



Metropolitan Transportation Commission

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

Meeting Agenda

Metropolitan Transportation Commission

Alfredo Pedroza, Chair Nick Josefowitz, Vice Chair

Wednesday, March 22, 2023

9:35 AM

Board Room - 1st Floor

Joint meeting with the Bay Area Housing Finance Authority (BAHFA)

The Metropolitan Transportation Commission is scheduled to meet jointly with BAHFA on Wednesday, March 22, 2023 at 9:35 a.m. in the Bay Area Metro Center at 375 Beale Street, Board Room (1st Floor). Meeting attendees may opt to attend in person for public comment and observation. In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at <https://mtc.ca.gov/whats-happening/meetings/live-webcasts>.

Commissioners and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

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

Zoom Attendee Link: <https://bayareametro.zoom.us/j/82800331232>

Or iPhone one-tap: US: +13462487799,,82800331232# or +16699006833,,82800331232#

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: 828 0033 1232

International numbers available: <https://bayareametro.zoom.us/j/82800331232>

Detailed instructions on participating via Zoom are available at:

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>.

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

Commission / BAHFA Roster:

Alfredo Pedroza (Chair), Nick Josefowitz (Vice Chair), Margaret Abe-Koga, Eddie Ahn,
David Canepa, Cindy Chavez, Carol Dutra-Vernaci, Dina El-Tawansy*, Victoria Fleming,
Dorene M. Giacomini*, Federal D. Glover, Matt Mahan, Nate Miley, Stephanie Moulton-Peters,
Sue Noack, Gina Papan, David Rabbitt, Hillary Ronen, James P. Spering, Sheng Thao, Vacant*

***Non-Voting Members**

1. Call to Order / Roll Call / Confirm Quorum

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

2. Pledge of Allegiance/ Acknowledgement of the Flag

3. Compensation Announcement

4. Joint MTC and BAHFA Consent Calendar

- 4a. [23-0360](#) Minutes of the February 22, 2023 Joint MTC with BAHFA meeting

Action: Commission and BAHFA Approval

Attachments: [4a 23-0360 February 22 2023 Draft Commission w-BAHFA Minutes.pdf](#)

5. MTC and BAHFA Approval

- 5a. [23-0345](#) BAHFA Resolution No. 28

Approval of the Housing Preservation Pilot and Priority Sites Pilot and Acceptance of estimated Grant of \$43 Million in REAP 2.0 Proceeds from MTC to BAHFA; Delegation of Authority to the Executive Director or Designee To Implement Such Programs; CEQA Determination: Housing Preservation Pilot is Exempt Pursuant to CEQA Guideline 15061(b)(3), Delegated CEQA Authority for the Priority Sites Pilot Program; Authority to Execute Agreements with Turner Center at UC Berkeley (\$5 million) and Housing Accelerator Fund (\$5 million).

Action: BAHFA Approval

Attachments: [5a 23-0345 BAHFA Resolution 28 REAP2.0 Housing Programs Update.pdf](#)
[5a 23-0345 Summary Sheet REAP 2.0 Pilot Programs and HIT Proposal v4-1](#)
[5a 23-0345 Attachment A Presentation REAP 2.0.pdf](#)
[5a 23-0345 Attachment B BAHFA RES-0028 REAP 2.0 v6.pdf](#)
[5a 23-0345 Attachment C HIT Program Grant Application Summary v2.pdf](#)

6. Public Comment / Other Business

7. Adjourn BAHFA and Continue with MTC Agenda

8. Chair's Report

8a. [23-0357](#) New Committee Assignments

Action: Commission Approval

9. Policy Advisory Council Report

10. Executive Director's Report

10a. [23-0359](#) Executive Director's Report

Action: Information

11. Commissioner Comments

12. Consent Calendar:

Programming and Allocations Committee

12a. [22-1766](#) MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-07.

Action: Commission Approval

Attachments: [12a 22-1766 MTC Resolution 4545 TIP Amendment 2023-07.pdf](#)

12b. [23-0302](#) MTC Resolution Nos. 4456, Revised, and 4510, Revised. Transit Capital Priorities Policy and Program FY2021-22 - FY2023-24.

Action: Commission Approval

Attachments: [12b 23-0302 MTC Resolutions 4456 and 4510 TCP Update.pdf](#)

12c. [23-0349](#) Update to Proposed Expenditure of MTC Share of CARES Act (H.R. 748) Supplemental Federal Transit Funds

Action: Commission Approval

Attachments: [12c 23-0349 MTC CARES Act Proposed Expenditure Update.pdf](#)

12d. [23-0364](#) MTC Resolution Nos. 4519, Revised. An update to the Transit Transformation Action Plan Program of Projects to reflect the programming and allocation of approximately \$1.8 million to AC Transit and \$2.2 million to BART for staff support of the delivery of Action Plan Priorities.

Action: Commission Approval

Attachments: [12d 23-0364 MTC Resolution 4519 Transformation Action Plan Update.pdf](#)

- 12e. [23-0407](#) MTC Resolution Nos. 4504, Revised, 4523, Revised, and 4524, Revised. Updates the programming and allocation of Transportation Development Act and State Transit Assistance funds for Feeder Bus payments from BART to four East Bay bus operators.

Action: Commission Approval

Attachments: [12e 23-0407 MTC Resolutions 4504 4523 4524 Fund Estimate TDA STA](#)

- 12f. [23-0288](#) MTC Resolution No. 4273, Revised. FY2022-23 Cap and Trade Low Carbon Transit Operations Program (LCTOP)

Action: Commission Approval

Attachments: [12f 23-0288 MTC Resolution 4273 Cap and Trade LCTOP.pdf](#)

Joint MTC Planning Committee with the ABAG Administrative Committee

- 12g. [23-0277](#) MTC Resolution No. 4550, Revised - Guidelines for Countywide Transportation Plans

Action: MTC Commission Approval

Attachments: [12g 23-0277 MTC Resolution 4550 Guidelines for Countywide Transportat](#)

Joint MTC ABAG Legislation Committee

- 12h. [23-0258](#) MTC Resolution No. 3931, Revised - Policy Advisory Council Appointment

Action: Commission Approval

Attachments: [12h 23-0258 MTC Resolution 3931 Policy Advisory Council Appointment.p](#)

Committee Reports

13. Administration Committee (Glover)

- 13a. [23-0348](#) MTC Resolution No. 4565: Grant of Funding from Metropolitan Transportation Commission (MTC) to Bay Area Housing Finance Authority (BAHFA) for Regional Early Action Planning Grant (REAP 2.0) Housing Preservation and Priority Sites Programs and Authority to the Executive Director to Take Action to Implement the Grant

Request for authorization to grant \$43 million in REAP 2.0 funding from MTC to the BAHFA for two new housing pilot programs: the Housing Preservation Pilot and the Priority Sites Pilot and for the Executive Director to take action to implement the grant.

Action: Commission Approval

Attachments: [13a 23-0348 MTC Resolution 4565 REAP 2.0 Grant Funding Transfer to](#)

14. Programming and Allocations Committee (Rabbitt)

- 14a. [23-0285](#) MTC Resolution Nos. 3989, Revised, 4202, Revised, and 4505, Revised
- Various revisions to the One Bay Area Grant programs (OBAG 2 and 3) and MTC exchange program, including changing the fund source of \$15.9 million for MTC's Bay Wheels Bikeshare E-Bike Expansion project, programming \$15.3 million to various projects within the Transit Performance Initiatives (TPI) program, increasing OBAG 3 programming capacity by \$9 million to reflect to increased funding under the federal Infrastructure Investment and Jobs Act (IIJA), and programming projects on the OBAG 3 County & Local Program contingency list.
- Action:** Commission Approval
- Attachments:** [14a 23-0285 MTC Resolutions 3989 4202 4505 OBAG2and3 Revisions.pdf](#)

15. Joint MTC Planning Committee with the ABAG Administrative Committee

- 15a. [23-0301](#) MTC Resolution No. 4567: Priority Sites Nomination Criteria
- Background information on the Priority Sites program and request that the Committee refer MTC Resolution No. 4567 to the Commission for approval. Following approval, staff will solicit local nominations for eligible Priority Sites and bring recommendations for approved Priority Sites to the Committees in the summer. Thereafter, projects on adopted Priority Sites will be eligible for pilot funding and technical assistance, subject to funding availability and further programmatic guidance by the Commission, the ABAG Executive Board, and/or the Bay Area Housing Finance Authority (BAHFA) Board as applicable.
- Action:** Commission Approval
- Attachments:** [15a 23-0301 MTC Resolution 4567 Priority Sites Nomination Criteria.pdf](#)

16. Joint MTC ABAG Legislation Committee

- 16a. [23-0298](#) Senate Bill 225 (Caballero): Community Anti-Displacement and Preservation Program
- New state program to invest in affordable housing preservation and anti-displacement strategies.
- Action:** Support / Commission Approval
- Attachments:** [16a 23-0298 Senate Bill 225 Caballero Community Anti-Displacement and](#)

16b. [23-0300](#) Assembly Bill 350 (Aguiar-Curry): Sacramento Area Regional Plan Update

Delays until 2025 the Sacramento Area Council of Governments'(SACOG)
next sustainable communities strategies update.

Action: Support / Commission Approval

Attachments: [16b_23-0300_Assembly_Bill_350_Aguiar-Curry_Sacramento_Area_Regional_F](#)

17. Public Comment / Other Business

18. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held at 9:35 a.m. on Wednesday, April 26, 2023. Any changes to the schedule will be duly noticed to the public.

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0360 **Version:** 1 **Name:**

Type: Minutes **Status:** Commission Approval

File created: 2/7/2023 **In control:** Metropolitan Transportation Commission

On agenda: 3/22/2023 **Final action:**

Title: Minutes of the February 22, 2023 Joint MTC with BAHFA meeting

Sponsors:

Indexes:

Code sections:

Attachments: [4a_23-0360_February_22_2023_Draft_Commission_w-BAHFA_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Minutes of the February 22, 2023 Joint MTC with BAHFA meeting

Recommended Action:

Commission and BAHFA Approval



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

Meeting Minutes

Metropolitan Transportation Commission

Alfredo Pedroza, Chair Nick Josefowitz, Vice Chair

Wednesday, February 22, 2023

9:35 AM

HYBRID (In-Person Option Available)

Chair Pedroza called the meeting to order at 9:35 a.m.

1. Roll Call / Confirm Quorum

Present: 17 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Mahan, Commissioner Miley, Commissioner Moulton-Peters, Chair Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, and Commissioner Sperring

Absent: 1 - Commissioner Thao

Non-Voting Commissioner Present: Commissioner Giacomini

Non-Voting Commissioner Absent: Commissioner El-Tawansy

2. Pledge of Allegiance/ Acknowledgement of the Flag

3. Compensation Announcement

4. Joint MTC and BAHFA Consent Calendar

Upon the motion by Commissioner Papan and seconded by Commissioner Sperring, the Joint MTC and BAHFA Consent Calendar was unanimously approved by the following vote:

Aye: 17 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Mahan, Commissioner Miley, Commissioner Moulton-Peters, Chair Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen and Commissioner Sperring

Absent: 1 - Commissioner Thao

4a. [23-0232](#) Minutes of the January 25, 2023 Joint MTC w/ BAHFA meeting

Action: Commission / Authority Approval

4b. [23-0241](#) MTC Resolution No. 4561, and BAHFA Resolution No. 27 - Providing for Remote Meetings Pursuant to Assembly Bill 361

Action: Commission Approval; and Authority Approval

5. Public Comment / Other Business

Clarence Thomas was called to speak.

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

7. Closed Session

7a. [23-0404](#) Closed Session Public Comment

Aleta Dupree was called to speak.

7b. [23-0405](#) Closed Session: PUBLIC EMPLOYEE APPOINTMENT

The Commission met in closed session to discuss public employee appointment for the Executive Director position pursuant to California Government Code Section 54957.

7c. [23-0406](#) Open Session: Appointment of Executive Director and Approval of Employment Agreement

Action: Commission Approval

The Commission reconvened in open session and upon the motion by Chair Pedroza and seconded by Commissioner Spering, the Commission approved the appointment of MTC Executive Director to Andrew Fremier effective February 22, 2023; and authorized an employment agreement with terms including: four years from February 22, 2023 through December 31, 2026, base starting salary of 380,000 annually with further details of Mr. Fremier's employment agreement outlined in the employment agreement attached to this item in the packet this Contract were adopted. The motion carried by the following vote:

Aye: 17 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Mahan, Commissioner Miley, Commissioner Moulton-Peters, Chair Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen and Commissioner Spering

Absent: 1 - Commissioner Thao

8. Chair's Report (Pedroza)

- 8a. [23-0391](#) MTC Resolution No. 4566. Resolution of appreciation for Behrouz (Bruce) Samar on the occasion of his retirement.

Action: Commission Approval

Commissioner Fleming left during agenda item 8a.

Upon the motion by Commissioner Mahan and seconded by Commissioner Glover, the Commission unanimously adopted MTC Resolution No. 4566. The motion carried by the following vote:

Aye: 16 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Mahan, Commissioner Miley, Commissioner Moulton-Peters, Chair Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen and Commissioner Spering

Absent: 2 - Commissioner Fleming and Commissioner Thao

9. Ad-Hoc Nominating Committee Report (Spering)

- 9a. [23-0236](#) Closing of Nominations and Election of Officers

Action: Commission Approval

Upon the motion by Commissioner Spering and seconded by Commissioner Dutra-Vernaci, the Commission appointed Alfredo Pedroza to serve as Chair and Nick Josefowitz to serve as Vice Chair for a two-year term. The motion carried by the following vote:

Aye: 15 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Mahan, Commissioner Miley, Commissioner Moulton-Peters, Chair Noack, Commissioner Papan, Commissioner Rabbitt and Commissioner Spering

Nay: 1 - Commissioner Ronen

Absent: 2 - Commissioner Fleming and Commissioner Thao

10. Policy Advisory Council Report (Randi Kinman)

The following members of the public were called to speak: Adina Levin and Anne Olivia Eldred.

11. Executive Director's Report

Aleta Dupree was called to speak.

11a. [23-0316](#) Executive Director's Report

Action: Information

12. Commissioner Comments**13. Consent Calendar:**

Commissioner Fleming returned and Commissioner Chavez left during agenda item 13.

Upon the motion by Commissioner Sperling and seconded by Commissioner Moulton-Peters, the Commission unanimously approved the Consent Calendar by the following vote:

Aye: 16 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Mahan, Commissioner Miley, Commissioner Moulton-Peters, Chair Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen and Commissioner Sperling

Absent: 2 - Commissioner Chavez and Commissioner Thao

Programming and Allocations Committee**13a. [23-0347](#) Minutes of the January 30, 2023 Special Commission meeting**

Action: Commission Approval

13b. [23-0042](#) MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-05.

Action: Commission Approval

Presenter: Adam Crenshaw

13c. [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

13d. [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

Committee Reports

14. Programming and Allocations Committee (Rabbitt)

14a. [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

Commissioner Chavez returned during agenda item 14a.

Upon the motion by Commissioner Rabbitt and seconded by Commissioner Chavez, the Commission unanimously approved the FY 2022-23 TPI Call for Projects Award Recommendations. The motion carried by the following vote:

Aye: 17 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Mahan, Commissioner Miley, Commissioner Moulton-Peters, Chair Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen and Commissioner Spering

Absent: 1 - Commissioner Thao

14b. [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

Commissioner Chavez left during agenda item 14b.

Upon the motion by Commissioner Rabbitt and seconded by Commissioner Glover, the Commission unanimously adopted MTC Resolution No. 4556. The motion carried by the following vote:

Aye: 16 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Mahan, Commissioner Miley, Commissioner Moulton-Peters, Chair Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen and Commissioner Spering

Absent: 2 - Commissioner Chavez and Commissioner Thao

15. Joint MTC ABAG Legislation Committee

- 15a.** [23-0119](#) Assembly Constitutional Amendment 1 (Aguiar-Curry): Voter Threshold for Local Infrastructure Bonds and Taxes

Assembly Constitutional Amendment (ACA) 1 would lower to 55 percent the voter approval threshold for local bonds and special taxes for affordable housing, transportation, resilience and other public infrastructure.

Action: Support and Seek Amendment / ABAG Executive Board Approval
Support and Seek Amendment / MTC Commission Approval

Presenter: Georgia Gann Dohrmann

A member of San Francisco Neighborhoods was called to speak.

Commissioner Mahan left during agenda item 15a.

Upon the motion by Chair Pedroza and seconded by Commissioner Papan, the Commission unanimously adopted a support and seek amendment position on ACA 1, as described in the summary sheet. The motion carried by the following vote:

Aye: 15 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Moulton-Peters, Chair Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen and Commissioner Spering

Absent: 3 - Commissioner Chavez, Commissioner Mahan and Commissioner Thao

- 15b.** [23-0081](#) Assembly Bill 84 (Ward): Property Tax Welfare Exemption

Provides upfront savings on affordable housing developments by revising the welfare tax exemption from a rebate to upfront savings.

Action: Support / ABAG Executive Board Approval
Support / MTC Commission Approval

Presenter: Julie Snyder

Upon the motion by Chair Pedroza and seconded by Commissioner Rabbitt, the Commission unanimously adopted a support position on AB 84, as described in the summary sheet. The motion carried by the following vote:

Aye: 15 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Moulton-Peters, Chair Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen and Commissioner Spering

Absent: 3 - Commissioner Chavez, Commissioner Mahan and Commissioner Thao

16. Executive Committee

- 16a. [23-0306](#) MTC Resolution No. 4564. Near-Term Regional Network Management (RNM) Framework Recommendations

Approval of policy support for the Regional Network Management (RNM) framework. Following Commission approval, staff will develop and present an RNM Implementation Plan for Commission approval, the timing being subject to involvement of the new MTC Executive Director.

Action: Commission Approval

Presenter: Shruti Hari

Aleta Dupree was called to speak.

Upon the motion by Chair Pedroza and seconded by Commissioner Dutra-Vernaci, the Commission unanimously adopted MTC Resolution No. 4564. The motion carried by the following vote:

Aye: 15 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Miley, Commissioner Moulton-Peters, Chair Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen and Commissioner Spring

Absent: 3 - Commissioner Chavez, Commissioner Mahan and Commissioner Thao

17. Commission Approval

- 17a. [23-0292](#) In-Person Meetings / Brown Act / AB2449

A report on the return to In-Person Meetings/Brown Act/AB 2449.

Action: Information

Presenter: Kathleen Kane

The following members of the public were called to speak: Vinay Pimple (Policy Advisory Councilmember), Aleta Dupree, Howard Wong (Policy Advisory Councilmember), and Anne Olivia Eldred.

18. Public Comment / Other Business

Written public comment was received from Kyle Baker (Get A Custom One).

19. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held at 9:35 a.m. on Wednesday, March 22, 2023 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. 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 #:	23-0345	Version:	1	Name:	
Type:	Report	Status:		Committee Approval	
File created:	2/3/2023	In control:		Bay Area Housing Finance Authority Oversight Committee	
On agenda:	3/9/2023	Final action:			
Title:	BAHFA Resolution No. 28				

Approval of the Housing Preservation Pilot and Priority Sites Pilot and Acceptance of estimated Grant of \$43 Million in REAP 2.0 Proceeds from MTC to BAHFA; Delegation of Authority to the Executive Director or Designee To Implement Such Programs; CEQA Determination: Housing Preservation Pilot is Exempt Pursuant to CEQA Guideline 15061(b)(3), Delegated CEQA Authority for the Priority Sites Pilot Program; Authority to Execute Agreements with Turner Center at UC Berkeley (\$5 million) and Housing Accelerator Fund (\$5 million).

Sponsors:

Indexes:

Code sections:

Attachments: [5a 23-0345 BAHFA Resolution 28 REAP2.0 Housing Programs Update.pdf](#)
[5a 23-0345 Summary Sheet REAP 2.0 Pilot Programs and HIT Proposal v4-1.pdf](#)
[5a 23-0345 Attachment A Presentation REAP 2.0.pdf](#)
[5a 23-0345 Attachment B BAHFA RES-0028 REAP 2.0 v6.pdf](#)
[5a 23-0345 Attachment C HIT Program Grant Application Summary v2.pdf](#)
[09a 1 Summary Sheet REAP 2.0 Pilot Programs and HIT Proposal v4.pdf](#)
[09a 2 Attachment A Presentation REAP 2.0.pdf](#)
[09a 3 Attachment B BAHFA RES-0028 REAP 2.0 v6 \(2\).pdf](#)
[09a 4 Attachment C HIT Program Grant Application Summary v2.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

BAHFA Resolution No. 28

Approval of the Housing Preservation Pilot and Priority Sites Pilot and Acceptance of estimated Grant of \$43 Million in REAP 2.0 Proceeds from MTC to BAHFA; Delegation of Authority to the Executive Director or Designee To Implement Such Programs; CEQA Determination: Housing Preservation Pilot is Exempt Pursuant to CEQA Guideline 15061(b)(3), Delegated CEQA Authority for the Priority Sites Pilot Program; Authority to Execute Agreements with Turner Center at UC Berkeley (\$5 million) and Housing Accelerator Fund (\$5 million).

Presenter:

Somaya Abdelgany

Recommended Action:
BAHFA Approval

Bay Area Housing Finance Authority
BAHFA

March 22, 2023

Agenda Item 5a - 23-0345

BAHFA Resolution No. 28 REAP 2.0 Housing Programs

Subject:

BAHFA Resolution No. 28 to establish REAP 2.0 Housing Programs: Approval of the Housing Preservation Pilot and Priority Sites Pilot and Acceptance of estimated Grant of \$43 Million in REAP 2.0 Proceeds from MTC to BAHFA; Delegation of Authority to the Executive Director or Designee To Implement Such Programs; CEQA Determination: Housing Preservation Pilot is Exempt Pursuant to CEQA Guideline 15061(b)(3), Delegated CEQA Authority for the Priority Sites Pilot Program; Authority to Execute Agreements with Turner Center at UC Berkeley (\$5 million) and Housing Accelerator Fund (\$5 million)

Background:

For detailed background on Resolution 28, refer to the attached materials from the March 9, 2023 BAHFA Oversight Committee.

Issues:

The Housing Preservation Pilot guidelines define Eligible Borrowers as non-profit affordable housing developers, community land trusts, and joint venture partnerships that include such community-based organizations. Committee members in attendance of the March 9, 2023 BAHFA Oversight Committee meeting requested that BAHFA staff specify in the Notice of Funding Availability for the Housing Preservation Pilot that joint venture partnerships may include public agencies in partnership with community-based organizations.

Recommended Action:

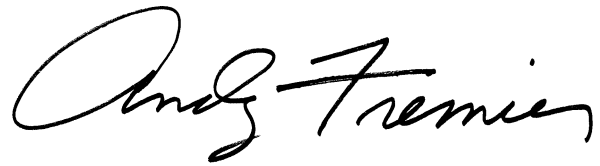
The Bay Area Housing Finance Authority is requested to adopt Resolution No. 28, authorizing:

- Approval of the Housing Preservation Pilot and Priority Sites Pilot and Acceptance of Grant of REAP 2.0 Proceeds from MTC to BAHFA;
- Delegation of Authority to the Executive Director or Designee To Implement Such Programs;

- CEQA Determination: Housing Preservation Pilot is Exempt Pursuant to CEQA Guideline 15061(b)(3), Delegated CEQA Authority for the Priority Sites Pilot Program;
- Authority to Execute Agreements with Turner Center at UC Berkeley (\$5 million) and Housing Accelerator Fund (\$5 million)

Attachments:

- BAHFA Oversight Committee Summary Sheet REAP 2.0 Housing Programs
- Attachment A Presentation REAP 2.0 Housing Programs
- Attachment B BAHFA Resolution 28
- Attachment C HIT Program Grant Application Summary

A handwritten signature in black ink, reading "Andrew B. Fremier". The signature is fluid and cursive, with the first name "Andrew" written in a large, looping script, and "B. Fremier" following in a slightly smaller, more compact script.

Andrew B. Fremier

March 9, 2023

Agenda Item 9.a.

REAP 2.0 Housing Preservation and Priority Sites Pilot Programs and Higher Impact Transformative Grant Proposal

Subject:

Approval of the Housing Preservation Pilot and Priority Sites Pilot and Acceptance of estimated Grant of \$43 Million in REAP 2.0 Proceeds from MTC to BAHFA; Delegation of Authority to the Executive Director or Designee To Implement Such Programs; CEQA Determination: Housing Preservation Pilot is Exempt Pursuant to CEQA Guideline 15061(b)(3), Delegated CEQA Authority for the Priority Sites Pilot Program; Authority to Execute Agreements with Turner Center at UC Berkeley (\$5 million) and Housing Accelerator Fund (\$5 million)

Background:

In July 2022, the California Department of Housing and Community Development (HCD) released the Notice of Funding Availability for its second round of Regional Early Action Planning (REAP 2.0) grants. HCD allocated \$103 million to the Metropolitan Transportation Commission (MTC) for planning and implementation projects at the intersection of climate, housing, and equity. Of this allocation, staff proposes the use of \$43 million to launch new Pilot Programs administered by the Bay Area Housing Finance Authority (BAHFA) that would explore the strategic expansion of the agency's housing funding portfolio, including a \$15 million Housing Preservation Pilot and \$28M Priority Sites Pilot. MTC approved staff's proposal for the REAP 2.0 formula allocation in November 2022 and submitted an application to HCD in December 2022.

In addition to its formula allocation, HCD created a REAP 2.0 Higher Impact Transformative Allocation (HIT) as a parallel, competitive effort. MTC and BAHFA, in partnership with Turner Housing Innovation Labs (Turner) and the Housing Accelerator Fund (HAF), hope to secure \$10 million in HIT program funds to support a new construction technology incubator and establish a revolving fund to facilitate location-efficient, off-site affordable housing production. MTC staff submitted an application to the HIT program in December 2022 and MTC approved its authorizing resolution in January 2023.

With its mandate to raise, administer, and allocate regional funding for tenant protections, affordable housing preservation, and new affordable housing production, BAHFA is staffed and well-positioned to execute the proposed REAP 2.0 Pilot Programs and HIT Program.

Housing Preservation Pilot:

The Housing Preservation Pilot would be the first in-house capital program focused on preservation of unrestricted affordable housing. The program would provide over-the-counter financing to non-profit developers and community land trusts for acquisition and rehabilitation of occupied properties to establish long-term affordability, with the goal of stabilizing at least 60 households. Funding would prioritize projects in systemically marginalized communities and near existing or planned transit infrastructure. Funded projects would result in anti-displacement

March 9, 2023

Agenda Item 9.a.

REAP 2.0 Housing Preservation and Priority Sites Pilot Programs and Higher Impact Transformative Grant Proposal

benefits to existing tenants, and community-controlled projects could open pathways towards residents building equity. REAP 2.0 provides a unique opportunity to provide near-term capital funds that can achieve immediate impact and demonstrate a “proof of concept” for BAHFA that supports a potential future ballot measure. See Attachment B for draft terms and underwriting guidelines for the Housing Preservation Pilot.

Priority Sites Pilot:

The Priority Sites Pilot would accelerate regionally significant affordable or mixed-income housing projects that leverage public land or the redevelopment of aging malls/office parks. In addition to establishing a pipeline of locally-prioritized sites in transit-rich areas, the program would deliver predevelopment funding directly to projects that advance affordability, climate, and equity goals and that demonstrate local support, a clear path to entitlements, and a realistic financing plan. Staff would also explore alignment with other state and regional funding sources to expedite project delivery and effectively leverage other sources of capital. This program would demonstrate the value-add of a regional approach, including the completion of large-scale projects that can deliver significant portions of jurisdictions’ lower-income RHNA targets. The [Priority Sites Concept Paper](#), available for download on the MTC/ABAG website, provides additional context for staff’s preliminary design recommendations for this program. See Attachment B for draft terms and underwriting guidelines for the Priority Sites Pilot.

Higher Impact Transformative Program:

If awarded, the HIT program proposes to 1) fund a “Bay Area Builders Lab”, a new construction technology incubator created and operated by Ternier; and 2) establish the “Industrialized Construction Catalyst Fund” (ICCF), a revolving fund managed by the HAF designed to facilitate location-efficient, off-site affordable housing production. Both uses directly address one of the principal causes of California’s chronic shortage of affordable housing: the high cost of construction. The Bay Area Builders Lab will accelerate infill development by incubating new technologies, products, and processes that can reduce the time and cost required for urban infill housing construction. The ICCF will fill gaps that are currently stalling the productive growth of off-site housing production, such as the need for upfront deposits that allow factories to buy materials and affordable developers to secure a guaranteed spot in the production queue. See Attachment C for a more detailed summary of the HIT grant application.

