain	Peninsula Corridor Electrification Project		300		300
TJPA	Downtown Rail Extension*	500	60		560
TVSJVRRRA	Valley Link*	300	40		340
Multiple Operators	Grade Separations**; Zero-Emission Transition Projects**; TBD Transit Modernization and Expansion Projects***; Regional Contingency	860	200	150	1,210
Region Total		2500	1300	800	4,600

1. Updates to Project Costs and Funding

- Update the funding endorsement table to reflect:
 - Announced cost increases to megaprojects since October 2022
 - Announced grant awards, sales tax expenditure plan approvals, other new funding
- Consider any rebalancing of endorsement table based on announced awards or new funding availability
- March 2023 and future MAP Endorsement table updates are dependent on timing of state and federal awards, such as expected TIRCP Augment 1 awards and finalization of the State budget which establishes TIRCP Augment 2 funding amounts

1. Proposed Cost and Funding Changes For March 2023

- Peninsula Corridor Electrification Project – Awarded \$367M in TIRCP Augment 1 on Jan 31, 2023
 - Endorsement table to be updated to reflect federal and state grant awards
- BART Core Capacity Program – Awarded \$250M in TIRCP Augment 1 on Jan 31, 2023
 - Endorsement table to be updated to reflect federal and state grant awards
- BART to Silicon Valley Phase II - Awarded \$375M in TIRCP Augment 1 on Jan 31, 2023
 - Endorsement table to be updated to reflect updated project cost, transition into the federal FTA New Starts program and projected federal FTA New Starts funding amount, and to reflect state grant award.
- Caltrain Downtown Extension (DTX)
 - Endorsement table to be updated to reflect updated project cost and to reflect state grant award and additional local funding
- Other projects may also be updated based on latest information available in March 2023

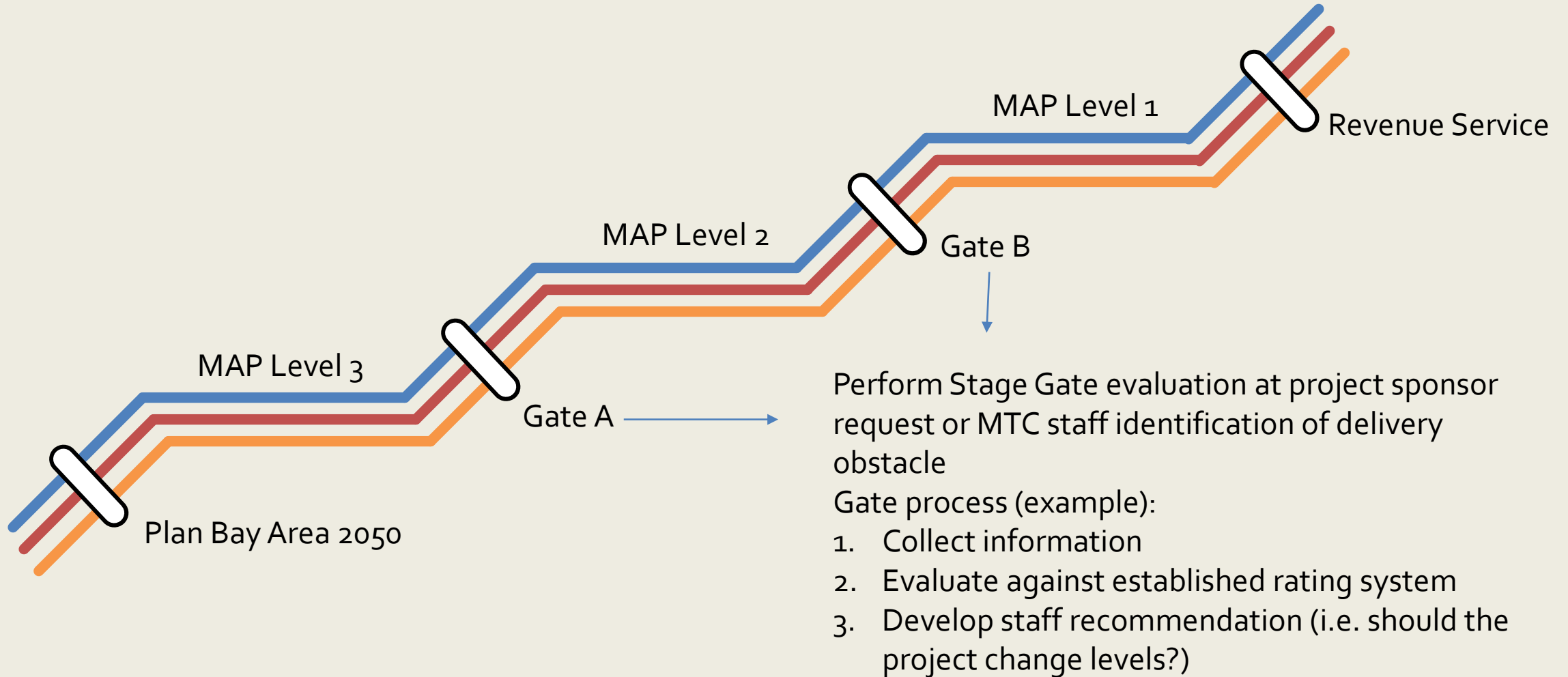
2. Adopt Stage Gate Evaluation Policy and Procedure

- Establish Principles for Stage Gate Evaluation
- Establish framework for Evaluations focused on:
 - Cost and Funding
 - Adherence to Plan Bay Area and regional policies
 - Risk Management through partnerships with sponsors, funding partners and transit providers
- Establish process for Evaluations
 - Requests for entry into MAP or movement between MAP Levels
 - Evaluation Components
 - Recommendations to MTC for action

Stage Gate Evaluation Process –Principles Under Consideration

1. Focus on the needs and experience of the customer
2. Adapt to Plan Bay Area updates and fiscal constraint of Plan
3. Provide regional leadership and partnership to assist in delivering projects
4. Grow the partnership with the state and federal governments to improve the regional transportation system
5. Develop a regional forum of peers with expertise in project delivery

Stage Gate Process - Illustration



Stage Gate Evaluation Process – Example

1. Project sponsor requests to be reassigned MAP level OR MTC staff identifies project with potential delivery obstacles
2. MTC staff/Consultant develop evaluation process specific to the project
 - a. Establish Inputs (funding, policy reinforcement, and risk evaluation)
 - b. Establish Evaluation/Rating System
3. MTC requests further detail needed to conduct evaluation from project sponsor
4. MTC/Consultant establish recommendations (advance level, keep current level, etc.)
5. MTC/Consultant produce report and recommendation for Commission n

Stage Gate Evaluation - Policy Reinforcements Under Consideration

Example Project	All Modes Criteria		Transit-Only Criteria						Road-Only Criteria	
	Aligned with CAPTI	Consistent with PBA, no significant cost or scope change	TOC Policy – Res. And Com. Densities	TOC Policy – 3 Ps Housing	TOC Policy – Parking	TOC Policy – Station Access	Fares – Clipper START	Fares – Bay Pass	Express Lanes Strategic Plan	Vision Zero
Infill Station	✓	✓	✓	✓	✓	✓	✓	✓	NA	NA
Grade Separation	✓	✓	✓	✓	✓	✓	✓	✓	NA	NA
Transit Enhancement	✓	✓	✓	✓	✓	✓	✓	✓	NA	NA
Commuter Rail Extension	✓	✓	✓	✓	✓	✓	✓	✓	NA	NA
Express Lane HOV Conversion	✓	✓	NA	NA	NA	NA	NA	NA	✓	✓
Other Roadway Improvements	✓	✓	NA	NA	NA	NA	NA	NA	NA	✓

*Evaluation recommendations may include potential remedies if a criteria is not met

Stage Gate Evaluation - Risk Components

- Assessment of Project Capital and Operating Cost and Funding
- Project Development and Construction - existing FTA Risk Management Process
- Governance/Administration/Network Integration
- Transparency to public/riders, funding partners, transit partners
- Other Risk Components specific to projects

3. Programmatic Categories

- Adopted MAP includes six programmatic categories for projects under \$1 billion in capital cost
- Staff propose to address evaluation and prioritization of projects for each category separately, accounting for differences between the types of projects in each category, with potential Level assignments for some categories.