March 9, 2023

Agenda Item 9.a.

REAP 2.0 Housing Preservation and Priority Sites Pilot Programs and Higher Impact Transformative Grant Proposal

Next Steps:

Housing Preservation and Priority Sites Pilot Programs:

- Staff will seek approval of BAHFA Resolution 28 to adopt proposed terms and underwriting guidelines and the acceptance of grant funds from MTC on March 22, 2023.
- Staff will finalize the terms and underwriting guidelines by March 31, 2023, HCD's deadline to approve evaluation criteria for suballocation of REAP 2.0 funds.
- Notice of Funding Availability will be released in spring or summer 2023, pending HCD application approval, grant agreement execution, and disbursement of funds.
- All funds must be encumbered by June 30, 2024 and spent by June 30, 2026.

HIT Program:

- HCD is scheduled to make its HIT Program awards on or around March 31, 2023.
- If awarded, staff will request the authorization of a \$10M grant from MTC to BAHFA for implementation of the HIT Program.
- BAHFA, Terner, and the HAF will proceed in program implementation pursuant to HCD requirements, with Terner and the HAF each scheduled to receive a \$5 million allocation upon completing certain milestones.
- All funds must be encumbered by June 30, 2024 and spent by June 30, 2026.

Issues:

- HCD's deadline to approve evaluation criteria for suballocation of formula REAP 2.0 funds is March 31, 2023. Terms and underwriting guidelines are subject to change until HCD has completed their review.
- The HIT Allocation is a competitive grant, so funding for the proposed HIT Program will not be confirmed until HCD announces awards.

March 9, 2023

Agenda Item 9.a.

REAP 2.0 Housing Preservation and Priority Sites Pilot Programs and Higher Impact
Transformative Grant Proposal

Recommended Action:

The BAHFA Oversight Committee is requested to recommend Bay Area Housing Finance Authority (BAHFA) approval of the Housing Preservation Pilot and Priority Sites Pilot and Acceptance of estimated Grant of \$43 Million in REAP 2.0 Proceeds from MTC to BAHFA; Delegation of Authority to the Executive Director or Designee To Implement Such Programs; CEQA Determination: Housing Preservation Pilot is Exempt Pursuant to CEQA Guideline 15061(b)(3), Delegated CEQA Authority for the Priority Sites Pilot Program; Authority to Execute Agreements with Turner Center at UC Berkeley (\$5 million) and Housing Accelerator Fund (\$5 million)

Attachment:

- A. Presentation
- B. BAHFA Resolution 28
- C. Higher Impact Transformative Grant Application Summary

Reviewed:



Andrew Fremier

REAP 2.0 Housing Programs

BAHFA Oversight and ABAG Housing Committees

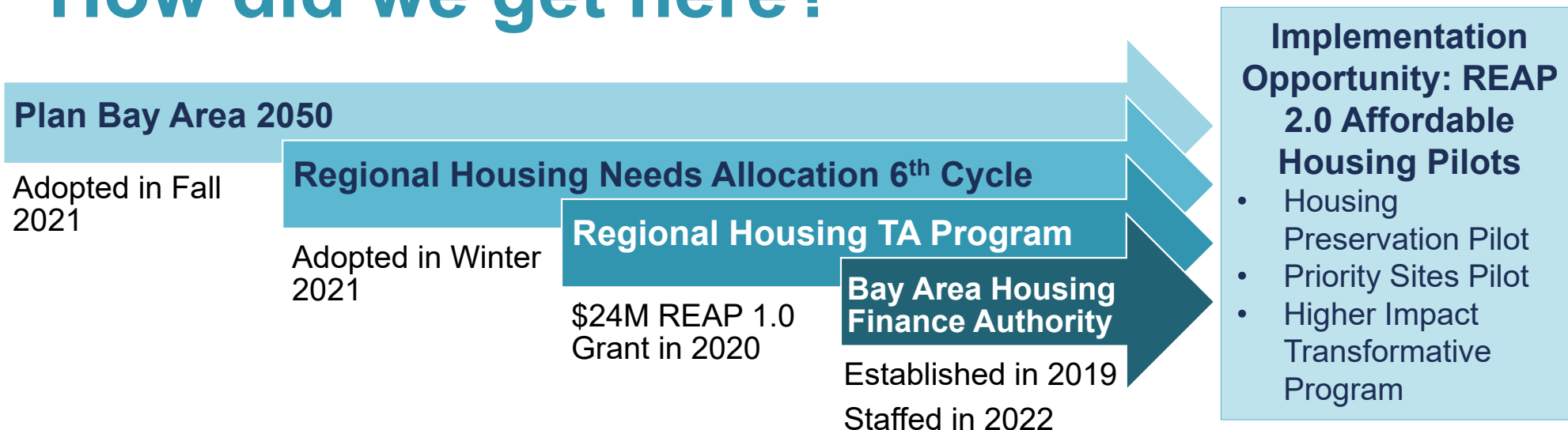
March 9, 2023



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How did we get here?



Previous REAP 2.0 Committee Discussion:

- **September 2022** - BAHFA Oversight and ABAG Housing Committee
- **November 2023** - MTC Programming and Allocations Committee and Commission
- **February 2023** - BAHFA Advisory Committee
- **March 2023** - MTC Administration Committee



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What is the Regional Early Action Planning Grant (REAP) 2.0?

- \$600M statewide grant program to MPOs
- \$103M formula allocation to MTC
- Goal: accelerate progress towards housing, equity, and climate goals
- Uses: planning efforts and capital projects that implement Sustainable Communities Strategies
- Administered by HCD in collaboration with OPR, SGC, CARB

REAP 2.0 Objectives

All program uses must:

1. Accelerate infill development that facilitates housing supply, choice, and affordability
2. Affirmatively further fair housing
3. Reduce vehicle miles traveled (VMT)



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REAP 2.0 Timeline

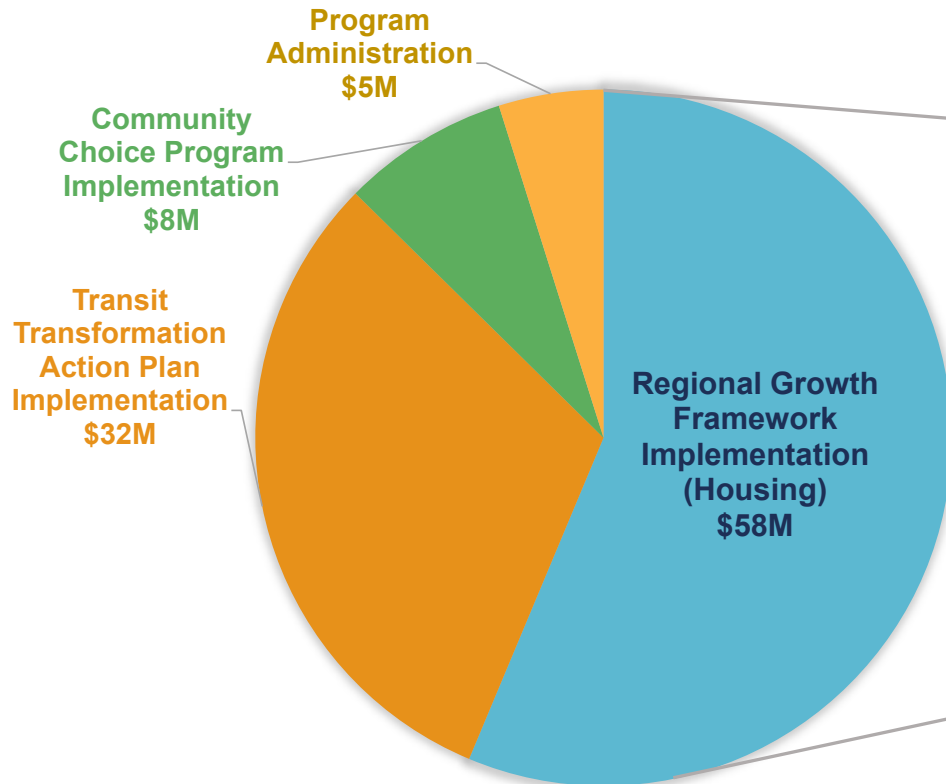


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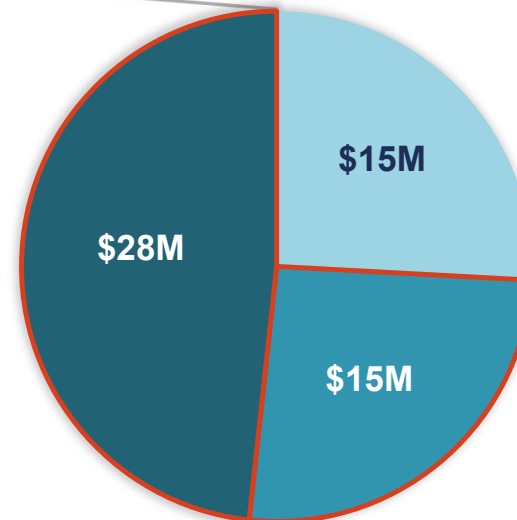


REAP 2.0 Proposed Uses

FORMULA ALLOCATION \$103M



Administered by BAHFA



Regional Housing TA & Local Policy Grants

Housing Preservation Pilot

Priority Sites Pilot



HIGHER IMPACT TRANSFORMATIVE

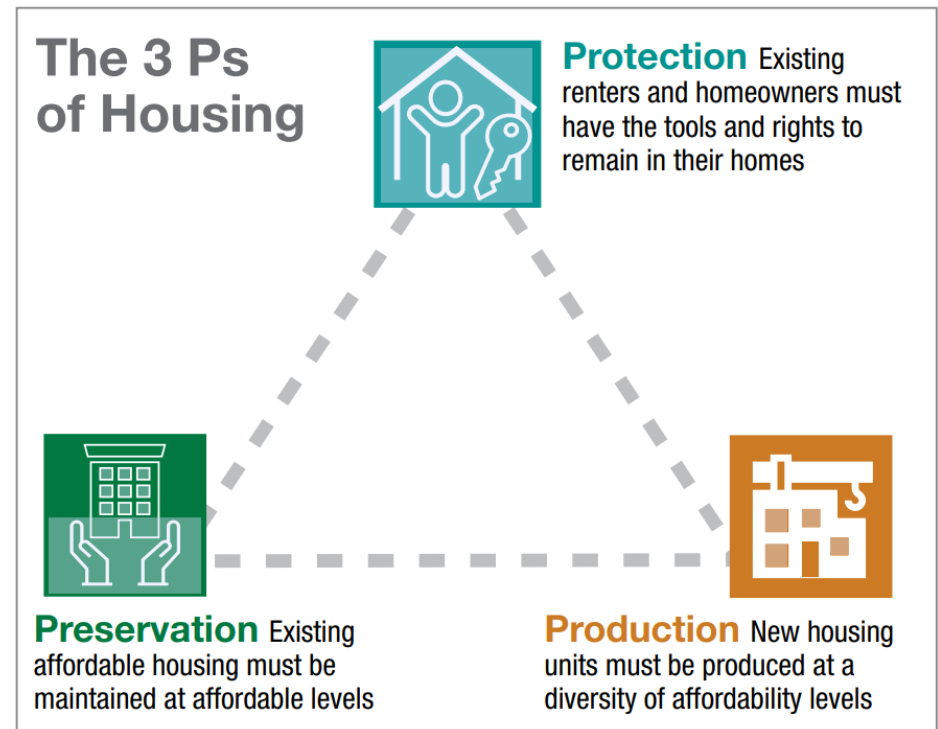


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BAHFA's Role in REAP 2.0

- The Bay Area Housing Finance Authority (BAHFA) was created by Assembly Bill 1487 in 2019
- Purpose is to raise, administer, and allocate regional funding for tenant protection, affordable housing preservation, and new affordable housing production
- Launched in 2022, BAHFA brings a new set of relevant skills and development expertise to execute REAP 2.0 affordable housing pilots



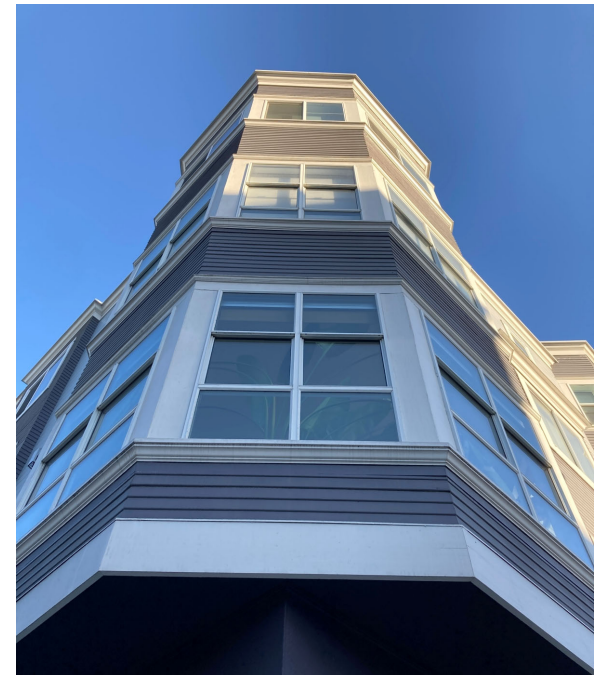
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Housing Preservation Pilot - \$15M

Overview

- Provide over-the-counter capital financing to non-profit developers and community land trusts for acquisition-rehab
- Prevent displacement of at least 60 families by creating permanently affordable homes
- Begin to fulfill PBA 2050 commitment to take lead on preservation
- Demonstrate “proof of concept” for regional value-add exemplified by BAHFA to support future ballot measure
- Build upon existing Bay Area Preservation Pilot (BAPP)
- Strike a balance between achieving scale and helping historically disadvantaged households build equity



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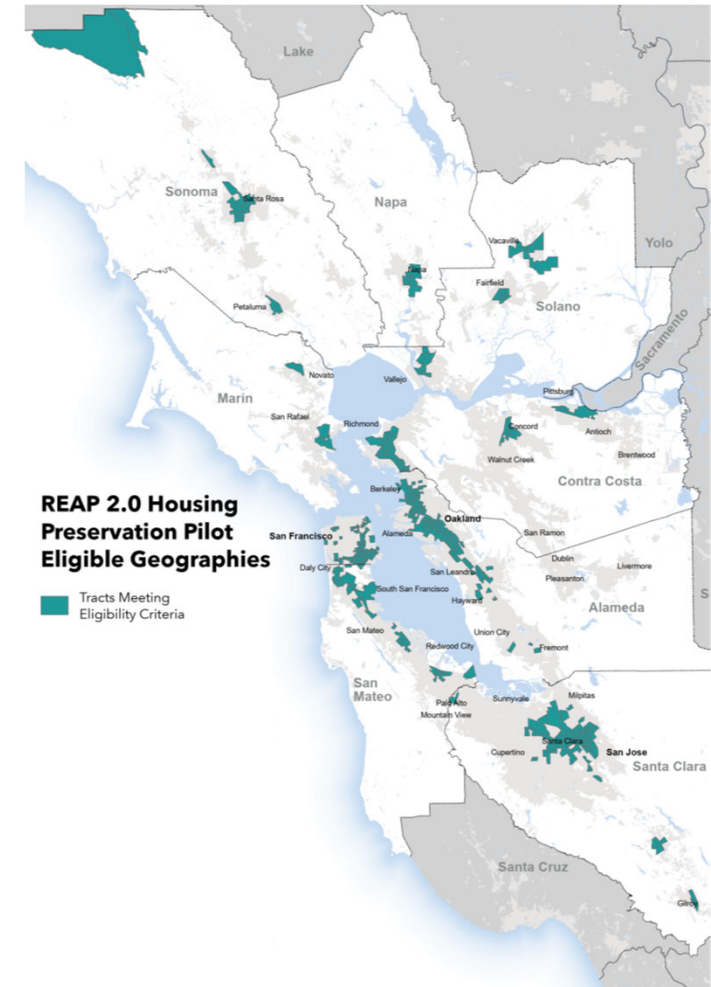


Housing Preservation Pilot - \$15M

Eligible Projects

- Acquisition or Acquisition/Rehab
- Unrestricted, occupied, residential buildings
- Site control
- Located in Eligible Geographies*
 - Accelerate Infill Development: Plan Bay Area 2050 Growth Geographies, Transit Priority Areas
 - AFFH: Equity Priority Communities, Displacement Risk Areas, Low/Moderate Resource Areas
 - Reduce VMT: VMT per capita less than 15 miles

**May demonstrate REAP 2.0 Objectives are met at the project level*



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Housing Preservation Pilot - \$15M

Eligible Borrowers

- Non-profit affordable housing developers
- Community Land Trusts
- Partnerships that include these organizations
- Minimum Experience:
 - Successfully acquired, rehabilitated, owned, and operated at least one comparable project
 - May rely on the experience of a staff or consultant that has completed at least three comparable projects

Community-Controlled Set Aside \$3M

- Community Land Trusts
- Community-Based Organizations in partnership with CLT
- Cooperative Housing Entities



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Housing Preservation Pilot - \$15M

Loan Terms & Fees

- Maximum Loan Amount: \$250K/unit
 - Expectation that borrower will obtain third party construction-to-perm lender
- Loan Term: 55 years
- Interest Rate: 3% annually
- Repayment: Principal and interest deferred until loan maturity, with option to extend for as long as project upholds Regulatory Restrictions
- BAHFA Legal Fee: \$10-15K
- BAHFA Asset Management Fee: TBD
- Maximum Developer Fee: \$150K + \$10K per unit for any planned rehabilitation



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Housing Preservation Pilot - \$15M

Regulatory Restrictions

- Regulatory Term: 55 years
- Maximum Income Levels:
 - Average area median income (AMI) for all households of no more than 80%
 - Upon turnover, units may be rented up to 120% AMI to achieve 80% AMI property average
- Annual Rent Increases:
 - If subject to rent stabilization ordinances, continue to comply
 - If not, lesser of annual increase in AMI or 4%
 - Rents should be reduced for rent-burdened tenants earning less than 80% AMI as project income allows
- Relocations:
 - No displacement or permanent relocation
 - Temporary relocation for rehabilitation up to 180 days

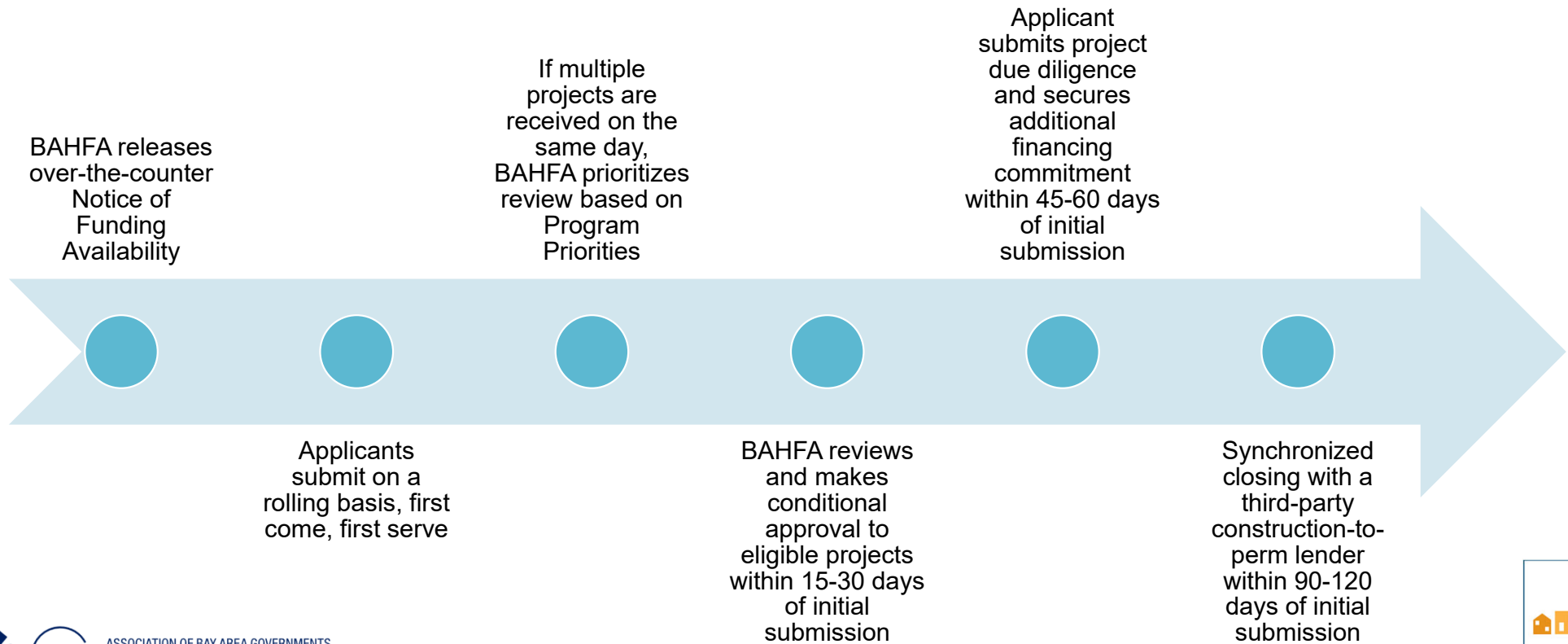


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Housing Preservation Pilot - \$15M

Application & Closing Process



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Housing Preservation Pilot - \$15M

Program Priorities

Scoring Criteria	Points
Higher Impact	30
Accelerating Housing Supply, Choice, & Affordability (10)	
Affirmatively Furthering Fair Housing (10)	
Reducing Vehicle Miles Traveled Per Capita (10)	
Alignment with Plan Bay Area 2050 Housing Goals	10
Readiness/Timeliness	20
Capacity Building and Transferability	10
Partnerships/Collaboration toward Implementation	5
Community Engagement	10
Leveraging other funding/Financial feasibility	15
Total	100



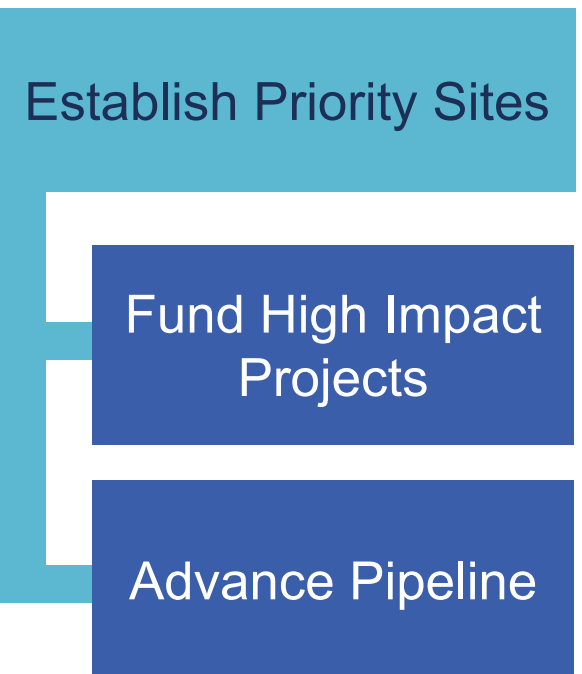
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Priority Sites Pilot - \$28M

Overview

- Launch projects resulting in 750 - 3,000 affordable homes, bringing up to \$2 billion into the region, leveraging BAHFA expertise
- Establish network of regionally-significant, locally-nominated priority development sites
- Transform surplus public land and aging malls and offices into vibrant neighborhoods
- Make scarce local funding go farther and create pipeline for potential future BAHFA funding



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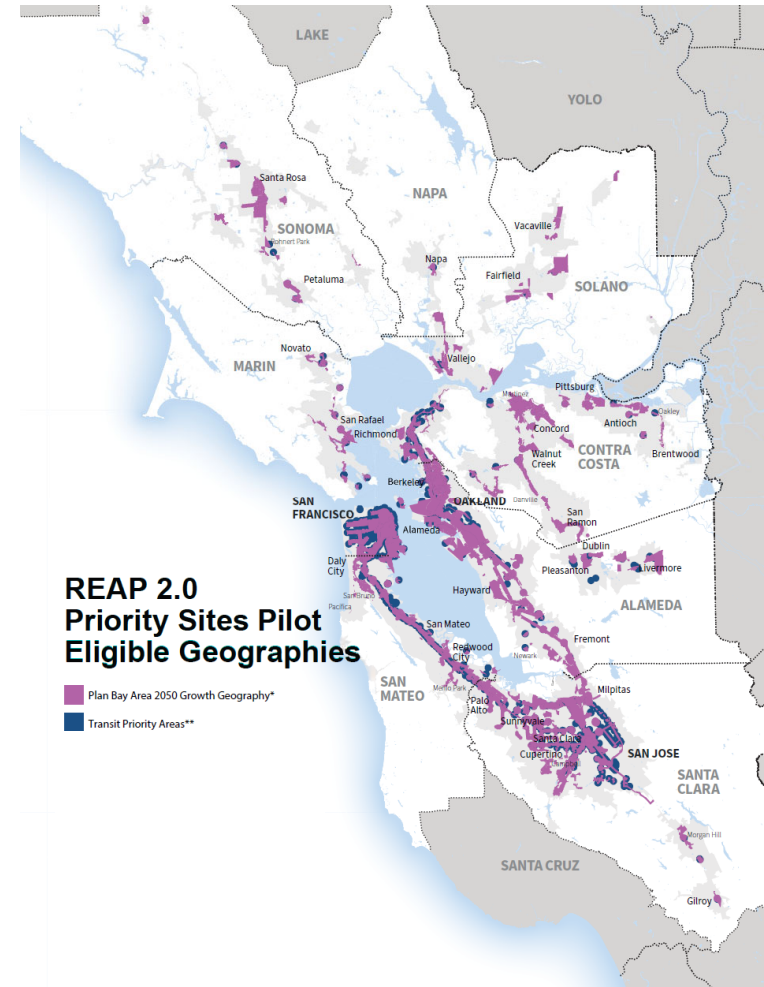


Priority Sites Pilot - \$28M

Eligible Projects

- Predevelopment, land acquisition, and construction of affordable housing
- Site Control
- Entitlements
- At least 100 new homes
- Minimum 25% of proposed units affordable
- Located in locally-nominated Priority Site*
 - Plan Bay Area 2050 Growth Geographies or Transit Priority Areas
 - Local Commitment: development capacity for 500+ homes, maximizes affordable units for low- and moderate- income households, or local government support

**Minimum eligibility requirements may be waived under certain conditions*



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Priority Sites Pilot - \$28M

Eligible Borrowers

- Project Sponsors
 - Must include non-profit partner
 - Must demonstrate experience with proposed sources of funding
- Public Agencies
 - Own land on which the project will be built

Eligible Applicants for Priority Site Nomination:

- Local jurisdiction with land use authority over the site
- Project sponsor for an entitled development project on the site



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Priority Sites Pilot - \$28M

Loan Terms

- Maximum Loan Amount: \$3M
 - May borrow up to \$5M as needed if able to commence construction within 24 months
- Loan Term: 3-5 years
- Interest Rate: 3% annually
- Repayment: Due at construction loan closing
 - Affordable projects may convert to permanent financing, but those able to repay at construction will be prioritized



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Priority Sites Pilot - \$28M

Regulatory Restrictions

- Regulatory Term: Permanent financing must have 55-year term
- Maximum Income Levels: At least 25% of units restricted to 80% AMI or below
 - Should strive to serve extremely low-, very low-, and low-income households
 - Must demonstrate financial feasibility
- Relocations:
 - No displacement or permanent relocation
 - Temporary relocation for construction up to 12 months

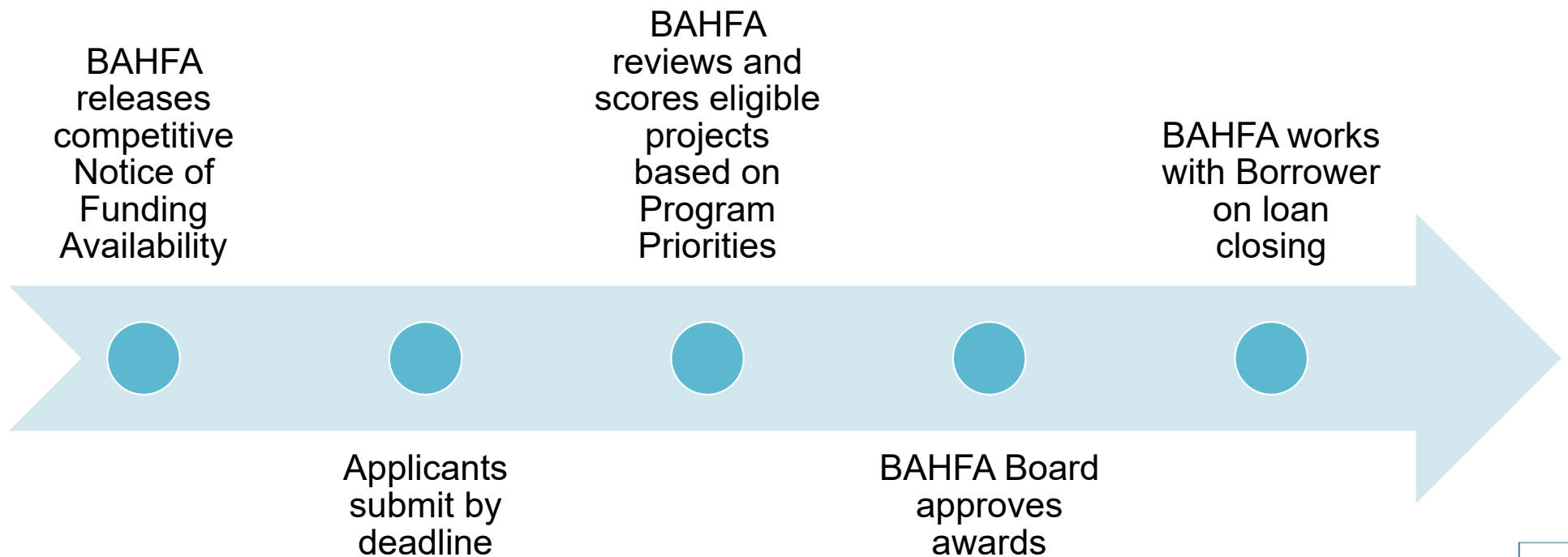


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Priority Sites Pilot - \$28M

Application & Closing Process



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Bay Area Housing
Finance Authority

Priority Sites Pilot - \$28M

Program Priorities

Scoring Criteria	Points
Higher Impact	30
Accelerating Housing Supply, Choice, & Affordability (10)	
Affirmatively Furthering Fair Housing (10)	
Reducing Vehicle Miles Traveled Per Capita (10)	
Alignment with Plan Bay Area 2050	20
Readiness/Timeliness	10
Capacity Building and Transferability	10
Partnerships/Collaboration toward Implementation	10
Community Engagement	10
Leveraging other funding	10
Total	100



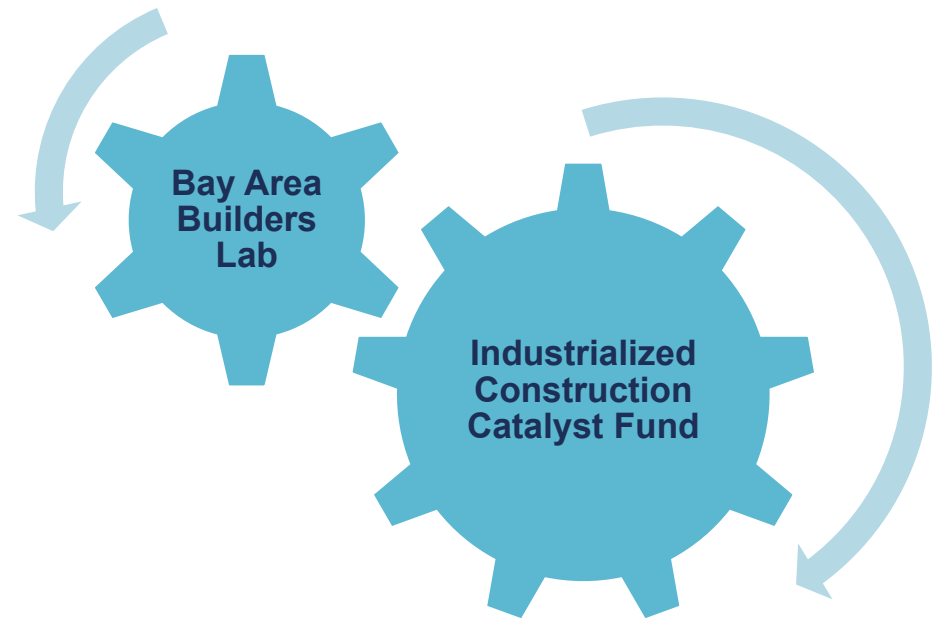
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Higher Impact Transformative - \$10M

Overview

- HCD's Goal: competitive funding to support “novel, unique or innovative approaches that are scalable and that further REAP 2.0's Goals and Objectives”
- Partners: Turner Housing Innovation Labs and Housing Accelerator Fund
- Proposed Uses:
 1. Bay Area Builders Lab \$5M
 2. Industrialized Construction Catalyst Fund \$5M



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Higher Impact Transformative - \$10M

Bay Area Builders Lab

- New construction technology incubator created and operated by Turner
- Goals:
 - Lower barriers to entry
 - De-risk innovation
 - Increase financial feasibility
- Program Components:
 - Development of physical innovation space
 - Access to product testing capabilities
 - Access to coaching and workforce development
 - Connection to development partners and investors



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Higher Impact Transformative - \$10M

Industrialized Construction Catalyst Fund

- Revolving fund managed by the HAF designed to facilitate location-efficient, off-site affordable housing production
- Launch Products:
 - Predevelopment/Deposit Bridge Loans
 - Letter of Credit/Guaranty Pool
 - Builder's Risk Insurance
- Program Components:
 - Focus on mid-rise mid-size affordable housing infill projects
 - Alignment with available public subsidies
 - Prioritization of projects benefitting historically disadvantaged communities
 - Service as a bridge lender as the modular industry matures

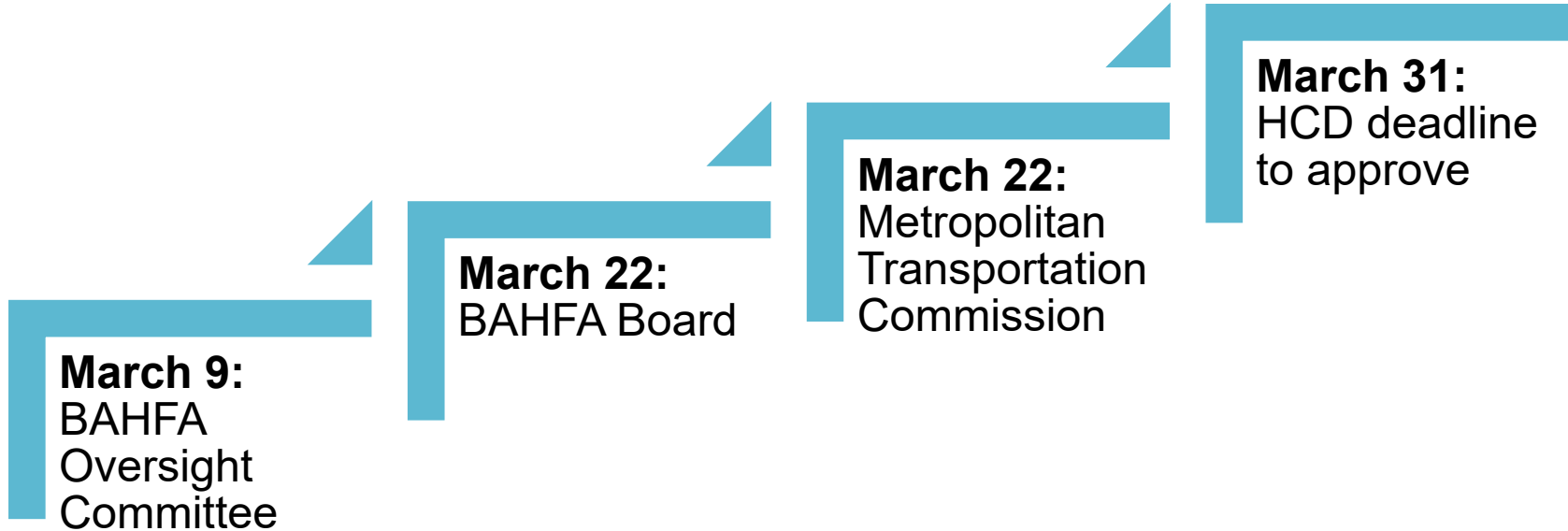


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Housing Preservation and Priority Sites

Next Steps: Approval Process



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Bay Area Housing
Finance Authority

BAHFA Resolution 28

BAHFA authorizes the receipt of funding and programmatic responsibility for \$43 million in REAP 2.0 proceeds from MTC to administer Housing Preservation and Priority Sites Pilots according to the approved Terms and Underwriting Guidelines



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Bay Area Housing
Finance Authority

Thank you.

ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION



Date: March 22, 2023
W.I.: 1620
Referred by: BAHFA Oversight

ABSTRACT

Resolution No. 0028

This resolution authorizes the creation of two affordable housing programs, the Housing Preservation Pilot and the Priority Sites Predevelopment Pilot, as well as the associated grant of Regional Early Action Planning Grant 2.0 (REAP 2.0) proceeds and programmatic authority from the Metropolitan Transportation Commission (MTC) to the Bay Area Housing Finance Authority (BAHFA) for their implementation. By Resolution No. 4548, dated November 16, 2022, MTC authorized a request to California Department of Housing and Community Development (HCD) for its formula allocation of funds in an amount not to exceed \$102,842,103.03, which includes the estimated \$43,000,000 now authorized for program implementation by BAHFA.

BAHFA shall use the REAP 2.0 funding to implement 1) a Housing Preservation Pilot, at an estimated \$15,000,000; and 2) a Priority Sites Predevelopment Pilot, at an estimated \$28,000,000, including administrative staffing costs for both programs. BAHFA will administer the two affordable housing programs in accordance with the Terms and Underwriting Guidelines herein, as approved by HCD. This resolution delegates authority to the Executive Director or designee to implement such programs. For the Housing Preservation Pilot Program, this Resolution makes a determination under the California Environmental Quality Act (CEQA) that the Program is exempt from further environmental review, and for the Priority Sites Predevelopment Pilot, delegates certain CEQA responsibilities to the Executive Director or designee.

Further discussion of the REAP 2.0 allocation, the Housing Preservation Pilot, and the Priority Sites Predevelopment Pilot is contained in a memorandum to the BAHFA Oversight Committee dated March 9, 2023.

In addition, this Resolution provides authority for the Executive Director or designee to negotiate and execute agreements with Turner Center at UC Berkeley (\$5 million) and Housing Accelerator Fund (\$5 million), with the agreements providing for no payment will be made unless BAHFA receives a grant from MTC and/or HCD for such purposes.

Date: March 22, 2023
W.I.: 1620
Referred by: BAHFA Oversight

RE: Approval of the Housing Preservation Pilot and Priority Sites Pilot and Acceptance of Grant of REAP 2.0 Proceeds from MTC to BAHFA; Delegation of Authority to the Executive Director or Designee To Implement Such Programs; CEQA Determination: Housing Preservation Pilot is Exempt Pursuant to CEQA Guideline 15061(b)(3), Delegated CEQA Authority for the Priority Sites Pilot Program; Authority to Execute Agreements with Turner Center at UC Berkeley (\$5 million) and Housing Accelerator Fund (\$5 million)

BAY AREA HOUSING FINANCE AUTHORITY
RESOLUTION NO. 0028

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region; and

WHEREAS, the California Department of Housing and Community Development (HCD) is authorized to provide up to \$510,000,000 to Metropolitan Planning Organizations and Councils of Government (“Applicant”) listed in Health and Safety Code Section 50515.08, subdivisions (a)(1)-(6) under the Regional Early Action Planning grants program (REAP 2.0), as detailed in Health and Safety Code Section 50515.08-10; and

WHEREAS, HCD issued a Notice of Funding Availability on July 26, 2022, for REAP 2.0 formula grants available to MPOs and Councils of Government and a Notice of Funding Availability on November 7, 2022, for REAP 2.0 Higher Impact Transformative (HIT) competitive grants; and

WHEREAS, MTC approved a request for an allocation of REAP 2.0 formula funds in an amount not to exceed \$102,842,103.03 by Resolution 4548 on November 16, 2022 and a request for REAP 2.0 HIT competitive funds in an amount not to exceed \$10 million by Resolution 4555 on January 25, 2023; and

WHEREAS, MTC further agreed by Resolution 4548 to use all such REAP 2.0 funds only for eligible activities as set forth in California Health and Safety Code section 50515.08(c)(1) and in accordance with REAP 2.0 requirements and guidelines, which include, among other activities, affordable housing preservation and affordable housing predevelopment funding; and

WHEREAS, Title 6.8 of the Government Code, commencing with Government Code Section 64510 (AB 1487, Chiu, October 8, 2019) creates the Bay Area Housing Finance Authority (BAHFA) with jurisdiction extending throughout the San Francisco Bay Area and provides that BAHFA shall be governed by the same board that governs the Metropolitan Transportation Commission (MTC); and

WHEREAS, per Government Code Section 64510(c), BAHFA's purpose is to raise, administer, and allocate funding and provide technical assistance at a regional level for tenant protection, affordable housing preservation, and new affordable housing production; and

WHEREAS, on March 22, 2023, MTC adopted Resolution No. 4565, which grants REAP 2.0 funds to BAHFA, for the Housing Preservation Pilot and for the Priority Sites Predevelopment Pilot, contingent upon MTC receiving the REAP 2.0 funds as requested by MTC Resolution No. 4548 and subject to applicable terms and conditions of the grant agreement to be executed between MTC and HCD for the REAP 2.0 funds; and;

NOW, THEREFORE, BE IT RESOLVED, that in accordance with MTC Resolution No. 4565, BAHFA accepts from MTC the grant of REAP 2.0 funds for the Housing Preservation Pilot and for the Priority Sites Predevelopment Pilot, contingent upon MTC receiving the REAP 2.0 funds as requested by MTC Resolution No. 4548 and subject to applicable terms and conditions of the grant agreement to be executed between MTC and HCD for the REAP 2.0 funds ("MTC Grant"); and be it further

RESOLVED, a portion of the MTC Grant will be used to create and implement the Housing Preservation Pilot, subject to the terms and conditions contained in Attachment B, for the purpose of preventing displacement of low-income households by providing low-interest loans to

preserve unrestricted, occupied housing as permanent affordable housing through acquisition and rehabilitation; and be it further

RESOLVED, a portion of the MTC Grant will be used to create and implement the Priority Sites Predevelopment Pilot, subject to the terms and conditions as set forth in Attachment C, for the purpose of assisting affordable housing production by providing low-interest loans to developers and public agencies for predevelopment activities necessary to advance housing projects that provide deed-restricted affordable homes on sites identified by the Metropolitan Transportation Commission and Association of Bay Area Government as Priority Sites; and be it further

RESOLVED, that BAHFA will implement the Housing Preservation Pilot and Priority Sites Predevelopment Pilot in compliance with California Health and Safety Code section 50515.08(c)(1), all REAP 2.0 requirements and guidelines, all applicable state and federal statutes, rules, regulations, the Standard Agreement that will be executed by and between MTC and HCD for REAP 2.0 funding and MTC Resolution No. 4565; and be it further

RESOLVED, that the Executive Director or designee is authorized to enter into, execute, and deliver any and all other documents required or incidental to the grant of the REAP 2.0 allocation from MTC to BAHFA, including but not limited to, amendments HCD deems necessary to effectuate the grant of REAP allocation from MTC to BAHFA; and be it further

RESOLVED, that the Executive Director or designee is authorized to develop application forms and promulgate application requirements consistent with this Resolution and to enforce such requirements for the Housing Preservation Pilot and Priority Sites Predevelopment Pilot; and be it further

RESOLVED, that the Executive Director or designee is authorized to negotiate and execute loan agreements, regulatory agreements, and other agreements necessary and incidental to the implementation of the Housing Preservation Pilot with subrecipients, and any

amendments thereto, provided such documents are consistent with the terms and conditions of each program as adopted herein, and any such amendments are for the purpose of facilitating the extension of the duration of the affordability requirements; and

RESOLVED, that BAHFA finds the Housing Preservation Pilot is exempt from environmental review pursuant to CEQA Guideline 15061(b)(3) because there is no change to the existing environment given that the program's purpose is to preserve existing conditions for naturally occurring affordable housing, and to mitigate against the ongoing housing crisis, by reducing the possibility that low-income households would be displaced through unregulated rent increases if the property was sold to a for-profit developer; and be it further

RESOLVED, that for the Priority Sites Predevelopment Pilot, the Executive Director or designee is authorized to make the determination as to whether a project to be funded under this program is exempt from review under the California Environmental Quality Act (Cal. Pub. Resources Code, § 21000, et seq.) ("CEQA") and to take other actions as prescribed by CEQA Guideline 15025; and

RESOLVED, that the Executive Director or designee is authorized to negotiate and execute loan agreements, regulatory agreements, and other agreements necessary and incidental to the implementation of the Priority Sites Predevelopment Pilot, with subrecipients, and any amendments thereto, provided such documents are consistent with the terms and conditions of each program as adopted herein, and any such amendments are for the purpose of facilitating the extension of the duration of the affordability requirements; and be it further

RESOLVED, that the Executive Director or designee is authorized to negotiate and execute an agreement with Turner Center at University of California, Berkeley for an amount not to exceed \$5 million for the "Bay Area Builder's Lab" and an agreement with the Housing Accelerator Fund for an amount not to exceed \$5 million for the "Industrialized Construction Catalyst Fund", provided both agreements shall require that no payment under the agreement shall be made unless BAHFA has received a REAP 2.0 HIT grant from HCD and/or MTC for such purposes and authorized said expenditure.

RESOLVED, that this resolution shall be effective upon adoption.

BAY AREA HOUSING AUTHORITY

Alfredo Pedroza, Chair

The above resolution was entered into by the
Bay Area Housing Finance Authority
at a regular meeting held
in San Francisco, California, on March 22,
2023.

Date: March 22, 2023
Referred by: BAHFA O.

Attachment A
Resolution No. 0028

ATTACHMENT A

Summary of the Housing Preservation Pilot and Priority Sites Predevelopment Pilot, March 9, 2023 Joint Meeting, ABAG Housing and BAHFA Oversight Committees.

Date: March 22, 2023
Referred by: BAHFA O.

Attachment B
Resolution No. 0028
Page 1 of 14

ATTACHMENT B



BAY AREA HOUSING FINANCE AUTHORITY

REAP 2.0 Housing Preservation Pilot Program

DRAFT Terms and Underwriting Guidelines

Program Description	<p>To be funded with an anticipated \$15M in Regional Early Action Planning (REAP 2.0) Grant funding from the California Department of Housing and Community Development (HCD), the Program provides low-interest loans to mission-driven developers and community land trusts to acquire and rehabilitate unrestricted homes and convert them to permanently affordable housing.</p> <p>The Program's goals are to prevent displacement of low-income households, to create a safe, stable, permanently affordable housing stock, and to support the financial health of residents, borrowers, and properties.</p> <p>In accordance with HCD's REAP 2.0 Objectives, the Program will:</p>
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	<ul style="list-style-type: none"> • Accelerate infill development that facilitates housing supply, choice, and affordability • Affirmatively further fair housing • Reduce vehicle miles traveled <p>Program-wide, BAHFA aims to preserve at least 60 homes and to fund at least three projects of various scales and tenure types throughout its jurisdiction.</p>
Eligible Borrowers	<p>Non-profit affordable housing developers, community land trusts, or joint venture partnerships that include such organizations. Borrowers must possess the following minimum experience:</p> <ul style="list-style-type: none"> • Borrowers must have successfully acquired, rehabilitated, owned, and operated at least one comparable project relative to the proposed project within the past five (5) years in the State of California, demonstrating their capacity to perform development and asset management. • Alternatively, Borrower may rely on the experience of a staff member or consultant that has completed at least three comparable projects.
Eligible Projects	<p>Acquisition only or Acquisition/Rehabilitation of existing occupied residential properties that are currently unrestricted and demonstrate some form of site control (see Application Requirements on page 7 below):</p> <ul style="list-style-type: none"> • While accounting for Program-wide goals and giving preference to unrestricted properties, BAHFA may consider properties that have current affordable regulatory agreements that are set to expire within 5 years and for which there is no feasible alternative funding plan. BAHFA may also consider unoccupied properties that serve community anti-displacement goals.

	<ul style="list-style-type: none"> • Mixed-use properties are eligible so long as two-thirds of the building square footage is used for residential uses. • BAHFA will consider funding ADU construction as part of an acquisition/rehab project if the ADU meets Regulatory Restrictions (see Regulatory Restrictions on pages 3-4) and installation/construction demonstrates permitting and construction can begin promptly upon closing by submitting the following: <ul style="list-style-type: none"> ○ Design proposals that use pre-approved plans or factory-built units ○ Data or documentation from the applicable jurisdiction demonstrating support and track record for permitting ADUs ○ Identification of an experienced contractor for construction ○ Demonstration of financial resources to cover potential cost overruns, including contingencies. <p>To achieve each of HCD's REAP 2.0 Objectives, projects must be located in a geography that meets all of the following geographic objectives:</p> <ul style="list-style-type: none"> • <i>Infill Objective: Accelerate infill development that facilitates housing supply, choice, and affordability</i> <ul style="list-style-type: none"> ○ Plan Bay Area 2050 Growth Geographies, including Priority Development Areas OR ○ Transit Priority Areas • <i>Affirmatively Further Fair Housing Objective: Affirmatively further fair housing</i> <ul style="list-style-type: none"> ○ Plan Bay Area 2050 Equity Priority Communities OR ○ Areas identified by the Urban Displacement Project as being at risk of or experiencing displacement or gentrification OR ○ Areas defined by the TCAC Opportunity Index as "High Segregation and Poverty", "Low Resource", or "Moderate Resource" • <i>VMT Objective: Reduce vehicle miles traveled (VMT)</i> <ul style="list-style-type: none"> ○ Census Tracts with Vehicles Miles Traveled per Capita at or below the Bay Area average of 15 Miles
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	<ul style="list-style-type: none"> Projects that do not fall within the qualifying geographies may demonstrate alternative methods of achieving the applicable REAP 2.0 Objective(s) at the project level.
BAHFA Loan Terms	<p><u>Maximum Loan Amount</u>: \$250,000 per unit</p> <p><u>Loan Term</u>: 55 years</p> <p><u>Interest Rate</u>: 3.0% per year</p> <p><u>Repayment</u>: BAHFA will forego annual repayment of principal and interest from surplus cash (residual receipts). Repayment will be deferred until the conclusion of the Loan Term or upon any transfer of title that results in loss of affordability, whichever occurs first. At the conclusion of the Loan Term, projects will have the option to extend the Regulatory Term and loan repayments will be deferred for as long as the project upholds Regulatory Restrictions.</p>
Regulatory Restrictions	<p><u>Regulatory Term</u>: 55 years. The Executive Director or designee may consider an alternative term option if Borrower demonstrates that the term remains compatible with permanent affordability and prohibition of displacement.</p> <p><u>Maximum Income Levels</u>: No resident shall be displaced regardless of income. For occupied units and vacant units due to turnover, Borrower shall achieve an average area median income (AMI) for all households in the Project of no more than 80%. Upon turnover, units may be occupied by households earning up to 120% AMI as needed to cross-subsidize lower income units and achieve an 80% AMI average. Depending on local market conditions,</p>

	<p>Borrowers may obtain an AMI less than 80% if they can demonstrate long term financial feasibility.</p> <p><u>Rent Increases:</u> Upon acquisition, rents for all existing residents shall remain unchanged until the anniversary of the tenant's initial leasing.</p> <ul style="list-style-type: none">• For units subject to local rent stabilization ordinances, Borrowers shall continue to comply with the rent stabilization ordinance when imposing rent increases after acquisition.• For units not subject to or exempt from rent stabilization requirements, annual rent increases shall be limited to the lesser of the annual increase in area median income (AMI) or 4%.• For existing residents earning less than or equal to 80% AMI and who pay more than 30% of gross household income for rent, Borrowers shall decrease those households' rents to a maximum of 30% of gross annual income, assuming Project income is sufficient to allow a rent decrease for such households while covering necessary and standard Project operating expenses. <p><u>Displacement:</u> All existing residents may remain in their home regardless of income, and permanent relocation of tenants is prohibited. No existing resident in the project will be displaced because of the preservation action or by Borrower's imposition of any new, discretionary "house rules" intended to circumvent this rule.</p> <p><u>Temporary Relocation:</u> Permanent relocation is prohibited. If Borrower must temporarily relocate tenants for the purpose of safely conducting a Project rehabilitation, the following requirements apply:</p>
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	<ul style="list-style-type: none">• Temporary relocation shall not exceed 180 days unless approved by Executive Director or designee. Permanent relocation is prohibited.• Borrowers shall provide temporary housing that is decent, safe, sanitary, of comparable size to and within the vicinity of the relocated tenant's dwelling unit as determined by the Executive Director or designee.• Tenants shall continue to pay the rent for their original unit, but shall bear no costs related to relocation, including:<ul style="list-style-type: none">○ Moving and packing expenses○ Any costs associated with the relocation dwelling that exceed their typical housing expenses (rent, utilities, parking, or other charges) <p><u>Lien Priority</u>: BAHFA requires first lien priority for its occupancy deed restriction. In their sole discretion, the Executive Director or designee may agree to subordinate the restriction if Borrower demonstrates and the Executive Director or designee finds that subordination is necessary to secure financing and if such subordination furthers the goal of creating permanent affordable housing.</p>
Resident Engagement and Income Certification	<p><u>Engagement</u>: Preference will be given to projects in which 100% of households are notified of the Borrower's intention to acquire and restrict the building and a majority of tenants demonstrate support for the acquisition prior to application. However, BAHFA will consider proposals in which Borrowers are prohibited by the seller from conducting outreach to tenants prior to acquisition. A preliminary tenant engagement plan will be required at loan application, to be finalized prior to acquisition. After acquisition, all Borrowers are required to conduct robust tenant engagement to ensure residents are aware of the intent and impact of the preservation project and to offer residents the opportunity to inform any rehabilitation scope.</p>

	<p><u>Income Certification</u>: Occupants of a regulated unit must certify their household income on a form approved by the Executive Director or designee on an annual basis prior to lease renewal.</p>
Financing Assumptions	<p><u>Leveraging</u>: Borrowers must obtain additional private and/or public financing as needed to ensure the project's financial feasibility. Given the program's per-unit subsidy cap, it is anticipated that Borrowers must seek construction as well as permanent third-party financing, which may also require Borrower to provide equity. Ideal leveraging shall consist of a construction-to-permanent third-party loan with a 20-year term. As part of Program outreach, BAHFA staff has consulted with numerous community development financial institutions and first mortgage lenders, some of whom may provide favorable financing terms. BAHFA will provide contact information as requested.</p> <p><u>Rental Income</u>: Borrower must provide rent roll information to inform project underwriting, and, whenever possible, tenant income information. If tenant incomes indicate existing rent burdens, BAHFA will seek to work with Borrowers to lower rents to 30% of gross household income where possible.</p> <p><u>Property Tax Exemption</u>: While income certifications will not be required at acquisition, to properly size the project's operating budget, Borrower must have some data about existing residents that indicates with high likelihood on a household-by-household basis eligibility for a welfare tax exemption pursuant to California Revenue and Taxation Code Section 214(g). If no income information is available, Borrower will be required to assume a property tax obligation in the operating budget.</p>