Proposed Programmatic Categories – Next Steps

Proposed Categories	Status/Next Step	Establish Levels in MAP
Express Lanes	Develop Regional Strategic Plan	Summer 2023
Grade Separations	Assign Projects to MAP Levels in Summer 2023 – Consistent with BIL Strategy	Summer 2023
Zero Emission Transit Transition	Develop Regional Strategic Plan - Identify Level 1 projects for 2023 federal funding cycle	Summer 2023
Transit Expansion <i>(Formerly Bus Rapid Transit . Expand category to include expansion projects from other transit modes)</i>	Continue to work with transit operators to identify projects for FTA Small Starts and other funding opportunities	TBD
Transit Priority, Networks, and State of Good Repair <i>(Formerly Transit Service Improvements and Modernization. Includes all projects in existing category minus projects moved to Major Transit Expansion; Elevates transit priority projects)</i>	February 2023 – MTC to award \$21 million for transit priority projects through Transit Priority Initiative program 2023 – 2024 – Inventory and identify additional projects and develop MAP Levels for funding opportunities.	Late 2023
Goods Movement <i>(New category including some projects from "Other Roadway")</i>	Assign Projects to MAP Levels in March 2023 – Consistent with BIL Strategy	Summer 2023
Other Roadway <i>(Same as existing minus Goods Movement projects)</i>	Assign Projects to MAP Levels in March 2023 – Consistent with BIL Strategy	Summer 2023



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #:	23-0303	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	1/31/2023	In control:		Programming and Allocations Committee	
On agenda:	2/8/2023	Final action:			
Title:	Regional Measure 3 Update				

Staff will provide a status update and general summary of the Regional Measure 3 program, including a review of the expenditure plan and Commission approved Letters of No Prejudice.

Sponsors:

Indexes:

Code sections:

Attachments: [4c_23-0303_Regional_Measure_3_Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Regional Measure 3 Update

Staff will provide a status update and general summary of the Regional Measure 3 program, including a review of the expenditure plan and Commission approved Letters of No Prejudice.

Presenter:

Theresa Romell

Recommended Action:

Information

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 8, 2023

Agenda Item 4c - 23-0303

Regional Measure 3 Update

Subject:

Status update and general summary of the Regional Measure 3 program, including a review of the expenditure plan and Commission approved Letters of No Prejudice.

Background:

Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018, and on December 19, 2018, the Bay Area Toll Authority (BATA) adopted a toll schedule phasing in the resulting toll increase. The first and second dollars of the toll increase were implemented on January 1, 2019 and January 1, 2022, respectively. RM3 has been under litigation and collected RM3 revenue is being held in an escrow account. RM3 tolls collected to date and held in the escrow account total approximately \$550 million. Given a recent ruling in the case as described below, it is anticipated that RM3 funds will be made available to fund projects in the approved RM3 expenditure plan, however, no allocations of RM3 funds are anticipated until litigation is formally resolved in favor of RM3.

Status of Litigation

On January 25th, 2023, the California Supreme Court dismissed and remanded the RM3 case back to the Appellate Court. With the Supreme Court's action, the appellate decision in favor of RM3 becomes the final determination of the courts. Final orders to that effect are expected in the near future.

RM3 Expenditure Plan

The RM3 Expenditure Plan identifies the projects and programs to be funded by the RM3 revenues, including up to \$60 million annually in operating funds and \$4.5 billion total for capital projects. The full expenditure plan is included as Attachment A.

The operations funding in the expenditure plan is dedicated to funding continued operations of the Transbay Terminal, San Francisco Bay Area Water Emergency Transportation Authority (WETA) ferry service, and the regional express bus program.

Major capital projects included in the expenditure plan include BART expansion cars, the next generation Clipper system, Caltrain Downtown Extension, BART to Silicon Valley Phase II, Contra Costa 680/State Route 4 Interchange Improvements, and Richmond-San Rafael Bridge Access Improvements. The expenditure plan also includes funding for regional programs such as express lanes, goods movement and mitigation, San Francisco Bay Trail and safe routes to transit.