	<p><u>Construction Contingency:</u> 15% of rehabilitation costs</p> <p><u>Construction Management Fee:</u> Borrower is expected to negotiate the most competitive fee possible with a third party construction manager or rely on an in-house construction manager, if available. Construction management fees may not exceed \$30,000 per project.</p> <p><u>BAHFA Legal Fee:</u> \$15,000, subject to change based on transaction requirements.</p> <p><u>BAHFA Asset Management Fee:</u> Asset management fees may apply based on project needs.</p> <p><u>Operating Assumptions:</u></p> <ul style="list-style-type: none"> • Vacancy Allowance: 5% of annual residential rent income • Increases in Gross Income: 2.5% annually • Increases in Operating Expenses: 3.5% annually • Debt Service Coverage Ratio: 1.2 • Waterfall: Surplus cash flow after payment of operating expenses and debt service will be distributed annually as follows: <ul style="list-style-type: none"> ○ Borrower Retention: 2/3 of surplus cash flow ○ Replacement Reserve: 1/3 of surplus cash flow up to (1.5 x Capitalized Replacement Reserve value) ○ Emergency Rental Assistance Reserve: After Replacement Reserve is fully funded, 1/3 of surplus cash flow up to (\$xx average regulated unit rent x 20% of total regulated units x 3 months) ○ After Replacement Reserve and Emergency Rental Assistance Reserve are fully funded
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	<p>as described above, Borrower may retain remaining 1/3 of surplus cash flow.</p> <p><u>Underwriting:</u> In addition to compliance with this Term Sheet, BAHFA will apply industry standard underwriting guidelines in its evaluation of Project proposals. Subsequent to application, Borrower must demonstrate financial feasibility and capacity to carry out the project.</p>
Reserves	<p><u>Replacement Reserve:</u></p> <ul style="list-style-type: none"> • Capitalized: Reserves must be sufficient to cover 20 years of replacement needs as identified in the Physical Needs Assessment ("Original Capitalized Replacement Value"). • Annual Deposits: \$500 per unit per year, included in the annual operating budget. Borrower will also deposit 1/3 of annual surplus cash flow into Replacement Reserve until Borrower achieves 1.5 of the Capitalized Replacement Reserve value. • <p><u>Emergency Rental Assistance Reserve:</u></p> <ul style="list-style-type: none"> • Annual Deposits: Once Borrower has achieved 1.5 of the Capitalized Replacement Reserve value, Borrower will deposit 1/3 of annual surplus cash flow to establish and maintain an Emergency Rental Assistance Reserve, which is based on the average rent per regulated unit, for 20% of total regulated unit count, for 3 months (e.g., \$xx average regulated unit rent x 20% of total regulated units x 3 months). Once Replacement Reserve and Emergency Rental Assistance Reserve are fully funded, Borrower may retain remaining surplus cash flow. <p><u>Operating Reserve:</u></p>

	<ul style="list-style-type: none"> Capitalized: 25% of operating expenses, plus debt in Year 1. Borrower shall maintain this funding level throughout the term of the agreement. <p><u>Vacancy Reserve for Rehabilitation and/or Initial Lease-Up:</u></p> <ul style="list-style-type: none"> Capitalized: Sized to cover monthly rent for Project units vacant at the time of acquisition and for the duration of any expected continued vacancy, whether to accommodate a lease-up period or to provide temporary relocation space for the purposes of building rehabilitation. <p><u>Property Tax Reserve:</u></p> <ul style="list-style-type: none"> Capitalized: Sized based on Borrower's estimate of timeline to qualify for the welfare tax exemption
Maximum Developer Fee	<p>Borrowers may include a one-time developer fee at their discretion within the Maximum Loan Amount up to \$150,000, plus an additional \$10,000 per unit for any planned rehabilitation.</p> <ul style="list-style-type: none"> The \$150,000 developer fee may be paid at the time of acquisition closing \$10,000 per unit may be paid at the time of Borrower's receipt of a certificate of completion (or similar document) from the permitting local agency for the rehabilitation work
Compliance	<p><u>Regional Early Action Planning Grant:</u> The Borrower must comply with California Health and Safety Code section 50515.08(c)(1), all REAP 2.0 requirements and guidelines, all applicable state and federal statutes, rules, regulations, the Standard Agreement</p>

	<p>that will be executed by and between MTC and HCD for REAP 2.0 funding.</p> <p><u>Fair Housing and Rehabilitation</u>: The Borrower must comply with all applicable Federal, State, and local laws, orders, and regulations prohibiting housing discrimination as well as all applicable laws and regulations governing construction, rehabilitation, relocation and building operations.</p> <p><u>Welfare Tax Exemption</u>: Borrower is solely responsible for and must annually secure the welfare exemption from the applicable governing bodies. Borrower shall provide evidence of the welfare exemption to BAHFA annually, as well as any other Project-related information BAHFA requests.</p>
<p>Community-Controlled Set Aside Eligibility Requirements</p>	<p>A minimum of \$3M will be set aside for community-controlled projects that include resident ownership, governance, and/or management. This set aside does not preclude such projects from applying for the remaining \$12M deployed under the Program.</p> <p><u>Eligible Borrowers</u>:</p> <ul style="list-style-type: none"> • Community Land Trusts (CLTs) • Cooperative Housing Entities with existing 501C3 designation and executed governance and operating agreements • Community Based Organizations in a documented partnership with a CLT <p><u>Eligible Tenure Types</u>:</p> <ul style="list-style-type: none"> • Affordable rental • Affordable homeownership

	<ul style="list-style-type: none">• Shared or limited equity resident shareholder ownership in the cooperative• Affordable rental-to-homeownership ("lease to own") projects• Affordable rental-to-cooperative projects <p><u>Homeownership</u>: Units must be sold to households at or below 80% of AMI. BAHFA will structure its financing with the expectation that Borrower will secure a first mortgage loan.</p> <p><u>Cooperative Conversion</u>: The average income of resident shareholders should not exceed 80% AMI, and income cap of 120% AMI shall apply for all households. Until such time that the CLT owner demonstrates approval of a conversion from traditional rental to a cooperative governance structure from all (100%) residents, CLT must operate the building as traditional rental. If the CLT anticipates the ability to secure approval from all residents for conversion, it must submit a proposed timeframe and resident engagement and training plan for the conversion, along with all resident and organizational documents supporting the conversion that BAHFA may reasonably request. BAHFA retains sole discretion to approve the conversion. Cooperative projects must establish ongoing training curriculum milestones to be met during regulatory agreement term, as set forth in the Regulatory Agreement, as well as training protocols for new residents who join the cooperative when units turn over.</p>
Waivers	The Executive Director or designee may waive any of these terms, provided the Executive Director or designee finds such waiver is necessary to achieve the Program goals.

Application Process and Loan Commitment	<p>Projects will be selected through an over-the-counter process subject to the release of a Notice of Funding Availability (NOFA) from BAHFA. Applications will be reviewed for completeness, project feasibility, and compliance with this Term Sheet. If multiple eligible projects are received on the same day, BAHFA will prioritize projects based on Program priorities (see attachment) as established in the NOFA.. After loan commitment, BAHFA will require a minimum of 90 days for a synchronized closing with a third-party construction-to-perm lender.</p>
Application Requirements	<p>Applicants must submit the following documents for BAHFA review:</p> <ol style="list-style-type: none"> 1) Project proposal and acquisition due diligence documents, including but not limited to: <ol style="list-style-type: none"> a. Purchase and Sale Agreement (or alternate form of site control, such as long term ground lease) b. Third-party, independent appraisal to be submitted within 60 days of the loan application with the following valuations: <ol style="list-style-type: none"> i. As-is value ii. As-improved value (for rehabilitation projects) iii. As-restricted and improved value c. Independent, third-party physical needs assessment, which shall include a 20-year capital needs schedule and associated costs (as inflated) d. Additional physical reports, e.g., wood-destroying pests; asbestos and lead; roof examinations; structural/seismic; sewer laterals; electrical; plumbing; elevator; any others recommended in property inspection report e. Zoning analysis f. Environmental review documents (e.g., Phase 1 and, as applicable, Phase 2, lead and asbestos survey, etc.) g. Preliminary Title Report

	<ul style="list-style-type: none"> h. ALTA Survey (this requirement may be waived for small projects) i. Rent roll and all other seller-provided documentation, including, e.g., existing operating expenses, utility payment information, property improvement information j. Income certifications, if available k. Subordination Non-Disturbance and Attornment (SNDA) for commercial tenants, as applicable l. Building plans and specifications, as applicable <p>2) Project financing documents, including:</p> <ul style="list-style-type: none"> a. Sources & Uses budget b. Rehabilitation scope c. Operating budget d. 20-year cash flow <p>3) Development Team Documents, including:</p> <ul style="list-style-type: none"> a. Current year unaudited financials b. Prior two years of Applicant's audited financials c. Organizational documents: <ul style="list-style-type: none"> i. Firm description ii. Leadership & governance (Board, Committees, profile of leadership) iii. Key staff resumes iv. Strategic planning documents (if available) v. Annual Report (if available) vi. Schedule of real estate owned and projects under construction (if any) d. As applicable, description of Project architect; general contractor; and property manager
Contact Information	<p>Somaya Abdelgany Preservation Program Coordinator Bay Area Housing Finance Authority sabdelgany@bayareametro.gov</p>

Date: March 22, 2023
Referred by: BAHFA O.

Attachment C
Resolution No. 0028
Page 1 of 10

ATTACHMENT C



BAY AREA HOUSING FINANCE AUTHORITY

REAP 2.0 Priority Site Pilot Program

DRAFT Terms and Underwriting Guidelines

Program Description	<p>To be funded with an anticipated \$28M in Regional Early Action Planning (REAP 2.0) Grant funding from the California Department of Housing and Community Development (HCD), the Priority Sites Program provides low-interest loans to developers and public agencies for predevelopment activities necessary to advance development projects that provide deed-restricted affordable homes on sites identified by the Metropolitan Transportation Commission and Association of Bay Area Government as Priority Sites.</p> <p>For more information on eligibility requirements for Priority Sites and nomination procedures, go to the Priority Sites website. Typically, a Priority Site will be nominated in advance of an application for predevelopment funding, but sites can also be nominated concurrently with an application.</p> <p>In accordance with HCD's REAP 2.0 Objectives, projects funded through this program will:</p>
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	<ul style="list-style-type: none"> • Accelerate infill development that facilitates housing supply, choice, and affordability • Affirmatively further fair housing • Reduce vehicle miles traveled
Eligible Borrowers	<p>Eligible borrowers include:</p> <ul style="list-style-type: none"> • Project sponsor with an entitled development project with at least 100 new housing units on an eligible Priority Site, with the following provisions: <ul style="list-style-type: none"> - For mixed-income projects, inclusion of a non-profit partner able to secure a welfare tax exemption for all eligible affordable units. Applicants must demonstrate active participation of the non-profit partner in the development process documented by a Memorandum of Understanding (MOU) that specifies the non-profit partner's role (e.g. responsibility for community outreach, participation of a project manager in financing and entitlements). - For 100% affordable housing projects, applicants must demonstrate the experience necessary to submit competitive applications for all proposed sources of permanent funding and compliance with Article XXXIV of the California Constitution, if applicable. • Public agency that owns land on which project will be built.
Eligible Uses	<p>All funds must be used to advance an affordable housing project that meets the eligibility criteria. Eligible expenditures include:</p> <ul style="list-style-type: none"> • Architectural and engineering services, entitlement and permitting fees, legal expenses, environmental review and other approved predevelopment activities required to accelerate construction commencement • Construction of affordable housing or infrastructure required to complete the affordable housing described in the application

	<ul style="list-style-type: none"> Acquisition of land required for an affordable housing project
Eligible Projects	<p>All the following:</p> <p><u>Location.</u> Project must be located on a Priority Site that has been previously nominated or is nominated concurrently with the project application. A nomination portal for Priority Sites will be established prior to the release of a NOFA for the funding associated with this Term Sheet.</p> <p><u>Site Control.</u> Lead applicant must have one of the following forms of control over project site:</p> <ul style="list-style-type: none"> Fee simple ownership An executed lease agreement or lease option for the duration of the proposed term of the permanent financing An executed disposition and development agreement between the borrower and a public agency A valid, current, enforceable purchase and sale agreement (PSA) or option agreement (Option), with terms that provide transactional control for the Applicant. Predevelopment funding for PSA or Option transactions may be committed but not disbursed until acquisition closing. Exclusive Negotiating Rights Agreement (ENRA), with ENRA terms both within the control of the Applicant and subject to a milestone schedule that the Executive Director or designee determines in their sole discretion reasonably enables construction commencement within 5 years. <p><u>Entitlements.</u> One of the following:</p> <ul style="list-style-type: none"> Entitlements secured. The affordable housing component of the project, and any other components of the project seeking funding, have been fully entitled; or If the project has not been fully entitled, both of the following: <ul style="list-style-type: none"> Eligibility for, and demonstrated commitment to submit an application for entitlements pursuant to permit streamlining; and

	<ul style="list-style-type: none"> - Conformance with zoning or is eligible for concessions or waivers under local/state legislation, e.g., State Density Bonus Law. <p><u>Financing Plan.</u> Financing plan with demonstrated financial feasibility, including, as applicable:</p> <ul style="list-style-type: none"> • Competitiveness for proposed state funding applications; • Commitments of financing from local jurisdictions; • Equity contribution commitments; • Reasonable terms for proposed debt leveraging; and • Feasible assumptions regarding market conditions, development timeline, and affordability levels <p><u>Affordability.</u> A minimum of 25% of housing units shall be deed-restricted affordable to low- income households, at or below 80% of the area median income (AMI).</p> <p><u>Accessibility and Mobility.</u> The deed-restricted affordable housing shall include:</p> <ul style="list-style-type: none"> • Mobility features for a minimum of 15% of units • Communications features for a minimum of 10% of units <p>Developers must prioritize leasing of accessible units to households in need of those features.</p>
Loan Terms	<p><u>Maximum Loan Amount:</u> Up to \$3,000,000, depending on need and the availability of other funds. Borrowers demonstrating financial need coupled with the ability to commence construction within 24 months may borrow up to \$5 million.</p> <p><u>Interest Rate:</u> 3.0% simple per year. However, the Executive Director or designee will evaluate project-specific loan terms with the intent of maximizing financing leveraging (see below for additional information regarding potential permanent financing terms).</p> <p><u>Lien priority.</u> BAHFA requires first lien priority for its occupancy deed restriction. In their sole discretion,</p>

	<p>the Executive Director or designee may agree to subordinate the restriction if Borrower demonstrates and the Executive Director or designee finds that subordination is necessary to secure financing and if such subordination furthers the goal of creating permanent affordable housing.</p> <p><u>Loan Term:</u> 3-5 years, with repayment due at construction loan closing, with the following additional provisions:</p> <ul style="list-style-type: none">• For 100% affordable projects, including those that are individual developments:<ul style="list-style-type: none">- Projects able to repay the loan in full at construction loan closing will be prioritized; or- For Projects demonstrating need, readiness, and beneficial community impact, funding may be converted to permanent financing, with the term co-terminus with other leveraged sources term restrictions, such as Low Income Housing Tax Credits (LIHTC).- Loans BAHFA approves as permanent financing will be structured as residual receipts debt with a 3% simple interest rate, though BAHFA may adjust the rate as appropriate depending on capital account and residual debt analysis needs.• For Mixed-income projects:<ul style="list-style-type: none">- For projects where more than 25% but less than 40% of all units are deed-restricted affordable, and where the predevelopment funding will assist both affordable and market-rate housing, repayment of principal and interest is due at construction loan closing; or- For projects where more than 40% but less than 100% of all units are deed-restricted affordable, BAHFA will consider structuring the loan as permanent financing, with additional terms such as interest rate and repayment obligations to be established in the Executive Director or designee's sole discretion, provided there is a demonstrated furtherance of the goals of this Program.
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<p>Additional Loan Terms</p>	<p><u>Affordability</u>: As described above, BAHFA will consider projects with a range of affordability. Priority considerations include:</p> <ul style="list-style-type: none"> • Beneficial Impact: Projects that provide the highest share of affordable units and highest number of units affordable to extremely low- and very low-income households. • Financial Feasibility: Project unit mix must demonstrate feasibility, whether through cross-subsidies, average area median income (AMI), or access to operating subsidies. <p><u>Displacement</u>: No displacement of existing residents shall occur.</p> <p><u>Temporary Relocation</u>: If the borrower must temporarily relocate tenants for the purpose of developing the proposed project:</p> <ul style="list-style-type: none"> • Temporary relocation shall not exceed 12 months unless approved by the Executive Director or designee. Permanent relocation is prohibited. • The borrower shall provide temporary housing that is decent, safe, sanitary and of comparable size to and within the vicinity of the relocated tenant's dwelling unit as determined by the Executive Director or designee. • Tenants shall continue to pay the rent for their original unit, but shall bear no costs related to relocation, including: <ul style="list-style-type: none"> ○ Moving and packing expenses ○ Any costs associated with the relocation dwelling that exceed their typical housing expenses (rent, utilities, other charges)
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Community Engagement	Borrowers should include a narrative regarding their community engagement efforts to date, a description of community response and support (as applicable), any identified community concerns, and plans for ongoing engagement.
Underwriting and Financing Assumptions	<p>BAHFA will apply industry standard underwriting in its evaluation of applicant's proposed financing plan, including, but not limited to:</p> <ul style="list-style-type: none"> • The project's competitiveness for proposed but unsecured funding • Assumptions regarding conventional debt rates, terms, coverage ratios, and other repayment obligations • Assumptions regarding project income, including commercial income assumed to cross-subsidize residential construction; income and operating expense inflators; and rent levels proposed relative to affordable housing funding requirements and market conditions. • Operating expense assumptions • Reserves funding, both capitalized and cash-flow funded • Surplus cash allocations
Compliance	<p><u>Regional Early Action Planning Grant:</u></p> <p>The applicant must agree to comply with all applicable Federal, State, and local laws, orders, and regulations prohibiting housing discrimination as well as all applicable laws and regulations governing construction, land use, and building operations.</p>
Waivers	The Executive Director or Designee may waive any of these terms, provided the Executive Director or

	designee finds such waiver is necessary to achieve the Program goals.
Application Process and Loan Commitment	Projects will be selected through a competitive process subject to the release of a Notice of Funding Availability (NOFA) from BAHFA. Applications will be reviewed for completeness, project feasibility, and compliance with this Term Sheet. BAHFA will prioritize projects based on Program priorities as established in the NOFA.
Application Requirements	<p>Applicants must submit the following information through the Priority Sites application portal:</p> <ol style="list-style-type: none"> 4) Up to 3-page narrative describing the project vision, partnerships, and impact. 5) Project timeline, including dates projected for each phase of development, as applicable. 6) Development program, including but not limited to, total unit count, share of units that are deed-restricted by income level, non-residential floorspace, and any community-serving facilities. 7) Project proposal and acquisition due diligence documents, including but not limited to: <ul style="list-style-type: none"> • Site control documentation • As applicable, a third-party, independent appraisal of the land and/or existing improved site, with a date that provides currency of value. • Entitlement documentation, including all planning documents submitted and approved; demonstration of zoning conformity or variance application approval; density bonus application (as applicable); streamlining applications submitted and/or approved (as applicable) • Environmental review documents (e.g., Phase 1, Phase 2, and any additional environmental review) • Preliminary Title Report • ALTA Survey Building plans and specifications, as applicable

	<p>8) Project financing documents, including:</p> <ul style="list-style-type: none"> • Detailed Sources & Uses Development budget indicating: <ul style="list-style-type: none"> i. All capital costs, with commercial and residential development costs shown separately ii. The status of each source of proposed funding (i.e., committed, projected, application submitted, etc.), and basic terms (e.g., projected interest rate, loan term) • 20-year cash flow projection, showing all debt service payments and surplus cash allocations • Year 1 Operating budget, including reserves funding • Additional budget documents necessary to achieve the development program, e.g., services funding and operating subsidy sources and assumptions • Jurisdictional support documents, as applicable (e.g., letters of financial commitment) <p>9) Development Team Documents. For each principal member of the development team (e.g., managing general partner, equity partners, developer(s), include:</p> <ul style="list-style-type: none"> • Current year unaudited financials • Prior three years of Borrower's audited financials • Organizational documents: <ul style="list-style-type: none"> i. Firm description ii. Leadership and governance (Board, Committees, profile of leadership) iii. Key staff resumes iv. Strategic planning documents (if available) v. Annual Report (if available) vi. Schedule of real estate owned and projects under construction (if any) vii. MOU with non-profit partner, if applicable • Project architect resume and sample completed projects
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	<ul style="list-style-type: none">• Additional principal design consultants' resumes and sample completed projects (e.g., landscape architect)• General contractor resume and sample completed projects• Property manager resume and sample projects under management. <p>10) CEQA Compliance. Documentation that the project will be exempt from review as required by the California Environmental Review Act or a CEQA determination from the lead agency.</p>
Contact Information	<p><u>For questions regarding term sheet:</u> Somaya Abdelgany Priority Sites Program Coordinator Bay Area Housing Finance Authority sabdelgany@bayareametro.gov</p> <p><u>For questions regarding Priority Site eligibility and nomination:</u> Mark Shorett Principal Planner Association of Bay Area Governments & Metropolitan Transportation Commission mshorett@bayareametro.gov</p>

March 9, 2023

Agenda Item 9.a.

Attachment C:

Higher Impact Transformative Grant Application Summary

In December 2022, MTC and BAHFA, in partnership with Turner Housing Innovation Labs and the Housing Accelerator Fund, submitted a REAP 2.0 Higher Impact Transformative Allocation application to the California Department of Housing and Community Development. The application requests \$10 million in competitive funding to implement two main actions: 1) create a “Bay Area Builders Lab”, a new construction technology incubator created and operated by Turner; and 2) establish the “Industrialized Construction Catalyst Fund” (ICCF), a revolving fund managed by the HAF that is designed to facilitate location-efficient, off-site affordable housing production.

The Builders Lab proposal is summarized as follows:

Principal Goals:

- Lower the barriers to entry for new companies.
- De-risk iterative refinement of design and construction innovation, which will reduce the time it takes for new initiatives to reach the market.
- Increase the financial and market feasibility of new construction and retrofits of existing structures.
- Concentrate on transit-oriented, infill housing, with VMT reduction as an ongoing objective.

Components of the Builders Lab shall include:

- Development of the physical innovation space (the primary channel of investment) with a wide range of machines that can support rapid, iterative prototyping of products and processes for housing production. Turner has identified a potential physical space for the lab in the City of Alameda.
- Connections to coaching across a range of disciplines relevant to the housing industry, including design and engineering, technology innovation, real estate development and finance, and housing policy. This includes researchers at UC Berkeley in civil and

March 9, 2023

Agenda Item 9.a.

Attachment C:

Higher Impact Transformative Grant Application Summary

environmental engineering, architecture, mechanical and industrial engineering, and other disciplines, as well as scientists at Lawrence Berkeley National Labs conducting sustainability and building science research.

- Access to product testing capabilities through UC Berkeley and Lawrence Berkeley National Labs. This includes facilities and machines to measure the performance of structural systems (especially for seismic safety), fire resilience, and thermal performance (i.e., energy efficiency), as well as other relevant metrics for new building materials and products.
- Guidance and potential partnership pathways to key industry players, nonprofits, community organizations, and local governments willing to support pilot projects, especially in disadvantaged and historically underserved communities.
- Close ties with impact-driven investors and other capital sources in the Bay Area with directed opportunities for follow-on funding.
- Access to and integration with workforce development programming to guide the training of the next generation of the construction workforce. This includes skills both digital and analog, in design and assembly, in a factory and on the site.

Proposed Use Details:

Activity Type	Activity No.	Activity Title	Deliverables
Proposed Use	1	Builders Lab	-First pilot projects from Builders Lab companies in early 2024 (i.e., direct development of housing units) -First incubator “graduates” in mid-to late 2024 -By 2025: Growth of incubator class size to 15+ simultaneous companies.
Subtask	1.1	Updated, detailed business plan for program launch	Updated business plan, financial model, and staffing plan for the Builders Lab program in alignment with REAP 2.0 HIT goals

March 9, 2023

Agenda Item 9.a.

Attachment C:

Higher Impact Transformative Grant Application Summary

Subtask	1.2	Secure physical facility for Builders Lab	Lease with facility that meets the full needs of the Builders Lab program
Subtask	1.3	Launch of program	Program will launch with initial machines and core programming Starting class of five companies selected via a competitive selection process

The Industrialized Construction Catalyst Fund proposal is summarized as follows:

Principal Goals:

- Create a revolving fund to provide three critical, initial financing products that maximize cost and time-saving benefits of industrialized construction (IC) methods. Launch products include:
 - Predevelopment / Deposit Bridge Loans: Enables housing developers to make required factory production deposits ahead of permanent financing commitments.
 - Letter of Credit (LOC) / Guaranty Pool: Provides a backstop for project sponsors when factories are unable to provide a performance and payment bond or LOC to guarantee factory performance under the contract. This is a critical barrier to IC adoption as developers/sponsors do not have the financial capacity to mitigate the impact of factory failure during construction.
 - Builder's Risk Insurance: Ensures developers/sponsors can secure builder's risk insurance at an affordable price for IC projects, given recent loss/claim experience. Creation of a self-insurance pool or first loss fund would mitigate this issue.

Components of the ICCF include:

- A focus on mid-rise, mid-size affordable infill housing projects for which existing IC producers are best suited and which meet state and regional transit and sustainability goals.

March 9, 2023

Agenda Item 9.a.

Attachment C:

Higher Impact Transformative Grant Application Summary

- Alignment with available public subsidies.
- Prioritization of projects located in and benefitting disadvantaged and historically underserved communities.
- Service as a bridge lender as the modular industry matures and factories and developers can self-finance through existing barriers with products from traditional financial institutions.

Proposed Use Details:

Activity Type	Activity No.	Activity Title	Deliverables
Proposed Use	2	IC Catalyst Fund	REAP Funding will seed \$50M Industrialized Construction Catalyst Fund -By Q1 2023 complete product refinement and ICCF Business Plan -By Q2 2023 secure additional philanthropic funding commitments -By Q3 2023 make first ICCF loans to IC projects
Subtask	2.1	Refine product offerings and business plan for ICCF	-Complete developer, general contractor and factory interviews to test product concepts and identify ICCF pipeline. -C22Refine business plan for ICCF launch. -Develop/refine donor pitch based on interviews and secure commitments for \$50M fund
Subtask	2.2	Pipeline development	Establish pipeline of ICCF eligible projects beginning with first investment in Q4 2023 and projecting through first year of Fund
Subtask	2.3	Program/product launch	Launch ICCF, including pilot projects and revolving use Supportive research from Turner Center



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0357 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 2/7/2023 **In control:** Metropolitan Transportation Commission
On agenda: 3/22/2023 **Final action:**
Title: New Committee Assignments
Sponsors:
Indexes:
Code sections:
Attachments:

Date	Ver.	Action By	Action	Result
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Subject:
New Committee Assignments

Recommended Action:
Commission Approval



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0359 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 2/7/2023 **In control:** Metropolitan Transportation Commission

On agenda: 3/22/2023 **Final action:**

Title: Executive Director's Report

Sponsors:

Indexes:

Code sections:

Attachments:

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

Recommended Action:
Information



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 22-1766 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 11/3/2022 **In control:** Programming and Allocations Committee

On agenda: 3/8/2023 **Final action:**

Title: MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-07.

Sponsors:

Indexes:

Code sections:

Attachments: [12a 22-1766 MTC Resolution 4545 TIP Amendment 2023-07.pdf](#)
[2b 22-1766 MTC Resolution 4545 TIP Amendment 2023-07.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-07.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee****March 8, 2023****Agenda Item 2b - 22-1766****MTC Resolution No. 4545, Revised**

Subject:

2023 Transportation Improvement Program (TIP) Amendment 2023-07.

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 2023-07 makes revisions to three projects with a net funding increase of approximately \$56 million. Among other changes this revision will:

- Add the Napa Valley Vine Trail from Yountville to St. Helena project to reflect the award of \$3.2 million in Community Project Funding/Congressionally Directed Spending;
- Add the Central Contra Costa Transit Agency's Replacement Diesel Bus Program to reflect the programming of \$18 million in Federal Transit Administration (FTA) formula funds available through the Transit Capital Priorities Program; and
- Add the Bay Bridge Forward – West Grand HOV/Bus Only Lane back into the TIP and expand the description and funding of the project.