RM3 Policies and Procedures

In December 2019, the Commission adopted MTC Resolution No. 4404, the RM3 Policies and Procedures. This document details MTC's policies for managing the RM3 expenditure plan, focusing on requirements for capital projects in preparation for issuing Letters of No Prejudice (LONPs; detailed in the following section). Details on the RM3 operating program have yet to be adopted into the Policies and Procedures.

The Policies and Procedures include:

- The allocation process for capital projects, including principles to guide allocation decisions and required request forms
- Eligibility of expenses by project phase
- Timely use of funds provisions, including allocation expiration dates, which will be set for each allocation based on the project sponsor's cash flow plan
- Monitoring and reporting requirements, including a semi-annual report of project progress
- Requirements for consistency with regional plans and policies, such as Plan Bay Area, the Transportation Improvement Program, TOD policies, transit coordination policies, and other state, regional, and local policies. Since adoption of the RM3 Policies and Procedures, the Commission has adopted Plan Bay Area 2050, the Transit Oriented Communities policy, the Bipartisan Infrastructure Law (BIL) Regional Strategy, and the Major Projects Advancement Policy (MAP); staff intend to update the policies and procedures, as appropriate, to reflect these and any other changes to relevant policies and plans.

Letters of No Prejudice

In March 2020, the Commission began issuing LONPs through MTC Resolution No. 4412, Revised, to projects in the RM3 expenditure plan that were ready to proceed with an alternative funding source. Per the Policies and Procedures, RM3 capital projects are usually required to have an approved allocation in place prior to starting work on an RM3-funded portion of a project. An LONP allows a sponsor to proceed with work on an RM3-eligible phase, backed by locally-controlled funding, while preserving eligibility for future RM3 reimbursement dating back to the issuance of the LONP. Once MTC is cleared to make RM3 allocations, LONP recipients will need to request an allocation to be reviewed and approved through the usual allocation process.

As of January 2023, 21 LONPs have been issued totaling \$598.3 million in future RM3 funding. The full list of approved LONPs is included as Attachment B. Another LONP proposed for the I-80/680/SR-12 project in Solano County is included on today's agenda.

Next Steps:

Staff are awaiting final orders from the court regarding the RM3 lawsuit. Depending on the timing of the final orders and direction from the Commission, staff expects there could be targeted allocations made in the April or May timeframe should sponsor expenditure needs warrant. In the meantime, staff will prepare updates to the Policies and Procedures to reflect changes to regional policies and incorporate the operations program and will prepare a timeline for RM3 project sponsors to provide a refresh of project information including funding and expenditure plans.

Issues:

None identified.

Recommendations:

Information

Attachments:

- Attachment A: Regional Measure 3 Expenditure Plan
- Attachment B: Regional Measure 3 List of Approved Letters of No Prejudice



Alix A. Bockelman

REGIONAL MEASURE 3 EXPENDITURE PLAN (<i>\$ in millions</i>)		
OPERATING PROGRAM		
All- Corridor Annual Operating Program		
All Corridors		
Transbay Terminal		5
Ferries (Funding ramps up to \$35 million over five years)		35
Regional Express Bus		20
Annual Operating Program Total		\$ 60
CAPITAL PROJECTS		
Regional Programs		
BART Expansion Cars		500
Bay Area Corridor Express Lanes		300
Ferry Enhancement Program		300
Goods Movement and Mitigation		160
San Francisco Bay Trail / Safe Routes to Transit		150
Capitol Corridor		90
Next Generation Clipper Transit Fare Payment System		50
Regional Programs Subtotal (35%)		\$ 1,550
Corridor-Specific Capital Projects		
Central (San Francisco-Oakland Bay Bridge)		
Caltrain Downtown Extension		325
Muni Fleet Expansion and Facilities		140
Core Capacity Transit Improvements		140
AC Transit Rapid Bus Corridor Improvements		100
Transbay Rail Crossing		50
Interstate 80 Transit Improvements		25
Central Subtotal (27%)		\$ 780
South (San Mateo-Hayward, Dumbarton)		
BART to San Jose Phase 2		375
Tri-Valley Transit Access Improvements		100
Eastridge to BART Regional Connector		130
San Jose Diridon Station		100
Dumbarton Corridor Improvements		130
Highway 101/State Route 92 Interchange		50
Interstate 680/SR 84 Interchange Reconstruction		85
Interstate 680/Interstate-880/Route 262 Freeway Connector		15
South Subtotal (34%)		\$ 985
North (Richmond-San Rafael, Benicia-Martinez, Carquinez, Antioch)		
Contra Costa 680/State Route 4 Interchange Improvements		210
U.S. 101 Marin-Sonoma Narrows		120
Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project		150
Interstate 80/Westbound Truck Scales		105
State Route 37 Improvements		100
Sonoma-Marin Area Rail Transit District (SMART) Extension to Windsor & Healdsburg		40
San Rafael Transit Center		30
Richmond-San Rafael Bridge Access Improvements		210
North Bay Transit Access Improvements		100
SR 29 Improvements		20
East Contra Costa County Transit Intermodal Station		15
Byron Highway-Vasco Road Airport Connector		10
Vasco Road Safety Improvements		15
Interstate 680 Transit Improvements		10
North Subtotal (39%)		\$ 1,135
Corridor-Specific Capital Projects Subtotal (65%)		2,900
Capital Projects Grand Total		4,450