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:

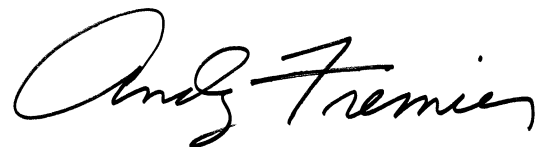
None

Recommendations:

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

Attachments:

- Attachment 1: Summary Report of Amended Projects for TIP Amendment 2023-07
- MTC Resolution No. 4545, Revised



Andrew B. Fremier

TIP Revision Summary 2023-07

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Public Land Trail					
NAP230201	Napa County	Napa Valley Vine Trail - Yountville to St Helena	Amend a new exempt project into the TIP with \$3.2M in CPFCDs, \$610K in Local, and \$26M in RTP-LRP	\$29,892,000	~%
System: State Highway					
ALA170011	Metropolitan Transportation Commission (MTC)	Bay Bridge Forward - West Grand HOV/Bus Only Lane	Amend this project back into the TIP, update the project description to include improvements between the Bay Bridge on-ramp and Mandela Pkwy and update the funding plan to reprogram \$1.6M in CON RM2 from FY19 to FY23 and add \$3.9M in FY23 CON RM2	\$3,910,031	65.4%
System: Transit					
CC-230201	Central Contra Costa Transit Agency (CCCTA)	CCCTA - Replace Diesel Buses	Amend a new exempt project into the TIP with \$17.1M in 5307, \$912K in 5339 and \$4.5M in Local funds	\$22,560,000	~%
Total Funding Change:				\$56,362,031	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2023 TIP Only
Current:	\$0	\$0	\$5,879,000	\$98,000	\$5,977,000	\$0
Proposed:	\$21,243,933	\$0	\$9,789,031	\$31,306,067	\$62,339,031	\$31,925,123
Delta:	\$21,243,933	\$0	\$3,910,031	\$31,208,067	\$56,362,031	\$31,925,123

Date: September 28, 2022
W.I.: 1512
Referred by: PAC
Revised: 12/21/22-C 02/22/23-C
03/22/23-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, February 8, 2023, and March 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	01/10/2023	01/10/2023
2023-02	Amendment	35	\$86,051,248	12/21/2022	01/27/2023
2023-03	Admin. Mod	4	\$26,192,990	02/10/2023	02/10/2023
2023-04	Admin. Mod	Pending	Pending	Pending	Pending
2023-05	Amendment	7	\$10,070,346	02/22/2023	Pending
2023-06	Admin. Mod	Pending	Pending	Pending	Pending
2023-07	Amendment	3	\$56,362,031	3/22/2023	Pending
Net Funding Change		113	\$614,914,276		
Absolute Funding Change			\$614,914,276		

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

Date: September 28, 2022
W.I.: 1512
Referred by: PAC
Revised: 12/21/22-C 02/22/23-C
03/22/23-C

Attachment B
Resolution No. 4545
Page 1 of 3

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 10, 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-

Attachment B
MTC Resolution No. 4545
Page 2 of 3

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

Revision 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 was received on January 27, 2023. 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 an administrative modification that revises four projects with a net funding increase of approximately \$26 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on February 10, 2023. Among other changes, this revision:

- Updates the funding plans of San Francisco's Folsom Streetscape project and Yerba Buena Island Ramp Improvements project to reflect the awards of Federal Earmarks; and
- Updates the funding plan of the Treasure Island Mobility Management Agency project to reflect changes in schedule and the programming of Affordable Housing Sustainable Communities (AHSC) funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$9.2 million in RIP funds, \$475,000 in repurposed earmark funds, \$750,000 in AHSC funds, \$18 million in RAISE funds, \$390,000 in TFCA funds, and \$3 million in Ferry Boat Discretionary (FBD) funds.

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:

Attachment B
MTC Resolution No. 4545
Page 3 of 3

- 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.

Revision 2023-06 is a pending administrative modification.

Revision 2023-07 is an amendment that revises three projects with a net funding increase of approximately \$56 million. The revision was referred by the Programming and Allocations Committee on March 8, 2023, and approved by the MTC Commission on March 22, 2023. Caltrans approval is expected in April, and final federal approval is expected in May. Among other changes, this revision:

- Adds the Napa Valley Vine Trail from Yountville to St. Helena project to reflect the award of \$3.2 million in Community Project Funding/Congressionally Directed Spending;
- Adds the Central Contra Costa Transit Agency's Replacement Diesel Bus Program to reflect the programming of \$18 million in Federal Transit Administration (FTA) formula funds available through the Transit Capital Priorities Program; and
- Adds the Bay Bridge Forward – West Grand HOV/Bus Only Lane back into the TIP and expands the description and funding of the project.

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 #: 23-0302 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 1/31/2023 **In control:** Programming and Allocations Committee

On agenda: 3/8/2023 **Final action:**

Title: MTC Resolution Nos. 4456, Revised, and 4510, Revised. Transit Capital Priorities Policy and Program FY2021-22 - FY2023-24.

Sponsors:

Indexes:

Code sections:

Attachments: [12b 23-0302 MTC Resolutions 4456 and 4510 TCP Update.pdf](#)
[2c 23-0302 MTC Resolutions 4456 and 4510 TCP Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4456, Revised, and 4510, Revised. Transit Capital Priorities Policy and Program FY2021-22 - FY2023-24.

Presenter:

Margaret Doyle

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

March 8, 2023

Agenda Item 2c - 23-0302

**MTC Resolution Nos. 4456, Revised, and 4510, Revised.
Transit Capital Priorities Policy and Program FY2021-22 – FY2023-24**

Subject:

Update of Transit Capital Priorities (TCP) program; including adjustments to programming based on FTA final apportionments for FY 2022-23, and minor reprogramming updates to FYs 2020-21, 2021-22, and 2022-23.

Background:

This item proposes updates to the FY 2020-21 through 2022-23 programming of Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus and Bus Facilities Funds; to support transit capital replacement and rehabilitation projects and maintenance and operating costs. MTC is the designated recipient of these FTA formula funds for the large Urbanized Areas (UZAs) in the region and has been authorized by Caltrans to select projects and recommend funding allocations for the small UZAs.

Updates to FYs 2020-21 through 2022-23 Programming

In January 2023, FTA released final apportionments for FY 2022-23. Apportionments were largely in keeping with projections, and minor programming changes are proposed to match the actual apportionments:

- FY 2022-23 adjustment of ADA set-asides; each urbanized area (UZA) dedicates 10% of available funds to ADA projects; the FY 2022-23 set-asides are adjusted to match actual apportionments.
- FY 2022-23 reduction of \$0.9 million from the BART Replacement Railcar project to account for actual apportionments in the San Francisco-Oakland, Concord, and Antioch UZAs; this amount will be proposed to be covered with financing instead.

FY 2022-23 reduction of \$0.1 million to SMART preventive maintenance, based on reduced available Santa Rosa UZA funds and as calculated by the agreement between Santa Rosa operators (Santa Rosa CityBus, Sonoma County, and SMART). In addition to the FY 2022-23

apportionment updates, staff proposes minor, net-neutral programming changes as requested by operators:

- FY 2020-21 and FY 2022-23 reprogramming of \$6.3 million within VTA's program, from the SCADA Control Center & System Replacement project to the Cerone Operations Command and Control Center project.
- FY 2021-22 and FY 2022-23 reprogramming of \$2.6 million from Fairfield and Suisun Transit (FAST) to Soltrans; funds are for SolanoExpress replacement buses that were originally programmed to FAST but are reprogrammed to Soltrans as recipient.
- FY 2022-23 reprogramming of \$3 million in Caltrain's 5337 program from the Systemwide Track Rehabilitation project to the Communication System/Signal Rehabilitation project, within their Fixed Guideway cap programming.
- FY 2021-22 and 2022-23 programming (\$3 million and \$2 million, respectively) is transferred from MTC's Vanpool program to BART as part of a fund swap with OBAG. Vanpool will receive OBAG funds in lieu of 5307, and the BART Elevator Modernization project will swap OBAG for 5307. Staff recommend that, for the time being, Vanpool's funding be executed through OBAG rather than FTA formula funds. The OBAG side of this swap is presented under item 4a on today's agenda.

Next Steps

Following continued discussion with transit operators through forums including the Transit Finance Working Group, other amendments to the FYs 2021-22 through 2023-24 program will be brought to the Commission for consideration as appropriate.

Following Commission approval of the TCP program, staff will include projects and funding in upcoming administrative modifications and amendments to the regional Transportation Improvement Program (TIP) as applicable.

Issues:

None.

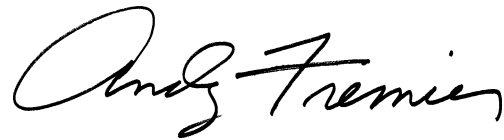
Recommendation:

Staff recommends referral of MTC Resolution 4456, Revised, and 4510, Revised, to the Commission for approval. Staff will return to this Committee in the coming months with programming for fixed guideway state of good repair and zero-emission/bus infrastructure set-asides for FY 2022-23 as well as any additional programming.

Attachments:

MTC Resolution No. 4456, Revised (TCP FTA Program FY21)

MTC Resolution No. 4510, Revised (TCP FTA Program FY22-FY24)

A handwritten signature in black ink, reading "Andrew B. Fremier". The signature is fluid and cursive, with the first name "Andrew" written in a larger, more prominent script than the last name "Fremier".

Andrew B. Fremier

Date: April 28, 2021
W.I.: 1512
Referred By: PAC
Revised: 07/28/21-C 03/22/23-C

ABSTRACT

Resolution No. 4456, Revised

This resolution approves the FY2020-21 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities Formula Programs. In addition, One Bay Area Grant Cycle 2 (OBAG 2) Transit Priorities funds are being programmed in MTC Resolution No. 4202, and AB 664 Bridge Toll revenues and BATA Project Savings are programmed in MTC Resolution No. 4457 and Resolution No. 4169, respectively, for FY2020-21 Transit Capital Priorities projects.

This Resolution includes the following attachments:

Attachment A – FY2020-21 Program of Projects

Attachment B – FY2020-21 Programming Notes

Attachment A of this resolution was revised on July 28, 2021 to program \$10.1 million to the City of Vacaville, consisting of FY2020-21 apportionments and balances available from prior years.

Attachment A of this resolution was revised on March 22, 2023 to revise \$6.2 million in VTA's 5337 programming, as requested by the operator.

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheets dated April 14, 2021, July 14, 2021, and March 8, 2023.

Date: April 28, 2021
W.I.: 1512
Referred By: PAC
Revised: 07/28/21-C 03/22/23-C

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4456

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and has been authorized by the California Department of Transportation (Caltrans) to select projects and recommend funding allocations subject to state approval for the FTA Section 5307 and Section 5339 funds for the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region and with Caltrans to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 4444; and

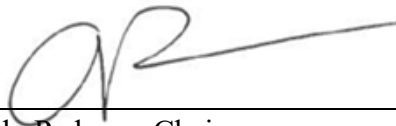
WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY 2020-21 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachment A; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on April 28, 2021.

Date: April 28, 2021
W.I.: 1512
Referred by: PAC
Revised: 7/28/2021-C
3/22/23-C

Attachment A
Resolution No. 4456, Revised
Page 1 of 2

FY 2020-21 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
Actual Apportionments			472,533,014	239,947,924	217,678,352	14,906,738
Previous Year Carryover			17,211,524	8,866,784	3,929,022	4,415,718
Funds Available for Programming			489,744,538	248,814,708	221,607,374	19,322,456
MTC Debt Service						
REG170023	MTC	Debt Service	-	-	-	-
Lifeline Set-Aside						
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,580,439	3,580,439	-	-
ADA Operating Set-Aside						
ALA990076	AC Transit	ADA Paratransit Assistance	5,196,319	5,196,319	-	-
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,610,785	2,610,785	-	-
CC-99T001	CCCTA	ADA Paratransit Assistance	1,408,267	1,408,267	-	-
CC-030035	ECCTA	ADA Operating Assistance	657,884	657,884	-	-
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	277,332	277,332	-	-
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	422,316	422,316	-	-
MRN110047	MCTD	ADA Paratransit Assistance	802,802	802,802	-	-
NAP030004	Napa Vine	ADA Operating Assistance	89,968	89,968	-	-
SON150007	Petaluma	ADA Set-Aside	79,781	79,781	-	-
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,999,707	1,999,707	-	-
SON170003	Santa Rosa	ADA Operating Assistance	243,683	243,683	-	-
SF-990022	SFMTA	ADA Paratransit Operating Support	4,116,185	4,116,185	-	-
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	366,722	366,722	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	42,959	42,959	-	-
ALA170039	Union City	ADA Set-Aside	145,964	145,964	-	-
SCL050046	VTa	ADA Operating Set-Aside	4,032,995	4,032,995	-	-
CC-990045	Westcat	ADA Paratransit Operating Subsidy	277,332	277,332	-	-
Total Program Set-asides and Commitments			26,351,439	26,351,439	-	-
Funds Available for Capital Programming			463,393,099	222,463,269	221,607,374	19,322,456
Capital Projects						
ALA210012	AC Transit	Replace (50) 40ft Urban Buses - Diesel	13,014,934	4,966,445	-	8,048,489
ALA210010	AC Transit	Replace (10) 30ft Urban Buses - Diesel	3,922,500	3,922,500	-	-
NEW	AC Transit	Replace (9) Articulated Buses - Fuel Cell	10,415,250	10,415,250	-	-
ALA210007	AC Transit	Replace (14) 45ft Urban Buses - Diesel	1,845,200	1,845,200	-	-
ALA210007	AC Transit	Replace (5) 42ft Double Decker Buses - Diesel	1,049,000	1,049,000	-	-
ALA990052	AC Transit	ADA Operating Depreciation Costs from 3 Vendors	1,634,374	1,634,374	-	-
ALA170048	ACE	ACE Fixed Guideway (Capitalized Maintenance)	1,594,000	-	1,594,000	-
NEW	ACE	ACE Capital Access Fee	1,426,707	1,426,707	-	-
NEW	ACE	ACE Revenue Vehicle Communication Equipment	500,000	-	500,000	-
ALA090065	BART	Fare Collection Equipment	6,360,000	-	6,360,000	-
ALA190014	BART	Elevator Renovation Program	7,000,000	-	7,000,000	-
BRT030004	BART	Train Control Renovation	10,240,000	-	10,240,000	-
BRT030005	BART	Traction Power System Renovation	10,240,000	-	10,240,000	-
BRT97100B	BART	Rail,Way, and Structures Program	17,406,000	-	17,406,000	-
NEW	BART	Next Generation Fare Gates	7,000,000	-	7,000,000	-
REG090037	BART	Railcar Replacement Program	85,837,237	22,083,048	63,754,189	-
NEW	Caltrain	Preventive Maintenance	2,220,000	-	2,220,000	-
SM-03006B	Caltrain	Systemwide Track Rehabilitation	7,953,000	-	7,953,000	-
SM-050041	Caltrain	Comm. System/Signal Rehab.	1,200,000	-	1,200,000	-
SM-170010	Caltrain	TVM Project	2,300,000	-	2,300,000	-
TBD	CCCTA	Operating Assistance (CRRSAA Swap)	3,688,131	3,688,131	-	-
REG170022	Clipper	Clipper Next Gen Fare Collection System	47,740,655	47,740,655	-	-
CC-070092	ECCTA	ECCTA: Transit Bus Replacements	4,608,000	3,599,872	-	1,008,128
NEW	ECCTA	Operating Assistance (CRRSAA Swap)	2,456,412	2,456,412	-	-
SOL110041	Fairfield	Bus Replacement	322,825	-	-	322,825
SOL010006	Fairfield	Operating Assistance	2,636,194	2,636,194	-	-
MRN030010	GGBHTD	Fixed Guideway Connectors	40,000	-	40,000	-
MRN150014	GGBHTD	Ferry Major Components Rehab	4,670,000	-	4,670,000	-
MRN990017	GGBHTD	Ferry Dredging	640,000	-	640,000	-
MRN030015	GGBHTD	Transit System Enhancements	544,000	544,000	-	-
NEW	LAVTA	AVL	417,792	417,792	-	-
NEW	LAVTA	Fareboxes	265,613	265,613	-	-
NEW	LAVTA	Radios	50,432	50,432	-	-
NEW	LAVTA	Replacement Vehicles	10,841,000	7,446,964	-	3,394,036
NEW	LAVTA	Operating Assistance (CRRSAA Swap)	1,636,697	1,636,697	-	-
NEW	MCTD	MCTD: ADA Bus Stop Improvements	242,400	242,400	-	-
NEW	MCTD	MCTD-Vehicle Replacement - 5 Accessible Vans	404,000	404,000	-	-

Date: April 28, 2021
W.I.: 1512
Referred by: PAC
Revised: 7/28/2021-C
3/22/23-C

Attachment A
Resolution No. 4456, Revised
Page 2 of 2

FY 2020-21 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
NAP170003	Napa Vine	NVTA- Vine Transit Bus Maintenance Facility	2,632,711	2,435,279	-	197,432
NEW	Petaluma	Purchase (1) replacement paratransit van	55,640	55,640	-	-
NEW	Petaluma	Purchase (2) Replacement Fixed Route Buses	1,049,598	905,838	-	143,760
SON170005	Petaluma	Transit Yard and Facility Improvements	99,253	99,253	-	-
SM150011	SamTrans	SamTrans-Purchase of Replacement Minivans	568,000	568,000	-	-
SON090023	Santa Rosa	Operating Assistance	1,535,205	1,535,205	-	-
SON090024	Santa Rosa	Preventive Maintenance	657,945	657,945	-	-
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation	28,931,000	-	28,931,000	-
SF-170021	SFMTA	Historic Streetcar & Cable Car Restorations	7,344,308	-	7,344,308	-
SF-95037B	SFMTA	Muni Rail Replacement	7,026,000	-	7,026,000	-
SF-99T002	SFMTA	Cable Car Infrastructure	1,617,000	-	1,617,000	-
SF-170018; S	SFMTA	Motor Coach & Trolley Coach Midlife Overhauls	17,655,692	17,655,692	-	-
SF-090035	SFMTA	Paratransit Fleet Replacement Procurements	2,872,800	2,872,800	-	-
NEW	SMART	Preventive Maintenance	2,957,733	2,957,733	-	-
SOL190017	SolTrans	SolTrans Electric Bus Charging Infrastructure	438,947	-	-	438,947
SOL110040	SolTrans	Operating Assistance	2,951,888	2,951,888	-	-
SOL070032	SolTrans	Preventive Maintenance	1,000,000	1,000,000	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	696,339	484,604	-	211,735
SON030005	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000	-	-
NEW	Vacaville	Electric Bus Fleet	7,296,000	5,747,599	-	1,548,401
NEW	Vacaville	Bus Charging Infrastructure	2,000,000	2,000,000	-	-
NEW	Vacaville	Transit Building Expansion	800,000	800,000	-	-
NEW	VTA	Upgrade Ohlone/Chynoweth Interlocking	2,720,000	-	2,720,000	-
NEW	VTA	Cerone Operations Command and Control Center	6,209,088	-	6,209,088	-
NEW	VTA	Bus Charging at Cerone	280,000	280,000	-	-
NEW	VTA	Security Enhancement at Chaboya Parking Lot	480,000	480,000	-	-
NEW	VTA	Guadalupe Signal Assessment/SCADA System Replacement	4,140,000	-	4,140,000	-
SCL050001	VTA	Electric Bus Replacement 2021	240,000	240,000	-	-
SCL050001	VTA	Hybrid Bus Replacement 2021	22,344,258	18,945,171	-	3,399,087
SCL050049	VTA	Traction Power Substation #11 Replacement FY22/23	7,640,000	-	7,640,000	-
SCL110099	VTA	Bridge and Structures Repairs FY22/23	1,312,000	-	1,312,000	-
SCL190053	VTA	Guadalupe Steam Rack Improvements	160,000	-	160,000	-
SCL190026	VTA	HVAC Replacement Project	1,622,600	1,622,600	-	-
SCL050002	VTA	Rail Replacement and Rehabilitation	8,592,389	-	8,592,389	-
SCL170005	VTA	Paratransit Fleet Procurement	5,417,120	5,417,120	-	-
SCL190047	VTA	Downtown San Jose Speed Improvements	8,480,000	8,480,000	-	-
CC-170008	Westcat	Paratransit Revenue Vehicle Replacement	912,000	912,000	-	-
REG090054	WETA	Ferry Channel Dredging	2,798,400	-	2,798,400	-
SF-110053	WETA	Ferry Vessel Replacement - MV Intintoli	21,157,300	21,157,300	-	-
Total Capital Projects			460,333,567	220,013,353	221,607,374	18,712,840
Total Programmed			486,685,006	246,364,792	221,607,374	18,712,840
Fund Balance			3,059,532	2,449,916	0	609,616

Date: March 23, 2022
W.I.: 1512
Referred By: PAC
Revised: 05/25/22-C 09/28/22-C
03/22/23-C

ABSTRACT

Resolution No. 4510

This resolution approves the FY2021-22 through FY2023-24 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities Formula Programs. In addition, One Bay Area Grant Cycle 2 (OBAG 2) Transit Priorities funds are programmed in MTC Resolution No. 4202, and AB 664 Bridge Toll revenues and BATA Project Savings are programmed in MTC Resolution No. 4513 and Resolution No. 4169, respectively, for FYs 2021-22 through 2023-24 Transit Capital Priorities projects. This resolution will be amended to add the remainder of the FY2021-22 through FY2023-24 Transit Capital Priorities program at a future date, and to adjust for actual FTA apportionments.

This Resolution includes the following attachments:

Attachment A – FY2021-22 Program of Projects

Attachment B – FY2022-23 Program of Projects

Attachment C – FY2023-24 Program of Projects

Attachment D – FY2021-22 through FY2023-24 Programming Notes

Attachments A through D of this resolution were revised on May 25, 2022 to make revisions to the Transit Capital Priorities Program of Projects for FYs 2021-22 through 2023-24 as requested by operators, to set aside funds for fixed guideway cap increases and zero emission bus infrastructure, and to reconcile the program to final FTA apportionments in FY 2021-22.

Attachments A through D of this resolution were revised on September 28, 2022 to make revisions to the Transit Capital Priorities Program of Projects for FYs 2021-22 through 2023-24 as requested by operators and to program fixed guideway cap increases and zero emission bus infrastructure set-asides.

ABSTRACT

MTC Resolution No. 4510

Page 2

Attachments A through D of this resolution were revised on March 22, 2023 to make revisions to the Transit Capital Priorities Program of Projects for FYs 2021-22 through 2023-24 as requested by operators and to reconcile the program to final FTA apportionments in FY 2022-23.

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheets dated March 9, 2022, May 11, 2022, September 14, 2022, and March 8, 2023.

Date: March 23, 2022
W.I.: 1512
Referred By: PAC
Revised: 05/25/22-C 09/28/22-C
03/22/23-C

RE: San Francisco Bay Area Regional Transit Capital Priorities Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4510

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and has been authorized by the California Department of Transportation (Caltrans) to select projects and recommend funding allocations subject to state approval for the FTA Section 5307 and Section 5339 funds for the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region and with Caltrans to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 4444; and

WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachments A-C, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY2021-22 through FY2023-24 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachments A-C; and, be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachments A-D as necessary to reflect the programming of projects as the projects are revised in the TIP; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on March 23, 2022.

Date: March 23, 2022
W.I.: 1512
Referred by: PAC
Revised: 05/25/22-C
09/28/22-C
03/22/23-C

Attachment A
Resolution No. 4510
Page 1 of 2

FY 2021-22 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
Actual Apportionments			652,980,135	309,591,917	329,005,589	14,382,629
Previous Year Carryover			3,059,533	2,449,917	-	609,616
Funds Available for Programming			656,039,668	312,041,834	329,005,589	14,992,245
MTC Debt Service						
REG170023	MTC	Debt Service	-	-	-	-
Lifeline Set-Aside						
TBD	TBD - Lifeline	TBD - Reserved for future programming	-	-	-	-
ADA Operating Set-Aside						
VAR210003	AC Transit	ADA Paratransit Assistance	6,729,308	6,729,308	-	-
VAR210003	BART	ADA Paratransit Capital Accessibility Improvements	3,381,044	3,381,044	-	-
VAR210003	CCCTA	ADA Paratransit Assistance	1,823,750	1,823,750	-	-
VAR210003	ECCTA	ADA Operating Assistance	852,076	852,076	-	-
VAR210003	LAVTA	ADA Paratransit Operating Subsidy	546,984	546,984	-	-
VAR210003	MCTD	ADA Paratransit Assistance	1,039,640	1,039,640	-	-
VAR210003	Napa Vine	ADA Operating Assistance	442,601	442,601	-	-
VAR210003	Petaluma	ADA Set-Aside	103,359	103,359	-	-
VAR210003	SamTrans	ADA Paratransit Operating Subsidy	2,589,649	2,589,649	-	-
VAR210003	Santa Rosa	ADA Operating Assistance	313,314	313,314	-	-
VAR210003	SFMTA	ADA Paratransit Operating Support	5,330,519	5,330,519	-	-
VAR210003	SolTrans	ADA Paratransit Operating Subsidy	475,285	475,285	-	-
VAR210003	Union City	ADA Set-Aside	189,025	189,025	-	-
VAR210003	VTa	ADA Operating Set-Aside	5,224,040	5,224,040	-	-
VAR210003	Westcat	ADA Paratransit Operating Subsidy	359,148	359,148	-	-
Total Program Set-asides and Commitments			29,399,742	29,399,742	-	-
Funds Available for Capital Programming			626,639,925	282,642,092	329,005,589	14,992,245
Capital Projects						
ALA990052	AC Transit	ADA Operating Depreciation Costs from 3 Vendors	1,634,374	1,634,374	-	-
NEW	AC Transit	Replace (23) 40ft Urban Buses - Diesel	8,223,620	1,270,692	-	6,952,928
NEW	AC Transit	Construction of Hydrogen Fueling Infrastructure	5,557,743	5,557,743	-	-
ALA170048	ACE	ACE Fixed Guideway (Capitalized Maintenance)	1,896,860	-	1,896,860	-
NEW	ACE	ACE Railcar Replacement	3,200,000	-	3,200,000	-
ALA210008	ACE	ACE Capital Access Fee	1,426,707	1,426,707	-	-
ALA090065	BART	Fare Collection Equipment	9,562,740	-	9,562,740	-
ALA190014	BART	Elevator Renovation Program	7,000,000	-	7,000,000	-
ALA190014	BART	BART – Elevator Modernization (for Vanpool)	3,021,540	3,021,540	-	-
BRT030004	BART	Train Control Renovation	11,320,000	-	11,320,000	-
BRT030005	BART	Traction Power System Renovation	14,160,000	-	14,160,000	-
BRT97100B	BART	Rail,Way, and Structures Program	19,206,000	-	19,206,000	-
REG090037	BART	Railcar Replacement Program	126,236,167	89,369,064	36,867,103	-
SM-03006B	Caltrain	Systemwide Track Rehabilitation	11,636,470	-	11,636,470	-
SM-050041	Caltrain	Comm. System/Signal Rehab.	2,554,400	-	2,554,400	-
SM-170010	Caltrain	TVM Project	2,080,000	-	2,080,000	-
NEW	CCCTA	Replace 40ft Diesel Buses - Diesel	18,048,000	17,135,568	-	912,432
NEW	CCCTA	Electric Bus Charging Infrastructure	1,478,018	1,478,018	-	-
VAR190006	Fairfield	Operating Assistance	3,550,376	3,550,376	-	-
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	359,148	359,148	-	-
MRN990017	GGBHTD	Ferry Dredging	6,366,500	-	6,366,500	-
NEW	GGBHTD	ZEB Infrastructure Design	1,012,172	1,012,172	-	-
NEW	MCTD	MCTD: Revenue Vehicle Rehabilitation	484,000	484,000	-	-
NEW	MCTD	MCTD: Vehicle Replacement - 5 Paratransit Vehicles	412,000	412,000	-	-
NEW	MCTD	ZEB Charging -- Site Prep	693,184	693,184	-	-
VAR190007	MCTD	Preventive Maintenance	40,400	40,400	-	-
REG10003	MTC	Bay Area Vanpool Program	-	-	-	-
NAP170003	Napa Vine	NVTA- Vine Transit Bus Maintenance Facility	225,046	36,437	-	188,609
VAR190006	Napa Vine	Napa Vine Operating Assistance	1,770,429	1,770,429	-	-
NEW	Petaluma	Purchase (2) Replacement Fixed Route Buses	1,486,400	1,349,064	-	137,336
NEW	SamTrans	Replace 40ft Diesel Buses - Battery	26,616,000	25,771,207	-	844,793
NEW	SamTrans	Replace Paratransit Vehicles	3,845,520	3,845,520	-	-

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FY 2021-22 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
NEW	SamTrans	South Base Near-Term Battery Electric Bus (BEB) Charging Infrastructure	2,907,693	2,907,693	-	-
NEW	Santa Rosa	Replace (2) 40' Diesel Buses - Electric	1,774,400	884,693	-	889,707
VAR190006	Santa Rosa	Operating Assistance	1,601,036	1,601,036	-	-
VAR190007	Santa Rosa	Preventive Maintenance	345,274	345,274	-	-
NEW	SFMTA	Facility Development -- Battery Electric Buses	6,312,271	6,312,271	-	-
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation	24,272,000	-	24,272,000	-
SF-090012	SFMTA	Light Rail Vehicle Replacement Procurements	108,635,101	-	108,635,101	-
SF-090035	SFMTA	Paratransit Fleet Replacement Procurements	1,557,360	1,557,360	-	-
SF-170018; SF-170021	SFMTA	Motor Coach & Trolley Coach Midlife Overhauls	17,706,666	17,706,666	-	-
SF-170021	SFMTA	Historic Streetcar & Cable Car Restorations	2,293,334	-	2,293,334	-
SF-95037B	SFMTA	Muni Rail Replacement	9,970,560	-	9,970,560	-
SF-970170	SFMTA	Overhead Line Rehabilitation	2,930,000	-	2,930,000	-
SF-99T002	SFMTA	Cable Car Infrastructure	2,483,000	-	2,483,000	-
VAR190007	SMART	Preventive Maintenance	3,963,022	3,963,022	-	-
SOL090034	SolTrans	Bus Replacement Alternative Fuel	2,661,600	2,242,269	-	419,331
SOL090034	SolTrans	SolanoExpress Bus Replacement	308,398	-	-	308,398
VAR190006	SolTrans	Operating Assistance	618,791	618,791	-	-
VAR190007	SolTrans	Preventive Maintenance	1,000,000	1,000,000	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	889,458	686,285	-	203,173
VAR190007	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000	-	-
NEW	Union City	Electric Vehicle Charging Infrastructure	141,091	141,091	-	-
ALA190029	Union City	Bus Purchases	953,600	953,600	-	-
VAR190006	Vacaville	Operating Assistance	1,300,000	1,300,000	-	-
SOL210004	Vacaville	Electric Bus Fleet	221,978	6,682	-	215,296
NEW	VRTA	Hybrid and Electric Bus Replacement 2022	45,598,000	42,337,143	-	3,260,857
NEW	VRTA	North 1st Street/Tasman Drive - EB Tack Switch Addition Proj. - T	1,640,000	-	1,640,000	-
NEW	VRTA	Network Switch Replacement/Upgrade	3,680,000	-	3,680,000	-
NEW	VRTA	Axle Press Replacement	1,736,300	-	1,736,300	-
SCL050002	VRTA	Rail Replacement and Rehabilitation	6,876,000	-	6,876,000	-
SCL090044	VRTA	OCS Rehab & Replacement Program	13,120,000	-	13,120,000	-
SCL150008	VRTA	Track Intrusion Abatement FY22/23	2,227,200	-	2,227,200	-
NEW	Westcat	Revenue Vehicle Replacement	1,678,400	1,678,400	-	-
VAR190007	Westcat	Preventive Maintenance	193,600	193,600	-	-
NEW	WETA	Ferry Vessel Replacement - MV Mare Island	21,157,300	19,958,399	1,198,901	-
REG090054	WETA	Ferry Channel Dredging - Vallejo Ferry Terminal	2,455,920	-	2,455,920	-
REG090057	WETA	Vessel Engine Overhaul - Pyxis Class Vessels	1,810,560	-	1,810,560	-
REG090057	WETA	Waterjet Control System Upgrade - Pyxis Class Vessel	600,000	-	600,000	-
REG090057	WETA	Ferry Mid-Life Refurbishment - MV Gemini	3,590,000	-	3,590,000	-
		Total Capital Projects	598,683,327	267,891,918	316,458,549	14,332,860
		Total Programmed	628,083,069	297,291,660	316,458,549	14,332,860
		Fund Balance	27,956,599	14,750,174	12,547,040	659,385

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FY 2022-23 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
		Projected Apportionments	666,320,383	317,144,789	334,210,853	14,964,741
		Previous Year Carryover	27,956,599	14,750,174	12,547,040	659,385
		Funds Available for Programming	694,276,982	331,894,963	346,757,893	15,624,126
MTC Debt Service						
REG170023	MTC	Debt Service	-	-	-	-
ADA Operating Set-Aside						
VAR210003	AC Transit	ADA Paratransit Assistance	6,872,342	6,872,342	-	-
VAR210003	BART	ADA Paratransit Capital Accessibility Improvements	3,439,303	3,439,303	-	-
VAR210003	CCCTA	ADA Paratransit Assistance	1,839,033	1,839,033	-	-
VAR210003	ECCTA	ADA Operating Assistance	859,178	859,178	-	-
VAR210003	LAVTA	ADA Paratransit Operating Subsidy	552,153	552,153	-	-
VAR210003	MCTD	ADA Paratransit Assistance	1,061,738	1,061,738	-	-
VAR210003	Napa Vine	ADA Operating Assistance	514,749	514,749	-	-
VAR210003	Petaluma	ADA Set-Aside	104,136	104,136	-	-
VAR210003	SamTrans	ADA Paratransit Operating Subsidy	2,644,693	2,644,693	-	-
VAR210003	Santa Rosa	ADA Operating Assistance	319,581	319,581	-	-
VAR210003	SFMTA	ADA Paratransit Operating Support	5,443,822	5,443,822	-	-
VAR210003	SolTrans	ADA Paratransit Operating Subsidy	525,607	525,607	-	-
VAR210003	Union City	ADA Set-Aside	193,043	193,043	-	-
VAR210003	VTa	ADA Operating Set-Aside	5,269,739	5,269,739	-	-
VAR210003	Westcat	ADA Paratransit Operating Subsidy	366,782	366,782	-	-
		Total Program Set-asides and Commitments	29,639,117	30,005,899	-	-
		Funds Available for Capital Programming	664,637,865	301,889,064	346,757,893	15,624,126
Capital Projects						
ALA990052	AC Transit	ADA Operating Depreciation Costs from 3 Vendors	1,907,830	1,907,830	-	-
NEW	AC Transit	Replace (23) Articulated 60ft Buses - FCB	27,634,500	19,442,829	-	8,191,671
ALA170048	ACE	ACE Fixed Guideway (Capitalized Maintenance)	1,594,000	-	1,594,000	-
ALA210008	ACE	ACE Capital Access Fee	1,426,707	1,426,707	-	-
ALA090065	BART	Fare Collection Equipment	6,360,000	-	6,360,000	-
ALA190014	BART	Elevator Renovation Program	7,000,000	-	7,000,000	-
ALA190014	BART	BART – Elevator Modernization (for Vanpool)	2,000,000	2,000,000	-	-
BRT030004	BART	Train Control Renovation	10,240,000	-	10,240,000	-
BRT030005	BART	Traction Power System Renovation	10,240,000	-	10,240,000	-
BRT97100B	BART	Rail,Way, and Structures Program	17,406,000	-	17,406,000	-
REG090037	BART	Railcar Replacement Program	174,606,410	95,456,619	79,149,791	-
SM-03006B	Caltrain	Systemwide Track Rehabilitation	8,131,760	-	8,131,760	-
SM-050041	Caltrain	Comm. System/Signal Rehab.	4,468,240	-	4,468,240	-
NEW	CCCTA	Replace 22' Vehicles	1,440,000	1,440,000	-	-
CC-070092	ECCTA	ECCTA: Transit Bus Replacements	1,499,232	566,671	-	932,561
VAR190006	Fairfield	Operating Assistance	1,651,386	1,651,386	-	-
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	366,782	366,782	-	-
MRN990017	GGBHTD	Ferry Dredging	5,350,000	-	5,350,000	-
NEW	GGBHTD	Collision Avoidance System	840,000	840,000	-	-
NEW	GGBHTD	Replacement Ferry -- CARB Compliance	4,000,000	4,000,000	-	-
NEW	LAVTA	AVL	332,429	332,429	-	-
NEW	LAVTA	Fareboxes	205,190	205,190	-	-
NEW	LAVTA	Radios	40,128	40,128	-	-
NEW	LAVTA	Replace (4) 40'Buses - Fuel Cell	4,044,800	2,726,022	-	1,318,778
NEW	LAVTA	Replace (8) 40' Buses - Hybrid	5,626,600	5,626,600	-	-
NEW	MCTD	MCTD: Replace 2 Rural Cutaway vehicles	188,800	188,800	-	-
NEW	MCTD	MCTD: Replace 3 Demand Response Cutaways with Vans	252,000	252,000	-	-
NEW	MCTD	MCTD: Replace 4 Demand Response Vans	336,000	336,000	-	-

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FY 2022-23 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
NEW	MCTD	MCTD: Replace 7 local 35ft Hybrid Vehicles	4,855,200	4,855,200	-	-
NEW	MCTD	MCTD: Replace one(1) Shuttle Vehicle	94,400	94,400	-	-
NEW	MTC	Blue Ribbon: Transit Transformation Plan	1,375,860	1,375,860	-	-
REG10003	MTC	Bay Area Vanpool Program	3,477,459	3,477,459	-	-
NAP090005	Napa Vine	NVTA ZEB Bus Procurement	225,046	28,987	-	196,059
VAR190006	Napa Vine	Napa Vine Operating Assistance	1,805,838	1,805,838	-	-
NEW	Petaluma	Purchase (2) Replacement Paratransit Vans	168,000	168,000	-	-
SON170017	Petaluma	Petaluma AVL Equipment	740,000	740,000	-	-
NEW	SamTrans	Replace 40ft Diesel Buses - Battery	36,160,000	36,160,000	-	-
SON090024	Santa Rosa	Preventive Maintenance	1,040,765	1,040,765	-	-
VAR190006	Santa Rosa	Operating Assistance	1,633,056	1,633,056	-	-
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation	23,740,000	-	23,740,000	-
SF-090012	SFMTA	Light Rail Vehicle Replacement Procurements	67,336,982	-	67,336,982	-
SF-090035	SFMTA	Paratransit Fleet Replacement Procurements	3,087,000	3,087,000	-	-
SF-170018; S	SFMTA	Motor Coach & Trolley Coach Midlife Overhauls	10,542,385	10,542,385	-	-
SF-170021	SFMTA	Historic Streetcar & Cable Car Restorations	11,666,666	-	11,666,666	-
SF-95037B	SFMTA	Muni Rail Replacement	3,837,000	-	3,837,000	-
SF-970170	SFMTA	Overhead Line Rehabilitation	2,500,000	-	2,500,000	-
SF-99T002	SFMTA	Cable Car Infrastructure	3,247,000	-	3,247,000	-
VAR190007	SMART	Preventive Maintenance	3,997,642	3,997,642	-	-
SOL090034	SolTrans	Bus Replacement Alternative Fuel	1,808,000	1,372,061	-	435,939
SOL090034	SolTrans	SolanoExpress Replacement Buses	2,287,576	1,966,988	-	320,588
VAR190006	SolTrans	Operating Assistance	1,600,000	1,600,000	-	-
VAR190007	SolTrans	Preventive Maintenance	1,001,167	1,001,167	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	932,847	724,067	-	208,780
VAR190007	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000	-	-
VAR190006	Vacaville	Operating Assistance	1,400,000	1,400,000	-	-
NEW	VRTA	Signal Improvements Guadalupe	12,607,300	-	12,607,300	-
NEW	VRTA	North Yard Tire Awning	320,000	-	320,000	-
NEW	VRTA	Cerone Operations Command and Control Center	2,280,000	-	2,280,000	-
SCL050001	VRTA	Electric 40' Bus Replacement 2023	26,703,200	23,337,966	-	3,365,234
SCL050002	VRTA	Rail Replacement and Rehabilitation	12,133,000	-	12,133,000	-
VRTA	SCL110099	Bridge and Structures Repairs FY22/23	192,000	-	192,000	-
VRTA	SCL150008	Track Intrusion Abatement FY22/23	407,000	-	407,000	-
VRTA	SCL190026	HVAC Replacement Project	404,450	-	404,450	-
WETA	REG090057	Ferry Mid-Life Refurbishment - MV Pisces	3,697,700	-	3,697,700	-
WETA	REG090057	Vessel Engine Injectors Replacement - MV Dorado	117,100	-	117,100	-
WETA	REG090057	Ferry Major Component Rehabilitation - MV Hydrus and MV Cetus	3,601,600	-	3,601,600	-
WETA	REG090057	Vessel Engine Overhaul - MV Carina and MV Peralta	554,800	-	554,800	-
Total Capital Projects			549,890,433	240,494,834	298,582,389	14,969,610
Programmatic Set-Asides						
TBD	TBD	Fixed Guideway Cap Increase	22,687,140	-	22,687,140	-
TBD	TBD	Zero Emission Bus Facilities Program	18,988,124	18,988,124	-	-
Total Programmed			621,204,814	289,488,857	321,269,529	14,969,610
Fund Balance			73,072,168	42,406,106	25,488,364	654,516

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FY 2023-24 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
Projected Apportionments			684,294,742	325,610,252	343,412,309	15,272,181
Previous Year Carryover			69,161,334	42,437,446	26,069,468	654,420
Funds Available for Programming			753,456,075	368,047,698	369,481,776	15,926,601
MTC Debt Service						
REG170023	MTC	Debt Service	-	-	-	-
Lifeline Set-Aside						
TBD	TBD - Lifeline	TBD - Reserved for future programming	-	-	-	-
ADA Operating Set-Aside						
VAR210003	AC Transit	ADA Paratransit Assistance	7,050,765	7,050,765	-	-
VAR210003	BART	ADA Paratransit Capital Accessibility Improvements	3,542,554	3,542,554	-	-
VAR210003	CCCTA	ADA Paratransit Assistance	1,910,869	1,910,869	-	-
VAR210003	ECCTA	ADA Operating Assistance	892,778	892,778	-	-
VAR210003	LAVTA	ADA Paratransit Operating Subsidy	573,111	573,111	-	-
VAR210003	MCTD	ADA Paratransit Assistance	1,089,304	1,089,304	-	-
VAR210003	Napa Vine	ADA Operating Assistance	463,742	463,742	-	-
VAR210003	Petaluma	ADA Set-Aside	108,296	108,296	-	-
VAR210003	SamTrans	ADA Paratransit Operating Subsidy	2,713,356	2,713,356	-	-
VAR210003	Santa Rosa	ADA Operating Assistance	325,972	325,972	-	-
VAR210003	SFMTA	ADA Paratransit Operating Support	5,585,157	5,585,157	-	-
VAR210003	SolTrans	ADA Paratransit Operating Subsidy	497,987	497,987	-	-
VAR210003	Union City	ADA Set-Aside	198,055	198,055	-	-
VAR210003	VTa	ADA Operating Set-Aside	5,473,567	5,473,567	-	-
VAR210003	Westcat	ADA Paratransit Operating Subsidy	376,305	376,305	-	-
Total Program Set-asides and Commitments			30,801,818	30,801,818	-	-
Funds Available for Capital Programming			722,654,258	337,245,881	369,481,776	15,926,601
Capital Projects						
ALA990052	AC Transit	ADA Operating Depreciation Costs from 3 Vendors	1,945,987	1,945,987	-	-
NEW	AC Transit	Replace (23) 40ft Urban Buses - Diesel	141,371	141,371	-	-
NEW	AC Transit	Replace (24) Urban Buses - Diesel	10,548,000	2,302,200	-	8,245,800
ALA170048	ACE	ACE Fixed Guideway (Capitalized Maintenance)	1,864,590	-	1,864,590	-
ALA210008	ACE	ACE Capital Access Fee	1,426,707	1,426,707	-	-
ALA090065	BART	Fare Collection Equipment	6,360,000	-	6,360,000	-
ALA190014	BART	Elevator Renovation Program	7,000,000	-	7,000,000	-
BRT030004	BART	Train Control Renovation	10,240,000	-	10,240,000	-
BRT030005	BART	Traction Power System Renovation	10,240,000	-	10,240,000	-
BRT97100B	BART	Rail,Way, and Structures Program	17,406,000	-	17,406,000	-
REG090037	BART	Railcar Replacement Program	24,252,859	-	24,252,859	-
SM-03006B	Caltrain	Systemwide Track Rehabilitation	11,500,000	-	11,500,000	-
SM-050041	Caltrain	Comm. System/Signal Rehab.	1,100,000	-	1,100,000	-
SM-170010	Caltrain	TVM Project	226,231	-	226,231	-
NEW	CCCTA	Replace (10) 30ft Urban Buses	7,616,000	6,640,790	-	975,210
NEW	CCCTA	Replacement Vans	177,600	177,600	-	-
SOL110041	Fairfield	Bus Replacement	330,739	-	-	330,739
VAR190006	Fairfield	Operating Assistance	3,747,245	3,747,245	-	-
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	5,726,305	376,305	5,350,000	-
NEW	GGBHTD	Replace Conventional OTR Coaches	10,544,000	10,544,000	-	-
NEW	GGBHTD	Replace Conventional OTR Coaches with ZEBs	2,748,000	2,748,000	-	-
NEW	GGBHTD	Replacement Ferry -- CARB Compliance	12,000,000	11,403,217	596,783	-
NEW	MCTD	MCTD: Vehicle Replacement - 5 Paratransit Vehicles	428,000	428,000	-	-
NEW	MTC	Blue Ribbon: Transit Transformation Plan	12,413,372	12,413,372	-	-
REG10003	MTC	Bay Area Vanpool Program	6,586,592	6,586,592	-	-
REG170022	MTC	Clipper Next Gen Fare Collection System	3,153,905	3,153,905	-	-
NAP090005	Napa Vine	NVTA ZEB Bus Procurement	234,138	31,866	-	202,272
VAR190006	Napa Vine	Napa Vine Operating Assistance	1,841,954	1,841,954	-	-
SON170005	Petaluma	Yard and Facility Improvements	106,443	106,443	-	-
NEW	SamTrans	Replace 40ft Diesel Buses - Battery	55,248,000	55,248,000	-	-
NEW	SamTrans	Replace Paratransit Vehicles	2,420,471	2,420,471	-	-
NEW	SamTrans	Replace 35ft Diesel Buses - Battery	3,860,000	3,860,000	-	-
VAR190006	Santa Rosa	Operating Assistance	1,665,717	1,665,717	-	-

Date: March 23, 2022
W.I.: 1512
Referred by: PAC
Revised: 05/25/22-C
09/28/22-C
03/22/23-C

Attachment C
Resolution No. 4510
Page 2 of 2

FY 2023-24 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
VAR190007	Santa Rosa	Preventive Maintenance	713,879	713,879	-	-
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilit	18,212,000	-	18,212,000	-
SF-090012	SFMTA	Light Rail Vehicle Replacement Procurements	89,571,273	-	89,571,273	-
SF-170018; S	SFMTA	Motor Coach & Trolley Coach Midlife Overhauls	23,131,367	23,131,367	-	-
SF-170021	SFMTA	Historic Streetcar & Cable Car Restorations	13,082,666	-	13,082,666	-
SF-95037B	SFMTA	Muni Rail Replacement	6,887,000	-	6,887,000	-
SF-970170	SFMTA	Overhead Line Rehabilitation	2,225,000	-	2,225,000	-
SF-99T002	SFMTA	Cable Car Infrastructure	6,000,000	-	6,000,000	-
VAR190007	SMART	Preventive Maintenance	4,078,615	4,078,615	-	-
SOL090034	SolTrans	Bus Replacement Alternative Fuel	3,683,200	3,233,492	-	449,708
VAR190007	SolTrans	Preventive Maintenance	1,085,190	1,085,190	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	977,104	760,178	-	216,926
VAR190007	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000	-	-
VAR190006	Vacaville	Operating Assistance	1,450,000	1,450,000	-	-
NEW	VRTA	Signal Improvements Guadalupe	4,524,670	-	4,524,670	-
SCL050001	VRTA	Electric 40' bus replacement 2024	18,768,000	15,285,583	-	3,482,417
SCL050002	VRTA	Rail Replacement and Rehabilitation	8,827,200	-	8,827,200	-
SCL110099	VRTA	Bridge and Structures Repairs FY24	680,000	-	680,000	-
SCL170005	VRTA	Paratransit Fleet Procurement	1,445,547	1,445,547	-	-
SCL090044	VRTA	OCS Rehab & Replacement Program	11,400,000	-	11,400,000	-
SCL150008	VRTA	Track Intrusion Abatement FY24	1,452,000	-	1,452,000	-
SCL190026	VRTA	HVAC Replacement Project	765,560	-	765,560	-
SCL190024	VRTA	Transit Center Park and Ride and Bus Stop Rehabilitation FY23	-	-	-	-
SCL210007	VRTA	Expand Bus Charging Capacity at Cerone Yard for Electric Buses	-	-	-	-
NEW	Westcat	Revenue Vehicle Replacement	1,115,200	1,115,200	-	-
NEW	WETA	Potential FG Increase	-	-	-	-
REG090054	WETA	Ferry Channel Dredging - Vallejo Ferry Terminal	2,605,500	-	2,605,500	-
REG090057	WETA	Ferry Major Component Rehabilitation	8,062,400	-	8,062,400	-
REG090057	WETA	Ferry Mid-Life Refurbishment - MV Taurus	3,929,200	-	3,929,200	-
REG090057	WETA	Vessel Engine Injectors Replacement	222,600	-	222,600	-
REG090067	WETA	Passenger Float Rehabilitation - Oakland Ferry Terminal	2,067,000	-	2,067,000	-
Total Capital Projects			473,342,397	182,788,793	276,650,532	13,903,071
Programmatic Set-Asides						
TBD	TBD	Fixed Guideway Cap Increase	22,719,410	-	22,719,410	-
TBD	TBD	Zero Emission Bus Facilities Program	22,023,752	22,023,752	-	-
Total Programmed			548,887,376	235,614,363	299,369,942	13,903,071
Fund Balance			204,568,699	132,433,335	70,111,834	2,023,529

Date: March 23, 2022
W.I.: 1512
Referred by: PAC
Revised: 05/25/22-C
09/28/22-C
03/22/23-C

Attachment D
Resolution No. 4510
Page 1 of 1

Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1	Program is based on actual apportionments for FY 2021-22 (except 5339 small UZAs, which are estimates) and estimated apportionments for FYs 2022-23 and 2023-24. Program assumes availability of financing proceeds, subject to future Commission authorization. If financing is not secured, this program will be revised accordingly.
2	AC Transit: \$11,719,686 of AB 664 Bridge Toll funds and \$24,493,576 of BATA Project Savings, for a total of \$36,213,262, have been programmed to AC Transit as part of the Core Capacity Challenge Grant Program (CCCGP). These FY2021-22 funds will support AC Transit's purchase of 65 40ft urban buses.
3	BART: The program has assumed the need for financing proceeds of approximately \$840,000,000 will be needed for the BART Railcar Replacement Project, starting in FY2021-22, with programming largely limited to debt service. Due to the influx of FTA formula funds from the BIL, there is an opportunity to provide significant pay-go funds in FYs 2021-22, 2022-23, and 2023-24. \$323,931,484 in funds is programmed in May 2022 toward pay-go.
4	<p>VTA: VTA is programmed 5337 funds above its \$8,103,000 fixed guideway cap in each year of the program. The totals above the cap are \$19,440,200 in FY2021-22; \$20,240,750 in FY2022-23, and \$19,546,430 in FY2023-24, totaling \$59,227,380 over the three-year cap total of \$24,309,000 and for a total of \$83,536,380 in fixed guideway programming. VTA staff requested and was granted a waiver of the cap due to additional funds available in the San Jose UZA after meeting other VTA funding needs and in recognition of the Caltrain funding agreement.</p> <p>VTA is also provided a waiver to the \$20,000,000 cap on bus replacements, as funds are available to cover the entire request. The FY2021-22 bus procurement at \$40,359,250 is waived its \$20,359,250 over the cap. The FY2022-23 bus procurement at \$27,013,510 is waived its \$7,013,510 over the cap.</p>
5	Santa Rosa UZA: Santa Rosa CityBus, Sonoma County Transit and Sonoma-Marin Area Rail Transit District (SMART) apportion Santa Rosa urbanized area funding in accordance with an agreement first in effect for FY2020 funds. The portion of FTA 5307 funds within the Santa Rosa urbanized area to be divided by the City and the County is the prior year's subtotal apportioned to those two operators, modified by the same rate as the modification to the FTA 5307 funds nationwide (ex.a 2% increase). That modified amount is divided between the two operators per the agreement in effect starting with FY2014 (58% Santa Rosa City Bus and 42% Sonoma County). The portion of the appropriated funds not divided by Santa Rosa and Sonoma County is distributed to SMART. For FY2021-22, \$2,333,370 is available to Sonoma County Transit, \$3,222,272 to Santa Rosa CityBus, and \$4,148,529 to SMART for 5307. For FY2022-23, \$2,333,370 is available to Sonoma County Transit, \$3,222,272 to Santa Rosa CityBus, and \$3,969,816 to SMART for 5307. For FY2023-24, \$2,394,574 is available for Sonoma County Transit, \$3,306,792 for Santa Rosa CityBus, and \$4,257,328 for SMART for 5307.
6	SFMTA: SFMTA's FY2021-22 request for \$113,635,101 for light rail vehicle replacement procurement will be partially funded with \$5,000,000 in BATA Project Savings, as committed through MTC Res. 4123. The remaining funds are obligated in the 5337 program.
7	WETA: WETA has opted to reinstate deferred caps from prior years in the proposed program. WETA had previously deferred \$15,313,252 in FG cap funds that is programmed across the three years of the program toward their fixed guideway needs. In FY 2021-22, WETA defers its \$1.9 M FG cap increase. [note, previously, in FY2023-24, WETA borrowed \$160,728 against its FY2024-25 cap of \$6,310,000 -- now that the cap has gone up this should be adjusted]
8	SamTrans: SamTrans is provided a waiver to the \$20,000,000 cap on bus replacements, as funds are available to cover the entire request. The FY2021-22 bus procurement at \$26,616,000 is waived its \$6,616,000 over the cap. The FY2022-23 bus procurement at \$36,160,000 is waived its \$16,160,000 over the cap. Finally, the FY2023-24 bus procurement at \$59,108,000 is waived its \$39,108,000 over the cap.
9	Vacaville: Vacaville Transit is programmed \$221,978 in FY2021-22 funds (\$215,296 in 5339 and \$6,682 in 5307) toward their Electric Bus Fleet project, replacing lapsed FY2018-19 5339 funds that were programmed in the FY2020-21 TCP but did not get put into a grant in time.
10	GGBHTD: Golden Gate is programmed \$4,000,000 in FY 2022-23 and \$12,000,000 in FY 2023-24 for the design and construction of a replacement ferry vessel pending required compliance with CARB zero emission regulations. The funds are programmed but will not be entered in to the TIP until finalization of the CARB regulations and design and construction estimates.
11	Petaluma: Petaluma's automatic vehicle location (AVL) equipment request was for \$680,000 in FY2021-22 and \$80,000 in FY2022-23. With only \$67,000 remaining after programming their other requests in FY2021-22, the total request of \$740,000 is programmed FY2022-23.
12	CCCTA (County Connection): CCCTA's FY2021-22 bus procurement request, at \$28,880,000 exceeds the Concord UZA's available funds in that fiscal year by \$1,235,962; thus, that amount is programmed to the bus procurement project in FY2022-23. This request is also granted a waiver of the \$20,000,000 bus replacement cap, waiving its \$8,880,000 over the cap.
13	Vanpool: MTC's vanpool program is funded using 5307 funds for the first time in FY2021-22. The program receives 100% of its expected need, estimated at \$400 per van per month, and going up to \$600 per van per month starting in July 2022. FTA policy guiding vanpool service allows vanpool passenger fares that exceed operating expenses to be re-invested in capital equipment and to be counted toward a recipient's local match requirement. These programming amounts assume the use of this provision. Staff will reevaluate annually.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0349 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 2/6/2023 **In control:** Programming and Allocations Committee

On agenda: 3/8/2023 **Final action:**

Title: Update to Proposed Expenditure of MTC Share of CARES Act (H.R. 748) Supplemental Federal Transit Funds

Sponsors:

Indexes:

Code sections:

Attachments: [12c 23-0349 MTC CARES Act Proposed Expenditure Update.pdf](#)
[2d 23-0349 MTC CARES Act Proposed Expenditure Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Update to Proposed Expenditure of MTC Share of CARES Act (H.R. 748) Supplemental Federal Transit Funds

Presenter:

Margaret Doyle

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee****March 8, 2023****Agenda Item 2d - 23-0349****Update to Proposed Expenditure of MTC Share of CARES Act (H.R. 748) Supplemental
Federal Transit Funds**

Subject:

Update MTC's programming of its share of FTA funds from the Coronavirus Aid, Relief, and Economic Security (CARES) Act.