Agenda Item 4c, Attachment B

Regional Measure 3

As of November 2022

List of Letters of No Prejudice Approved to Date

Res 4412	RM3						
Attachment	Project Number	Sponsor	Project Title	LONP Phase	Amount (\$M)	Commission Approval Date	
A	5.1	WETA	Mission Bay Ferry Landing	Construction	25.0	Mar-20	
B	3.1	ACTC	Goods Movement GoPort 7th St Grade Separation	Construction	55.0	May-20	
C	30	ACTC	I-680/SR-84 Interchange Reconstruction and SR-84 Expressway Widening	Construction	85.0	May-20	
D	21	STA	I-80/I-680/SR-12 Interchange	Construction	16.7	Jul-20	
E	25.1	TAM	US-101/I-580 Direct Connector	Planning/Env	5.6	Jul-20	
F	7.1	SMART	SMART System Extension to Windsor and Healdsburg	Construction	5.0	Oct-20	
G	20.1	TAM	US-101 Marin-Sonoma Narrows, Marin Segment	ROW	7.1	Dec-20	
H	19.1	CCTA	I-680/SR-4 Interchange Improvement Phase 1 and 2A	Final Design	8.0	Feb-21	
I	34.1	CCTA	Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR-4	Construction	11.0	Feb-21	
J	2.1	STA	I-80 Express Lanes in Solano County	Construction	70.4	Apr-21	
K	20.1	TAM	US-101 Marin-Sonoma Narrows	Construction	80.9	Apr-21	
L	22	STA	I-80 Westbound Truck Scales	PS&E	5.3	Apr-21	
M	29.1	ACTC	SR-262 (Mission Blvd) Cross Connector	Environmental	10.0	Apr-21	
N	26.1	NVTA	Vine Transit Maintenance Facility	Construction	20.0	Jun-21	
O	2.2	BAIFA	I-80 Express Lanes in Solano County (Toll System)	Construction	31.3	Jul-21	
P	2.3	ACTC	I-680 Southbound Express Lane in Alameda County	Construction	80.0	Sep-21	
Q	28	MTC	Next-Generation Clipper Transit Fare Payment System	PS&E/CON	30.0	Feb-22	
R	18.1	SMCTA	Highway 101/State Route 92 Interchange: Area Improvements Project	ROW	0.025	Mar-22	
S	18.2	SMCTA	Highway 101/State Route 92 Interchange: Direct Connector Project	Environmental	2.0	Mar-22	
T	27.1	NVTA	SR 29 Improvement Project - Soscol Junction	Construction	20.0	Apr-22	
U	16	VTA	San Jose Diridon Station Project	PS&E/CON	30.0	Nov-22	
Total					598.3		



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #:	23-0165	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	12/29/2022	In control:		Programming and Allocations Committee	
On agenda:	2/8/2023	Final action:			
Title:	California Transportation Commission (CTC) and State Funding Programs Update				
	Staff will provide an update on the CTC's meeting of January 25-26, 2023 and state funding programs under the CTC's purview.				

Sponsors:

Indexes:

Code sections:

Attachments: [4d_23-0165_CTC_and_State_Funding_Programs_Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

California Transportation Commission (CTC) and State Funding Programs Update

Staff will provide an update on the CTC's meeting of January 25-26, 2023 and state funding programs under the CTC's purview.

Presenter:

Kenneth Kao

Recommended Action:

Information

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 8, 2023

Agenda Item 4d - 23-0165

California Transportation Commission (CTC) and State Funding Programs Update

Subject:

Update on California Transportation Commission (CTC) and state funding programs under the CTC's purview.

Background:

The California Transportation Commission (CTC) is responsible for programming and allocating certain state and federal transportation funds for the planning and implementation of highway, passenger rail, non-motorized facilities, and transit improvements throughout California. Among other transportation funding programs, the CTC approves programming and allocations for the State Transportation Improvement Program (STIP); State Highway Operations and Protection Program (SHOPP); State Active Transportation Program (ATP) and various Senate Bill 1 (SB1) programs including Solutions for Congested Corridors Program (SCCP); Trade Corridor Enhancement Program (TCEP) and the Local Partnership Program (LPP). The CTC allocates funds for projects in the Transit and Intercity Rail Capital Program (TIRCP), following project selection by the California State Transportation Agency (CalSTA).

The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three (3) CTC members residing in its geographic area: Jay Bradshaw (Executive Secretary-Treasurer, Northern California Carpenters Regional Council), Darnell Grisby, and Vice-Chair Carl Guardino.

January CTC Meeting (January 25-26, Roseville)

The CTC met and discussed the following items of regional significance.

Overview of the 2024 State Transportation Improvement Program

CTC received an overview of the 2024 State Transportation Improvement Program (STIP) Fund Estimate (FE) and schedule overview. Like previous STIP cycles, the CTC is expected to adopt the STIP FE and Guidelines in August 2023, and MTC will submit proposals for the regional portion of the STIP (i.e. the Regional Transportation Improvement Program (RTIP)) by December 15, 2023. MTC staff will work with the County Transportation Agencies on

developing the RTIP Guidelines this Summer, with the Commission considering adoption of the RTIP Guidelines in September 2023.

Allocation of SHOPP Funds for I-880 Pavement Rehabilitation in Alameda County

CTC allocated \$74.4 million in State Highway Operation and Protection Program (SHOPP) funds for pavement rehabilitation on I-880 in Alameda County. This project was the subject of negotiation between Caltrans and the Bay Area Infrastructure Financing Authority (BAIFA) regarding cost sharing on the recently-opened Express Lanes on I-880. Both parties signed the cooperative agreement regarding cost sharing, with BAIFA contributing \$7.4 million to the project. CTC conditioned the allocation on additional cost sharing should the project face cost overruns. BAIFA staff will work with Caltrans and CTC staff to finalize any amendments to the cooperative agreement.

Allocations, Extensions, and Amendments.

The CTC approved the following:

Allocations. For construction phase allocations, CTC provides a six-month deadline to award a construction contract.

- Funding allocations for two Active Transportation Program (ATP) projects in San Mateo and Santa Clara Counties.
- Funding allocations for four Transit and Intercity Rail Capital Program (TIRCP) projects in Alameda, San Francisco, and Sonoma (2) Counties.

Extensions.

- Project contract award extension for one ATP project in Alameda County.
- Project contract award extension for one Local Partnership Formulaic Program (LPP-F) project sponsored by AC Transit.

Amendments.

- Allocation amendment to one jointly funded LPP-F, STIP, and Solutions for Congested Corridors (SCC) project in Napa County.

- Allocation amendment to one TIRCP project in Alameda County.
- Program amendments to three LPP-F projects in Alameda and Contra Costa (2) Counties.

MTC staff continue to work with project sponsors of ATP and other CTC-managed programs to ensure meeting CTC delivery deadlines and requirements.

Next Steps:

The next CTC meeting is scheduled for March 22-23, 2023, to be held in Los Angeles and online.

Issues:

None identified.

Recommendations:

Information. No action required.



Alix A. Bockelman