Background:

This item proposes an update to MTC's share of CARES Act funds originally programmed in July 2020. Of the nearly \$1.3 billion in supplemental funds received by the region, \$12.9 million was directed to MTC. Further discussion of this programming can be found in the PAC memo and associated attachments dated July 8, 2020.

Update to Programming

MTC staff propose a transfer of savings between the expenditure categories, specifically transferring \$121,131 from Vanpool to Clipper Operations. Of the budgeted \$400,000 for Vanpool, \$121,131 represents savings that are no longer needed to keep pandemic-idled vans in service. Meanwhile, there is remaining Clipper operations need ("Support the implementation and operation of the Region's fare payment card") that can use the Vanpool's savings. This is the most administratively efficient use of the CARES program savings. The updated figures are illustrated in the attachment, "Proposed Expenditure of MTC Share of CARES Act (H.R. 748) Supplemental Federal Transit Funds."

Next Steps

Following Commission approval, staff would execute a budget revision within our FTA grant and add the funds to the Clipper FY 2023-24 budget.

Issues:

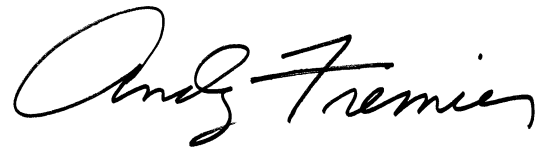
None.

Recommendation:

Staff recommends Commission approval of updated CARES Act proposed expenditure.

Attachments:

Proposed Expenditure of MTC Share of CARES Act (H.R. 748) Supplemental Federal Transit Funds. (Update of July 2020 PAC Agenda Item 4b Attachment B)

A handwritten signature in black ink, reading "Andrew B. Fremier". The signature is fluid and cursive, with the first name "Andrew" written in a large, looping script, and "B. Fremier" following in a similar but slightly more compact style.

Andrew B. Fremier

**Proposed Expenditure of MTC Share of CARES Act (H.R. 748)
Supplemental Federal Transit Funds**

The following matrix proposes expenditure categories and funding amounts for the \$12,883,886 in CARES Act funding directed to MTC.

	Expenditure Category	Description	Funding Amount
1.	Clipper Operations	Support the implementation and operation of the Region's fare payment card. CARES Act funds are needed to replace significant revenue reductions to State Transit Assistance (STA) and Regional Measure 2 funding that support the Clipper operating budget.	\$4,200,000 \$4,321,131
2.	Regional Transit Connection (RTC) Card	An RTC Discount ID Card is made available to persons with qualifying disabilities and is used as proof of eligibility to receive discount fares on fixed-route public transit in the Bay Area. CARES Act funding will support the upgrade of data systems used to implement the program and the transfer of RTC operations to MTC.	\$1,000,000*
3.	Vanpool	CARES Act funds would provide a replacement subsidy to Commute by Enterprise to support the continued operation of 130 Vanpool vehicles that have been idled due to the COVID-19 pandemic and Shelter in Place Order. Without this funding, vehicles may be permanently taken out of service and the expense to restart operations would be prohibitive. Vanpool service is viewed to be an important part of economic and mobility recovery in the wake of the pandemic.	\$ 400,000 \$278,869
4.	Means-based Pilot Operator Subsidy	\$8 million in STA funding had been planned to be set-aside to support the 18-month Clipper Start Means-based Transit Fare Pilot, scheduled to begin in July 2020. Due to the estimated 40 percent reduction in STA funding for FY 2020-21, CARES Act funding is proposed to keep the set aside-for the pilot whole. MTC further proposes to augment planned funding for the Clipper Start program by approximately \$5.1 million to allow for the expansion of the pilot to operators beyond the four currently enrolled. For administrative ease of use, staff proposes to exchange CARES Act funds for STA Regional Coordination funds previously intended for Clipper operations, and re-direct an equal amount of those STA funds to the Means-based program.	\$6,775,470*
5.	Transit Recovery Planning	CARES Act funding is proposed to support efforts related to public transit recovery necessitated by the COVID-19 crisis. Activities may include planning, surveying, public outreach, public information, and other efforts to support the work of the Blue Ribbon Transit Recovery Task Force.	\$ 508,416*
Total:			\$12,883,886

*Fund swaps were executed via STA programming, as approved by the commission in MTC Resolution Nos. 4419, Revised and 4462, Revised.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0364 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 2/8/2023 **In control:** Programming and Allocations Committee
On agenda: 3/8/2022 **Final action:**
Title: MTC Resolution Nos. 4519, Revised. An update to the Transit Transformation Action Plan Program of Projects to reflect the programming and allocation of approximately \$1.8 million to AC Transit and \$2.2 million to BART for staff support of the delivery of Action Plan Priorities.

Sponsors:

Indexes:

Code sections:

Attachments: [12d 23-0364 MTC Resolution 4519 Transformation Action Plan Update.pdf](#)
[2e 23-0364 MTC Resolution 4519 Transformation Action Plan Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4519, Revised. An update to the Transit Transformation Action Plan Program of Projects to reflect the programming and allocation of approximately \$1.8 million to AC Transit and \$2.2 million to BART for staff support of the delivery of Action Plan Priorities.

Presenter:

William Bacon

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee****March 8, 2023****Agenda Item 2e - 23-0364****MTC Resolution No. 4519, Revised**

Subject:

An update to the Transit Transformation Action Plan Program of Projects to reflect the programming and allocation of approximately \$1.8 million to AC Transit and \$2.2 million to BART for staff support of the delivery of Action Plan Priorities.

Background:

In September 2021, the Commission received and accepted the Blue Ribbon Transit Recovery Task Force's 27-point Transit Transformation Action Plan (Action Plan). The Action Plan sets a course for accelerating the Bay Area's transit network transformation while integrating with recovery actions that are on-going in the wake of the pandemic. Central to the Action Plan was a focus on three initiatives that were underway prior to the pandemic. These accelerated initiatives - Fare Integration and Policy, Regional Mapping and Wayfinding (Customer Information), and Transit Priority on Roadways were identified and endorsed for accelerated action and focus.

In June 2022, the Commission endorsed a Blue Ribbon Funding Framework, Program of Projects, and programmed approximately \$117 million to support implementation of the Action Plan. The \$117 million is comprised of \$85 million in Blue Ribbon funding (via MTC Resolution No. 4519) and \$31.6 million in OBAG 3 funding (via MTC Resolution No. 4505, Revised).

Transit Transformation Action Plan Programming Update:

The \$85 million in near-term Blue Ribbon funding comes from a commitment made by the Commission during the programming of American Rescue Plan (ARP) federal COVID-relief funds. The Blue Ribbon Action Plan Program of Projects, Attachment B, identifies the programmed amounts for each of the five initiatives plus staffing support. Specific programming actions within each initiative are being brought to the Commission as projects that are ready to move forward.

This month's programming action includes the following:

- **Staff Support:** \$1.8 million to AC Transit and \$2.2 million to BART is proposed to be programmed and allocated for staff support of Action Plan implementation.

In October 2022 MTC programmed \$4 million in funding to transit operators, available over three years, to help provide staffing to deliver key initiatives identified in the Action Plan. These funds roughly equate to the salary and benefits package for four full-time equivalents (FTEs) for the full three years. The October 2022 programming action did not include specific allocation amounts to individual operators as the transit operators were still formulating a proposed staffing approach at that time.

This month's proposed allocation will program specific State Transit Assistance Revenue-Based Exchange funds and Regional Measure 2 Marketing funds to AC Transit and BART to support the staffing initiatives detailed in Table 1 below.

Table 1. Programming by Operator, Transit Operator Staff Support for Transit Transformation Action Plan Implementation

Initiative	FTEs	Operator Role	TOTAL BART	TOTAL AC Transit	TOTAL
Fare Coordination and Integration Study (FCIS) Pilot Coordination/Implementation	1	Co-lead	\$916,410	-	\$916,410
Mapping & Wayfinding Development	0.5	Lead Support	\$450,000	-	\$450,000
Transit Priority Coordination	1	Co-lead	-	956,981	\$956,981
Transformation Action Plan Program Implementation	0.5 transition to 1	Lead Support	\$868,550	-	\$868,550
Transit 2050+ (Connected Network Plan) Development and Ongoing Management	1	Co-lead	-	\$807,757	\$807,757
Total	4-4.5		\$2,234,960	\$1,764,738	\$3,999,698

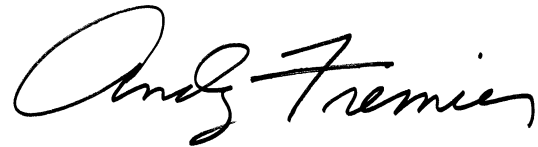
Attachment B to MTC Resolution Nos. 4519, Revised provides details on the specific amounts that are proposed to be programmed and allocated to AC Transit and BART through this action.

Recommendations:

Refer MTC Resolution Nos. 4519, Revised to the Commission for approval.

Attachments:

- MTC Resolution No. 4519

A handwritten signature in black ink, reading "Andrew B. Fremier". The signature is fluid and cursive, with the first name "Andrew" written in a large, looping script, and "B. Fremier" following in a similar but slightly more compact style.

Andrew B. Fremier

Date: June 22, 2022
W.I.: 1517
Referred by: Programming and Allocations (PAC)
Revised: 10/26/22-C
03/22/23-C

ABSTRACT
MTC Resolution No. 4519

This resolution adopts the Blue Ribbon Transit Transformation Action Plan Funding Framework and the Blue Ribbon Program of Projects.

The resolution contains the following attachments:

Attachment A – Blue Ribbon Transit Transformation Action Plan Funding Framework
Attachment B – Blue Ribbon Transit Transformation Action Plan Program of Projects

On October 26, 2022, Attachment B was revised to reflect updated programming of funds to Transit Transformation Action Plan projects and to program State Transit Assistance Population-Based funds to 22 transit operators for their participation in the Clipper® BayPass pilot program (Institutional Pass Pilot).

On March 22, 2023 Attachment B was revised to reflect updated programming of funds to AC Transit and BART for transit operator staff support for the delivery of the Transit Transformation Action Plan. Further information is contained in memorandum to the Programming and Allocations Committee Summary Sheets dated June 8, 2022, October 12, 2022, and March 8, 2023.

Date: June 22, 2022
W.I.: 1514
Referred by: PAC

RE: Adoption of the Blue Ribbon Transit Transformation Action Plan Funding Framework and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4519

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

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, MTC convened the Blue Ribbon Transit Recovery Task Force (Task Force) to respond to the COVID-19 pandemic; and

WHEREAS, the Task Force developed and endorsed the Transit Transformation Action Plan (Action Plan) in July 2021 and the Action Plan was received and accepted by MTC in September 2021; and

WHEREAS, the Action Plan identifies near-term actions needed to achieve a more connected, efficient, and user-focused mobility network across the Bay Area and beyond; and

WHEREAS, the American Rescue Plan Act of 2021 (ARP) (H.R. 1319) was signed into law in response to the nationwide Coronavirus pandemic and provides supplemental appropriations for Emergency Transit Operations Assistance through the Federal Transit Administration (FTA) Section 5307 Urbanized Area and Section 5311 Rural Area formula programs; and

WHEREAS, MTC approved an ARP funding distribution policy in MTC Resolution No. 4481, which identified that a minimum of \$85 million in ARP funds “should support the

implementation of certain recommendations from the Blue Ribbon Transit Recovery Task Force”; and

WHEREAS, to best position Bay Area transit agencies to compete for additional FTA discretionary financial assistance, MTC distributed the reserved \$85 million in ARP funds to operators and in return transit operators agreed to collectively provide an equivalent amount in alternate near-term revenue sources to implement the Action Plan and recommendations from the Task Force; and

WHEREAS, MTC staff, in discussion with transit operators have identified the contribution amounts by operator or county and likely fund sources in Attachment A, Blue Ribbon Transit Transformation Action Plan Funding Framework, incorporated herein as though set forth at length, and MTC staff is working with transit operators to secure these funds; and

WHEREAS, the fund sources identified in Attachment A, Blue Ribbon Transit Transformation Action Plan Funding Framework, may be subject to change; and

WHEREAS, the initiatives and related programming amounts for each initiative are identified in Attachment B, Blue Ribbon Transit Transformation Action Plan Program of Projects, incorporated herein as though set forth at length; and

WHEREAS, each initiative identified in Attachment B, Blue Ribbon Action Plan Program of Projects will be comprised of one or more projects, which are or will be identified in Attachment B, Blue Ribbon Program of Projects; and

WHEREAS Attachment B, Blue Ribbon Transit Transformation Action Plan Program of Projects, will be revised to identify projects and programming amounts under the various initiative as projects are ready to proceed; and

WHEREAS, programming and allocations of funds related to each initiative and project identified in Attachment B, Blue Ribbon Transit Transformation Action Plan Program of Projects will be further subject to the program policies for each fund source, respectively; now therefore be it

RESOLVED, that MTC approves the Blue Ribbon Transit Transformation Action Plan Funding Framework as set forth in Attachment A of this Resolution; and be it further

RESOLVED, that MTC approves the Blue Ribbon Transit Transformation Action Plan Program of Projects and programming set forth in Attachment B of this Resolution; and be it further

RESOLVED, that the Executive Director or designee is authorized to revise the fund sources in Attachment A, Blue Ribbon Transit Transformation Action Plan Funding Framework; and be it further

RESOLVED, that the Executive Director or designee may make technical adjustments and other non-substantial revisions to Attachment A, Blue Ribbon Transit Transformation Action Plan Funding Framework and/or Attachment B, Blue Ribbon Transit Transformation Action Plan Program of Projects; and be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachment B, Blue Ribbon Transit Transformation Action Plan Program of Projects, to add projects and related programming under each initiative up to \$1,000,000; and be it further

RESOLVED, staff shall return to the Commission to revise this Resolution to add projects and related programming that exceed \$1,000,000.

METROPOLITAN TRANSPORTATION COMMISSION

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

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations on June 22, 2022.

Attachment A: Blue Ribbon Transit Transformation Action Plan Funding Framework

I. Funding

This funding framework pertains to the \$85 million in funds anticipated to be available to support implementation of the Transit Transformation Action Plan (Action Plan). The Action Plan was developed as part of the Blue Ribbon Transit Recovery Task Force and sets a course for accelerating the Bay Area's transit network transformation while integrating with recovery actions that are on-going in the wake of the pandemic.

As part of the distribution of federal COVID relief funds provided through the American Rescue Plan Act (ARP), MTC initially set aside a minimum amount of \$85 million in ARP funding for the implementation of Blue Ribbon initiatives. In October 2021, to address and optimize transit operator funding opportunities at the Federal level, the \$85 million was directly distributed to transit operators and, in exchange, transit operators agreed to work with MTC staff to identify alternate near-term revenue sources. Transit operators and County Transportation Agencies, in the case of Sonoma and Solano, have agreed to provide funding in the respective amounts shown in Table 1 to support implementation of the Action Plan.

The \$85 million in funding is focused on three initiatives to accelerate transformation of the transit system for the benefit of transit customers in the San Francisco Bay Area and to support on-going transit recovery in the wake of the pandemic. These initiatives are Fare Coordination/Integration, Regional Mapping and Wayfinding (Customer Information), and Transit Priority on Roadways. The \$85 million is primarily intended to support near-term implementation activities for these initiatives. A smaller share of the funds is also available to support other initiatives coming out of the Action Plan and to provide staff resources for implementation.

More funding is needed to fully implement the three accelerated initiatives as well as other actions in the Action Plan. MTC will collaborate with partner agencies, including transit operators, to advocate for and secure other funds to implement the Action Plan.

Table 1: Funding Amounts by Operator

Operator	Funding
AC Transit	\$ 6,175,442
ACE	\$ 335,130
BART	\$ 30,908,967
Caltrain	\$ 3,839,537
CCCTA	\$ 548,920
ECCTA	\$ 178,426
GGBHTD	\$ 5,390,277
LAVTA	\$ 535,322
Marin Transit	\$ 243,613
NVTA	\$ 216,814
SamTrans	\$ 1,460,519
SFMTA	\$ 26,921,813
Solano County Operators	\$ 613,192
Sonoma County Operators	\$ 868,262
Union City Transit	\$ 42,344
VTa	\$ 5,202,490
WCCTA	\$ 270,627
WETA	\$ 1,248,305
Total	\$ 85,000,000

II. Fund Sources

MTC and transit operators have identified a variety of fund sources to fulfill the \$85 million funding commitment. These potential fund sources include, but are not limited to:

- Population-based State Transit Assistance (STA);
- Revenue-based STA;
- Federal Transit Administration funds through the Transit Capital Priorities; and
- Federal STP/CMAQ funds through One Bay Area Grant Programs.

The specific fund sources will be identified through programming actions contained in Attachment B, Blue Ribbon Action Plan Program of Projects, to this resolution. MTC and transit operators will continue to work together to secure funds to fulfill the \$85 million funding commitment. MTC will be able to independently program some of these fund sources while others will require additional coordination with and participation of transit operators.

Funding exchanges may be needed to implement the Blue Ribbon Action Plan Program of Projects. MTC will pursue funding exchanges, as necessary, to fulfill the \$85 million funding commitment.

III. Programming and Allocations Process

The Blue Ribbon Action Plan Program of Projects, Attachment B, identifies the programmed amounts for each initiative. Specific programming actions within each initiative will be taken as projects are ready to move forward. Should additional funding be secured to implement the projects identified in Attachment B, recommendations to shift funds between initiatives may be made based on project eligibility for different funding and overall needs of the Blue Ribbon Program.

Programming of funds, up to \$1 million, may be made through the Executive Director's Administrative Authority.

Additional actions may be needed following the adoption of the Blue Ribbon Program of Projects that are specific to the fund source assigned to a project. Project sponsors are responsible for ensuring completion and compliance with any additional actions needed to secure the funds identified for the project through this resolution in Attachment B.

A summary of subsequent actions necessary to obligate or encumber the expected fund sources is provided below. This information is not exhaustive and additional fund sources may be identified and incorporated into the Blue Ribbon Funding Plan at a future date. Project sponsors are responsible for complying with all policies related to the respective fund sources programmed to the project in Attachment B.

State Transit Assistance Funds:

An allocation request should be submitted to MTC by the project sponsor or subrecipients in order to encumber funds to the project.

Federal Transit Administration (FTA) 5307 or 5311:

Following or concurrent with the programming through Attachment B, these funds must be programmed through the MTC Transit Capital Priorities Program. The project sponsor must

then add the funds to the Transportation Improvement Program (TIP) and, following approval of the TIP, submit a request to FTA for the funds.

Federal Transportation Program Funds—Surface Transportation Block Grant (STP) or Congestion Management and Air Quality Improvement (CMAQ) funds:

Along with the programming through Attachment B, these funds must be formally amended into the One Bay Area Grant Program. The project sponsor must then add the funds to the Transportation Improvement Program (TIP), and following approval of the TIP, submit a request to Caltrans for the funds. Caltrans will issue an authorization to proceed.

IV. Timely Use of Funds

Project sponsors shall adhere to the respective project delivery milestones, invoice, and funding expiration deadline, or other requirements of the funding received.

The Blue Ribbon funds are intended to support the near-term (approximately three years) implementation of Transit Transformation Action Plan. Should priorities or conditions change, or if a project is not ready to advance, funds may be reassigned to another project.

Blue Ribbon Transit Transformation Action Plan Program of Projects

						Fund Sources					
Initiative	Action # ¹	Sponsor	Project	Funding by Initiative	Total Project Programming	Population-based STA ²	STA Revenue-based STA Exchange	FTA Section 5307	OBAG 2	RM 2 Marketing	Notes
						\$ 21,358,796	\$ 49,101,973	\$ 13,789,231	\$ 750,000	\$ 315,000	
I. Fare Coordination/Integration (Actions 1-3)				\$ 28,000,000							
	1a	MTC	Clipper® BayPass (Institutional Pass Pilot)		\$ 6,000,000	\$ 6,000,000					
			AC Transit			\$ 162,807					
			BART			\$ 1,089,451					
			Caltrain			\$ 231,748					
			CCCTA			\$ 7,637					
			ECCTA			\$ 5,000					
			FAST			\$ 5,001					
			GGBHTD			\$ 80,951					
			LAVTA			\$ 5,723					
			Marin Transit			\$ 8,049					
			NVTA			\$ 5,000					
			Petaluma Transit			\$ 5,000					
			SamTrans			\$ 35,138					
			Santa Rosa CityBus			\$ 5,000					
			SFMTA			\$ 444,908					
			SMART			\$ 9,242					
			SolTrans			\$ 7,561					
			Sonoma County Transit			\$ 5,000					
			Union City Transit			\$ 5,000					
			Vacaville City Coach			\$ 5,000					
			VTA			\$ 88,848					
			WestCAT			\$ 5,389					
			WETA			\$ 50,641					
			Total Year 1 Programming ⁴			\$ 2,268,094					
II. Regional Mapping and Wayfinding (Actions 4-6)				\$ 18,200,000							
	4a	MTC	Mapping and Wayfinding Standards		\$ 2,000,000	\$ 624,140		\$ 1,375,860			
III. Transit Priority on Roadways (Actions 7-12)				\$ 26,000,000							
	25a(9aX)	MTC	Regional Transit Card (RTC) Improvements (exchange with Bay Bridge Forward)		\$ 500,000	\$ 500,000					
	9a	MTC	Bay Bridge Forward - Preliminary Engineering		\$ 750,000				\$ 750,000		
IV. Transit Planning (Actions 13-20)				\$ 3,250,000	\$ 315,000		\$ 315,000				
V. Accessibility (Actions 21-25)				\$ 4,550,000							
	23a	MTC	Paratransit Fare Payment Clipper		\$ 2,000,000	\$ 2,000,000					
VI. Staff Support				\$ 5,000,000							
		MTC	MTC Staff		\$ 1,000,000	\$ 1,000,000					
		AC Transit/ BART	Transit Operator Staff ⁵		\$ 4,000,000		\$ 3,685,000			\$ 315,000	
			AC Transit				\$ 1,764,738				
			BART				\$ 1,919,960			\$ 315,000	
			Total Programming	\$ 85,000,000	\$ 16,565,000	\$ 10,124,140	\$ 4,000,000	\$ 1,375,860	\$ 750,000	\$ 315,000	
			Balance		\$ 68,435,000	\$ 11,234,656	\$ 45,101,973	\$ 12,413,371	\$ -	\$ -	

Notes:

1. Action # refers to the twenty-seven actions in the Transit Transformation Action Plan. Actions 26 and 27, related to Funding, are not included in this Blue Ribbon Program of Projects. Additional alphabetical identifiers have been added to identify projects related to the initiative and action. "X" signifies a funding exchange.

2. Population-based STA is programmed to the Blue Ribbon Program through MTC Res. No. 4450, FY 2022-23 Fund Estimate.

3. The Bay Bridge Forward project, 9a, will receive OBAG 2 funds from the RTC project (Action 25a) and the RTC Project will be allocated \$500,000 in Blue Ribbon funds.

4. Clipper BayPass Year 1 Programming action in October 2022. Additional funds to be programmed to operators in 2023.

5. These funds will support staff work related to Fare Coordination/Integration Study implementation, Mapping and Wayfindingproject development, Transit Priority coordination, overall implementation of the Action Plan, and Transit 2050+ (connected network planning).



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	23-0407	Version:	1	Name:	
Type:	Resolution	Status:		Consent	
File created:	2/17/2023	In control:		Programming and Allocations Committee	
On agenda:	3/8/2023	Final action:			
Title:	MTC Resolution Nos. 4504, Revised, 4523, Revised, and 4524, Revised. Updates the programming and allocation of Transportation Development Act and State Transit Assistance funds for Feeder Bus payments from BART to four East Bay bus operators.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	12e 23-0407 MTC Resolutions 4504 4523 4524 Fund Estimate TDA STA Allocations.pdf 2f 23-0407 MTC Resolutions 4504 4523 4524 Fund Estimate TDA STA Allocations.pdf				
Date	Ver.	Action By	Action		Result

Subject:

MTC Resolution Nos. 4504, Revised, 4523, Revised, and 4524, Revised. Updates the programming and allocation of Transportation Development Act and State Transit Assistance funds for Feeder Bus payments from BART to four East Bay bus operators.

Presenter:

Terence Lee

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

March 8, 2023

Agenda Item 2f - 23-0407

MTC Resolution Nos. 4504, Revised, 4523, Revised, and 4524 Revised

Subject:

Updates the FY 2022-23 MTC Fund Estimate and FY 2022-23 Transportation Development Act (TDA) and State Transit Assistance (STA) allocations to revise programming and allocation amounts associated with feeder bus payments from BART to four East Bay bus operators

Background:**Feeder Bus Payments**

A 1997 agreement between BART, County Connection, LAVTA, Tri-Delta, and WestCat established a funding mechanism for BART to support feeder bus operators using BART's Transportation Development Act (TDA) and STA Revenue-Based funds. BART had communicated an interest in amending the agreement before the pandemic and has recently expressed greater urgency given its looming fiscal cliff.

BART and the four bus operators reached an agreement in February 2023 to reduce the payment amounts by 15% in FY 2022-23 and 25% in FY 2023-24. WestCat's FY 2022-23 reduction will be applied in FY 2023-24.

MTC Resolution No. 4504, the FY 2022-23 Fund Estimate, is revised to reflect new programming amounts; and MTC Resolution Nos. 4523 and 4524 are revised to reflect new allocation amounts. The four bus operators had already been allocated a portion of their FY 2022-23 payments and today's action will allocate the remainder due for the fiscal year.

Revised Total FY 2022-23 Programming and Allocations for Feeder Bus Payments

Operator	STA	TDA
County Connection	\$734,428	
LAVTA	\$493,798	\$116,986
Tri-Delta	\$2,387,643	
WestCat	\$2,493,826	\$295,861

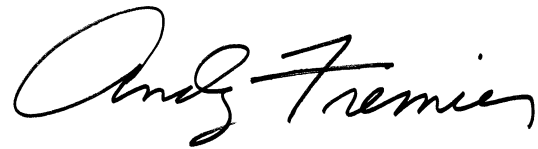
Issues: None

Recommendations:

Refer MTC Resolution Nos. 4504, Revised, 4523, Revised, and 4524 Revised to the Commission for approval.

Attachments:

1. MTC Resolution No. 4504, Revised
2. MTC Resolution No. 4523, Revised
3. MTC Resolution No. 4524, Revised

A handwritten signature in black ink, reading "Andrew B. Fremier". The signature is fluid and cursive, with the first name "Andrew" written in a large, looping script, and "B. Fremier" following in a similar but slightly more compact style.

Andrew B. Fremier

Date: February 23, 2022
W.I.: 1511
Referred by: PAC
Revised: 7/27/2022-C
9/28/2022-C
3/22/2023-C

ABSTRACT

MTC Resolution No. 4504, Revised

This resolution approves the FY 2022-23 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.

This resolution was revised on July 27, 2022 to reflect actual receipts for TDA and AB 1107 funds in FY 2021-22, on September 28, 2022 to update the STA and SGR programs with actual revenues in FY 2021-22 and updated estimates for FY 2022-23, and on March 22, 2023 to update the TDA and STA programming amounts for feeder bus payments.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheets dated February 9, 2022, July 13, 2022, September 14, 2022, and March 8, 2023.

Date: February 23, 2022
W.I.: 1511
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2022-23

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4504, Revised

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 2021-22 and FY 2022-23 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 2022-23 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 2022-23 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 2022-23 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 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 23, 2022.

**FY 2022-23 FUND ESTIMATE
REGIONAL SUMMARY**

Attachment A
Res No. 4504
Page 1 of 20
3/22/2023

TDA REGIONAL SUMMARY TABLE

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(A:G)</i>
	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	FY2022-23	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance ¹	Outstanding Commitments, Refunds, & Interest ²	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	24,803,191	(84,085,307)	84,846,744	17,387,044	(3,719,352)	101,774,961	(4,070,999)	136,936,283
Contra Costa	34,461,353	(60,734,891)	45,908,428	9,978,785	(2,095,489)	58,468,618	(2,338,745)	83,648,058
Marin	2,923,423	(14,454,328)	12,017,498	5,709,753	(709,090)	16,523,000	(660,920)	21,349,335
Napa	7,734,546	(14,572,975)	8,979,207	2,296,690	(451,036)	10,405,658	(416,226)	13,975,866
San Francisco	1,487,917	(43,506,561)	44,562,500	1,330,567	(1,835,723)	45,952,500	(1,838,101)	46,153,099
San Mateo	4,496,469	(39,097,488)	42,857,457	9,441,725	(1,901,967)	52,172,265	(2,086,890)	65,881,570
Santa Clara	7,630,267	(130,992,256)	130,850,000	8,636,658	(4,939,466)	140,649,000	(5,625,960)	146,208,243
Solano	37,790,606	(26,098,382)	22,483,483	3,041,548	(1,021,001)	25,527,409	(1,021,096)	60,702,568
Sonoma	23,582,197	(29,276,488)	26,600,000	3,677,172	(1,111,087)	32,025,000	(1,281,000)	54,215,795
TOTAL	\$144,909,969	(\$442,818,676)	\$419,105,317	\$61,499,943	(\$17,784,211)	\$483,498,410	(\$19,339,937)	\$629,070,816

STA, AB 1107, BRIDGE TOLL, LOW CARBON TRANSIT OPERATIONS PROGRAM, & SGR PROGRAM REGIONAL SUMMARY TABLE

<i>Column</i>	<i>A</i>		<i>B</i>	<i>C</i>	<i>D</i>	<i>E=Sum(A:D)</i>
	6/30/2021		FY2020-22	FY2021-22	FY2022-23	FY2022-23
Fund Source	Balance (w/ interest) ¹		Outstanding Commitments ²	Revenue Estimate	Revenue Estimate	Available for Allocation
State Transit Assistance						
Revenue-Based	31,040,545		(190,152,605)	190,834,159	256,881,538	288,603,635
Population-Based	69,456,022		(67,731,628)	69,509,562	93,145,482	164,379,438
SUBTOTAL	100,496,567		(257,884,233)	260,343,721	350,027,020	452,983,073
AB1107 - BART District Tax (25% Share)	0		(103,571,097)	103,571,097	100,000,000	100,000,000
Bridge Toll Total						
MTC 2% Toll Revenue	8,458,867		(4,137,805)	1,700,000	1,450,000	7,471,062
5% State General Fund Revenue	18,039,971		(281,706)	3,408,427	3,729,880	24,896,572
SUBTOTAL	26,498,838		(4,419,511)	5,108,427	5,179,880	32,367,634
Low Carbon Transit Operations Program	0		0	59,629,152	66,605,301	126,234,453
State of Good Repair Program						
Revenue-Based	4		(31,477,988)	31,306,951	32,422,154	32,251,123
Population-Based	18,692,026		(30,100,865)	11,361,166	11,756,303	11,708,629
SUBTOTAL	18,692,030		(61,578,853)	42,668,117	44,178,457	43,959,752
TOTAL	\$145,687,435		(\$427,453,695)	\$471,320,514	\$565,990,658	\$755,544,912

Please see Attachment A pages 2-20 for detailed information on each fund source.

1. Balance as of 6/30/21 is from the MTC FY2020-22 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.

**FY 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
ALAMEDA COUNTY**

Attachment A
Res No. 4504
Page 2 of 20
3/22/2023

FY2021-22 TDA Revenue Estimate				FY2022-23 TDA Revenue Estimate			
FY2021-22 Generation Estimate Adjustment				FY2022-23 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 21)	84,846,744			13. County Auditor Estimate		101,774,961	
2. Actual Revenue (Jul, 22)	102,233,788			FY2022-23 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		17,387,044		14. MTC Administration (0.5% of Line 13)	508,875		
FY2021-22 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	508,875		
4. MTC Administration (0.5% of Line 3)	86,935			16. MTC Planning (3.0% of Line 13)	3,053,249		
5. County Administration (Up to 0.5% of Line 3) ⁴	(283,065)			17. Total Charges (Lines 14+15+16)		4,070,999	
6. MTC Planning (3.0% of Line 3)	521,611			18. TDA Generations Less Charges (Lines 13-17)		97,703,962	
7. Total Charges (Lines 4+5+6)		325,481		FY2022-23 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		17,061,563		19. Article 3.0 (2.0% of Line 18)	1,954,079		
FY2021-22 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)		95,749,883	
9. Article 3 Adjustment (2.0% of line 8)	341,231			21. Article 4.5 (5.0% of Line 20)	4,787,494		
10. Funds Remaining (Lines 8-9)		16,720,332		22. TDA Article 4 (Lines 20-21)		90,962,389	
11. Article 4.5 Adjustment (5.0% of Line 10)	836,017						
12. Article 4 Adjustment (Lines 10-11)		15,884,315					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	5,213,118	59,236	5,272,354	(5,317,132)	0	1,629,057	341,231	1,925,510	1,954,079	3,879,589
Article 4.5	805,262	4,519	809,781	(4,751,554)	0	3,991,191	836,017	885,435	4,787,494	5,672,929
SUBTOTAL	6,018,380	63,755	6,082,135	(10,068,686)	0	5,620,248	1,177,248	2,810,945	6,741,573	9,552,518
Article 4										
AC Transit										
District 1	581,923	27,769	609,692	(48,597,106)	0	48,597,106	10,179,415	10,789,107	58,247,727	69,036,834
District 2	154,384	7,370	161,754	(12,980,480)	0	12,980,480	2,718,962	2,880,716	15,683,052	18,563,768
BART ³	16,560	65	16,625	(104,953)	0	89,475	18,742	19,890	97,096	116,986
LAVTA	7,763,948	104,123	7,868,071	(18,458,315)	10,711,602	10,823,468	2,267,143	13,211,969	12,938,264	26,150,233
Union City	10,267,996	117,077	10,385,073	(4,926,370)	18,842	3,342,096	700,054	9,519,694	3,996,250	13,515,944
SUBTOTAL	18,784,811	256,404	19,041,215	(85,067,224)	10,730,444	75,832,626	15,884,315	36,421,376	90,962,389	127,383,765
GRAND TOTAL	\$24,803,191	\$320,160	\$25,123,350	(\$95,135,910)	\$10,730,444	\$81,452,874	\$17,061,563	\$39,232,321	\$97,703,962	\$136,936,283

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 6/30/22.

3. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.

4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
CONTRA COSTA COUNTY**

Attachment A
Res No. 4504
Page 3 of 20
3/22/2023

FY2021-22 TDA Revenue Estimate				FY2022-23 TDA Revenue Estimate	
FY2021-22 Generation Estimate Adjustment				FY2022-23 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 21)	45,908,428			13. County Auditor Estimate	58,468,618
2. Actual Revenue (Jul, 22)	55,887,213			FY2022-23 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)		9,978,785		14. MTC Administration (0.5% of Line 13)	292,343
FY2021-22 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	292,343
4. MTC Administration (0.5% of Line 3)	49,894			16. MTC Planning (3.0% of Line 13)	1,754,059
5. County Administration (Up to 0.5% of Line 3) ⁴	(90,106)			17. Total Charges (Lines 14+15+16)	2,338,745
6. MTC Planning (3.0% of Line 3)	299,364			18. TDA Generations Less Charges (Lines 13-17)	56,129,873
7. Total Charges (Lines 4+5+6)		259,152		FY2022-23 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)		9,719,633		19. Article 3.0 (2.0% of Line 18)	1,122,597
FY2021-22 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	55,007,276
9. Article 3 Adjustment (2.0% of line 8)	194,393			21. Article 4.5 (5.0% of Line 20)	2,750,364
10. Funds Remaining (Lines 8-9)		9,525,240		22. TDA Article 4 (Lines 20-21)	52,256,912
11. Article 4.5 Adjustment (5.0% of Line 10)	476,262				
12. Article 4 Adjustment (Lines 10-11)		9,048,978			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,768,996	13,503	1,782,498	(2,465,818)	0	881,442	194,393	392,515	1,122,597	1,515,112
Article 4.5	798,516	1,587	800,103	(2,912,016)	0	2,159,532	476,262	523,881	2,750,364	3,274,245
SUBTOTAL	2,567,512	15,090	2,582,602	(5,377,834)	0	3,040,974	670,655	916,396	3,872,961	4,789,357
Article 4										
AC Transit										
District 1	351,997	3,145	355,142	(7,072,554)	0	7,072,554	1,559,777	1,914,918	8,977,874	10,892,792
BART ³	89,490	620	90,110	(362,361)	0	287,090	63,315	78,153	217,708	295,861
CCCTA	21,467,243	66,542	21,533,786	(27,303,464)	0	19,194,326	4,233,105	17,657,753	24,521,140	42,178,893
ECCTA	5,785,308	31,557	5,816,865	(17,772,965)	0	12,032,800	2,653,706	2,730,406	15,435,040	18,165,446
WCCTA	4,199,803	25,968	4,225,771	(3,953,995)	965,360	2,444,348	539,075	4,220,559	3,105,151	7,325,710
SUBTOTAL	31,893,842	127,832	32,021,673	(56,465,338)	965,360	41,031,117	9,048,978	26,601,789	52,256,912	78,858,701
GRAND TOTAL	\$34,461,353	\$142,921	\$34,604,275	(\$61,843,173)	\$965,360	\$44,072,091	\$9,719,633	\$27,518,185	\$56,129,873	\$83,648,058

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 6/30/22.

3. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.

4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
MARIN COUNTY**

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FY2021-22 TDA Revenue Estimate				FY2022-23 TDA Revenue Estimate			
FY2021-22 Generation Estimate Adjustment				FY2022-23 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 21)	12,017,498			13. County Auditor Estimate		16,523,000	
2. Actual Revenue (Jul, 22)	17,727,251			FY2022-23 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		5,709,753		14. MTC Administration (0.5% of Line 13)	82,615		
FY2021-22 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	82,615		
4. MTC Administration (0.5% of Line 3)	28,549			16. MTC Planning (3.0% of Line 13)	495,690		
5. County Administration (Up to 0.5% of Line 3) ⁴	28,549			17. Total Charges (Lines 14+15+16)		660,920	
6. MTC Planning (3.0% of Line 3)	171,293			18. TDA Generations Less Charges (Lines 13-17)		15,862,080	
7. Total Charges (Lines 4+5+6)		228,391		FY2022-23 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		5,481,362		19. Article 3.0 (2.0% of Line 18)	317,242		
FY2021-22 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)		15,544,838	
9. Article 3 Adjustment (2.0% of line 8)	109,627			21. Article 4.5 (5.0% of Line 20)	0		
10. Funds Remaining (Lines 8-9)		5,371,735		22. TDA Article 4 (Lines 20-21)		15,544,838	
11. Article 4.5 Adjustment (5.0% of Line 10)	0						
12. Article 4 Adjustment (Lines 10-11)		5,371,735					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	247,994	(8,755)	239,239	(478,731)	0	230,736	109,627	100,871	317,242	418,113
Article 4.5										
SUBTOTAL	247,994	(8,755)	239,239	(478,731)	0	230,736	109,627	100,871	317,242	418,113
Article 4/8										
GGBHTD	985,374	7,799	993,173	(7,416,263)	0	6,430,889	3,055,443	3,063,242	5,804,443	8,867,685
Marin Transit	1,690,054	6,849	1,696,904	(6,565,228)	0	4,875,174	2,316,292	2,323,142	9,740,395	12,063,537
SUBTOTAL	2,675,428	14,649	2,690,077	(13,981,491)	0	11,306,063	5,371,735	5,386,384	15,544,838	20,931,222
GRAND TOTAL	\$2,923,423	\$5,894	\$2,929,316	(\$14,460,222)	\$0	\$11,536,799	\$5,481,362	\$5,487,255	\$15,862,080	\$21,349,335

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 6/30/22.

**FY 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
NAPA COUNTY**

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FY2021-22 TDA Revenue Estimate				FY2022-23 TDA Revenue Estimate			
FY2021-22 Generation Estimate Adjustment				FY2022-23 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 21)	8,979,207			13. County Auditor Estimate		10,405,658	
2. Actual Revenue (Jul, 22)	11,275,897			FY2022-23 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		2,296,690		14. MTC Administration (0.5% of Line 13)	52,028		
FY2021-22 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	52,028		
4. MTC Administration (0.5% of Line 3)	11,483			16. MTC Planning (3.0% of Line 13)	312,170		
5. County Administration (Up to 0.5% of Line 3) ⁴	11,483			17. Total Charges (Lines 14+15+16)		416,226	
6. MTC Planning (3.0% of Line 3)	68,901			18. TDA Generations Less Charges (Lines 13-17)		9,989,432	
7. Total Charges (Lines 4+5+6)		91,867		FY2022-23 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		2,204,823		19. Article 3.0 (2.0% of Line 18)	199,789		
FY2021-22 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)		9,789,643	
9. Article 3 Adjustment (2.0% of line 8)	44,096			21. Article 4.5 (5.0% of Line 20)	489,482		
10. Funds Remaining (Lines 8-9)		2,160,727		22. TDA Article 4 (Lines 20-21)		9,300,161	
11. Article 4.5 Adjustment (5.0% of Line 10)	108,036						
12. Article 4 Adjustment (Lines 10-11)		2,052,691					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	225,982	3,028	229,011	(398,382)	0	172,401	44,096	47,126	199,789	246,915
Article 4.5	62,969	439	63,409	(300,000)	0	422,382	108,036	293,827	489,482	783,309
SUBTOTAL	288,952	3,468	292,419	(698,382)	0	594,783	152,132	340,953	689,271	1,030,224
Article 4/8										
NVTA ³	7,445,594	53,860	7,499,455	(13,931,921)	0	8,025,256	2,052,691	3,645,481	9,300,161	12,945,642
SUBTOTAL	7,445,594	53,860	7,499,455	(13,931,921)	0	8,025,256	2,052,691	3,645,481	9,300,161	12,945,642
GRAND TOTAL	\$7,734,546	\$57,328	\$7,791,874	(\$14,630,303)	\$0	\$8,620,039	\$2,204,823	\$3,986,434	\$9,989,432	\$13,975,866

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 6/30/22.

3. NVTA is authorized to claim 100% of the apportionment to Napa County.

**FY 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN FRANCISCO COUNTY**

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FY2021-22 TDA Revenue Estimate				FY2022-23 TDA Revenue Estimate			
FY2021-22 Generation Estimate Adjustment				FY2022-23 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 21)	44,562,500			13. County Auditor Estimate	45,952,500		
2. Actual Revenue (Jul, 22)	45,893,067			FY2022-23 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		1,330,567		14. MTC Administration (0.5% of Line 13)	229,763		
FY2021-22 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	229,763		
4. MTC Administration (0.5% of Line 3)	6,653			16. MTC Planning (3.0% of Line 13)	1,378,575		
5. County Administration (Up to 0.5% of Line 3) ⁴	6,653			17. Total Charges (Lines 14+15+16)	1,838,101		
6. MTC Planning (3.0% of Line 3)	39,917			18. TDA Generations Less Charges (Lines 13-17)	44,114,399		
7. Total Charges (Lines 4+5+6)		53,223		FY2022-23 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		1,277,344		19. Article 3.0 (2.0% of Line 18)	882,288		
FY2021-22 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	43,232,111		
9. Article 3 Adjustment (2.0% of line 8)	25,547			21. Article 4.5 (5.0% of Line 20)	2,161,606		
10. Funds Remaining (Lines 8-9)		1,251,797		22. TDA Article 4 (Lines 20-21)	41,070,505		
11. Article 4.5 Adjustment (5.0% of Line 10)	62,590						
12. Article 4 Adjustment (Lines 10-11)		1,189,207					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,494,496	27,326	1,521,822	(1,621,504)	0	855,600	25,547	781,465	882,288	1,663,753
Article 4.5	0	0	0	(2,096,220)	0	2,096,220	62,590	62,590	2,161,606	2,224,196
SUBTOTAL	1,494,496	27,326	1,521,822	(3,717,724)	0	2,951,820	88,137	844,055	3,043,894	3,887,949
Article 4										
SFMTA	(6,579)	12,016	5,437	(39,828,179)	0	39,828,179	1,189,207	1,194,645	41,070,505	42,265,150
SUBTOTAL	(6,579)	12,016	5,437	(39,828,179)	0	39,828,179	1,189,207	1,194,645	41,070,505	42,265,150
GRAND TOTAL	\$1,487,917	\$39,342	\$1,527,259	(\$43,545,903)	\$0	\$42,779,999	\$1,277,344	\$2,038,700	\$44,114,399	\$46,153,099

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 6/30/22.

**FY 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN MATEO COUNTY**

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FY2021-22 TDA Revenue Estimate				FY2022-23 TDA Revenue Estimate			
FY2021-22 Generation Estimate Adjustment				FY2022-23 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 21)	42,857,457			13. County Auditor Estimate		52,172,265	
2. Actual Revenue (Jul, 22)	52,299,182			FY2022-23 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		9,441,725		14. MTC Administration (0.5% of Line 13)	260,861		
FY2021-22 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	260,861		
4. MTC Administration (0.5% of Line 3)	47,209			16. MTC Planning (3.0% of Line 13)	1,565,168		
5. County Administration (Up to 0.5% of Line 3) ⁴	(142,791)			17. Total Charges (Lines 14+15+16)		2,086,890	
6. MTC Planning (3.0% of Line 3)	283,252			18. TDA Generations Less Charges (Lines 13-17)		50,085,375	
7. Total Charges (Lines 4+5+6)		187,670		FY2022-23 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		9,254,055		19. Article 3.0 (2.0% of Line 18)	1,001,707		
FY2021-22 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)		49,083,668	
9. Article 3 Adjustment (2.0% of line 8)	185,081			21. Article 4.5 (5.0% of Line 20)	2,454,183		
10. Funds Remaining (Lines 8-9)		9,068,974		22. TDA Article 4 (Lines 20-21)		46,629,485	
11. Article 4.5 Adjustment (5.0% of Line 10)	453,449						
12. Article 4 Adjustment (Lines 10-11)		8,615,525					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,821,580	5,921	3,827,501	(2,335,200)	0	822,863	185,081	2,500,245	1,001,707	3,501,952
Article 4.5	33,745	7,443	41,187	(1,845,853)	0	2,016,015	453,449	664,798	2,454,183	3,118,981
SUBTOTAL	3,855,325	13,363	3,868,688	(4,181,053)	0	2,838,878	638,530	3,165,043	3,455,890	6,620,933
Article 4										
SamTrans	641,144	141,406	782,550	(35,071,204)	0	38,304,281	8,615,525	12,631,152	46,629,485	59,260,637
SUBTOTAL	641,144	141,406	782,550	(35,071,204)	0	38,304,281	8,615,525	12,631,152	46,629,485	59,260,637
GRAND TOTAL	\$4,496,469	\$154,769	\$4,651,239	(\$39,252,257)	\$0	\$41,143,159	\$9,254,055	\$15,796,195	\$50,085,375	\$65,881,570

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 6/30/22.

3. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SANTA CLARA COUNTY**

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FY2021-22 TDA Revenue Estimate			FY2022-23 TDA Revenue Estimate		
FY2021-22 Generation Estimate Adjustment			FY2022-23 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 21)	130,850,000		13. County Auditor Estimate		140,649,000
2. Actual Revenue (Jul, 22)	139,486,658		FY2022-23 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		8,636,658	14. MTC Administration (0.5% of Line 13)	703,245	
FY2021-22 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	703,245	
4. MTC Administration (0.5% of Line 3)	43,183		16. MTC Planning (3.0% of Line 13)	4,219,470	
5. County Administration (Up to 0.5% of Line 3) ⁴	(596,817)		17. Total Charges (Lines 14+15+16)		5,625,960
6. MTC Planning (3.0% of Line 3)	259,100		18. TDA Generations Less Charges (Lines 13-17)		135,023,040
7. Total Charges (Lines 4+5+6)		(294,534)	FY2022-23 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		8,931,192	19. Article 3.0 (2.0% of Line 18)	2,700,461	
FY2021-22 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		132,322,579
9. Article 3 Adjustment (2.0% of line 8)	178,624		21. Article 4.5 (5.0% of Line 20)	6,616,129	
10. Funds Remaining (Lines 8-9)		8,752,568	22. TDA Article 4 (Lines 20-21)		125,706,450
11. Article 4.5 Adjustment (5.0% of Line 10)	437,628				
12. Article 4 Adjustment (Lines 10-11)		8,314,940			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	6,698,078	127,681	6,825,759	(7,627,785)		2,512,320	178,624	1,888,918	2,700,461	4,589,379
Article 4.5	46,612	2,098	48,710	(6,176,706)	0	6,155,184	437,628	464,816	6,616,129	7,080,945
SUBTOTAL	6,744,690	129,779	6,874,469	(13,804,491)	0	8,667,504	616,252	2,353,734	9,316,590	11,670,324
Article 4										
VTA	885,577	39,860	925,437	(117,357,404)	0	116,948,496	8,314,940	8,831,469	125,706,450	134,537,919
SUBTOTAL	885,577	39,860	925,437	(117,357,404)	0	116,948,496	8,314,940	8,831,469	125,706,450	134,537,919
GRAND TOTAL	\$7,630,267	\$169,639	\$7,799,906	(\$131,161,895)	\$0	\$125,616,000	\$8,931,192	\$11,185,203	\$135,023,040	\$146,208,243

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 6/30/22.

3. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

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FY2021-22 TDA Revenue Estimate			FY2022-23 TDA Revenue Estimate		
FY2021-22 Generation Estimate Adjustment			FY2022-23 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 21)	22,483,483		13. County Auditor Estimate		25,527,409
2. Actual Revenue (Jul, 22)	25,525,031		FY2022-23 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		3,041,548	14. MTC Administration (0.5% of Line 13)	127,637	
FY2021-22 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	127,637	
4. MTC Administration (0.5% of Line 3)	15,208		16. MTC Planning (3.0% of Line 13)	765,822	
5. County Administration (Up to 0.5% of Line 3) ⁴	15,208		17. Total Charges (Lines 14+15+16)		1,021,096
6. MTC Planning (3.0% of Line 3)	91,246		18. TDA Generations Less Charges (Lines 13-17)		24,506,313
7. Total Charges (Lines 4+5+6)		121,662	FY2022-23 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		2,919,886	19. Article 3.0 (2.0% of Line 18)	490,126	
FY2021-22 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		24,016,187
9. Article 3 Adjustment (2.0% of line 8)	58,398		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		2,861,488	22. TDA Article 4 (Lines 20-21)		24,016,187
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		2,861,488			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,070,802	12,455	1,083,257	(1,458,247)	0	431,683	58,398	115,091	490,126	605,217
Article 4.5										
SUBTOTAL	1,070,802	12,455	1,083,257	(1,458,247)	0	431,683	58,398	115,091	490,126	605,217
Article 4/8										
Dixon	1,445,864	11,474	1,457,337	(1,489,560)	0	959,641	129,819	1,057,237	1,106,100	2,163,337
Fairfield	6,662,070	53,486	6,715,556	(7,156,520)	0	5,620,857	760,385	5,940,278	6,462,613	12,402,891
Rio Vista	754,075	6,511	760,586	(221,334)	0	479,869	64,916	1,084,037	552,037	1,636,074
Solano County	2,774,178	21,152	2,795,330	(946,523)	0	916,397	123,969	2,889,173	1,005,770	3,894,943
Suisun City	302,609	1,889	304,498	(925,550)	0	1,399,148	189,276	967,371	1,581,740	2,549,111
Vacaville	13,266,661	100,735	13,367,395	(6,473,927)	0	4,749,915	642,565	12,285,948	5,369,273	17,655,221
Vallejo/Benicia	11,514,349	89,180	11,603,528	(7,723,602)	0	7,026,636	950,558	11,857,120	7,938,655	19,795,775
SUBTOTAL	36,719,804	284,426	37,004,230	(24,937,016)	0	21,152,462	2,861,488	36,081,164	24,016,187	60,097,351
GRAND TOTAL	\$37,790,606	\$296,881	\$38,087,487	(\$26,395,263)	\$0	\$21,584,145	\$2,919,886	\$36,196,255	\$24,506,313	\$60,702,568

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 6/30/22.
3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

**FY 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SONOMA COUNTY**

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FY2021-22 TDA Revenue Estimate			FY2022-23 TDA Revenue Estimate		
<i>FY2021-22 Generation Estimate Adjustment</i>			<i>FY2022-23 County Auditor's Generation Estimate</i>		
1. Original County Auditor Estimate (Feb, 21)	26,600,000		13. County Auditor Estimate		32,025,000
2. Actual Revenue (Jul, 22)	30,277,172		<i>FY2022-23 Planning and Administration Charges</i>		
3. Revenue Adjustment (Lines 2-1)		3,677,172	14. MTC Administration (0.5% of Line 13)	160,125	
<i>FY2021-22 Planning and Administration Charges Adjustment</i>			15. County Administration (0.5% of Line 13)	160,125	
4. MTC Administration (0.5% of Line 3)	18,386		16. MTC Planning (3.0% of Line 13)	960,750	
5. County Administration (Up to 0.5% of Line 3) ⁴	(81,614)		17. Total Charges (Lines 14+15+16)		1,281,000
6. MTC Planning (3.0% of Line 3)	110,315		18. TDA Generations Less Charges (Lines 13-17)		30,744,000
7. Total Charges (Lines 4+5+6)		47,087	<i>FY2022-23 TDA Apportionment By Article</i>		
8. Adjusted Generations Less Charges (Lines 3-7)		3,630,085	19. Article 3.0 (2.0% of Line 18)	614,880	
<i>FY2021-22 TDA Adjustment By Article</i>			20. Funds Remaining (Lines 18-19)		30,129,120
9. Article 3 Adjustment (2.0% of line 8)	72,602		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		3,557,483	22. TDA Article 4 (Lines 20-21)		30,129,120
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		3,557,483			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	2,353,141	20,080	2,373,220	(1,673,036)	0	510,720	72,602	1,283,506	614,880	1,898,386
Article 4.5										
SUBTOTAL	2,353,141	20,080	2,373,220	(1,673,036)	0	510,720	72,602	1,283,506	614,880	1,898,386
Article 4/8										
GGBHTD ³	122,632	6,603	129,235	(6,322,679)	0	6,216,280	883,679	906,514	7,490,436	8,396,950
Petaluma	2,146,824	18,338	2,165,162	(1,213,618)	0	1,951,972	277,484	3,180,999	2,405,670	5,586,669
Santa Rosa	7,538,590	48,693	7,587,283	(7,735,000)	0	6,764,333	961,588	7,578,204	8,156,373	15,734,577
Sonoma County	11,421,010	56,904	11,477,914	(12,482,771)	0	10,092,695	1,434,733	10,522,572	12,076,641	22,599,213
SUBTOTAL	21,229,057	130,537	21,359,594	(27,754,068)	0	25,025,280	3,557,483	22,188,289	30,129,120	52,317,409
GRAND TOTAL	\$23,582,197	\$150,617	\$23,732,814	(\$29,427,104)	\$0	\$25,536,000	\$3,630,085	\$23,471,795	\$30,744,000	\$54,215,795

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 6/30/22.

3. Apportionment to GGBHTD is based on the Sonoma County Transportation Authority's coordinated TDA claim.

4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2022-23 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

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FY2021-22 STA Revenue Estimate		FY2022-23 STA Revenue Estimate	
1. State Estimate (Jan, 22) ³	\$179,286,505	4. Projected Carryover (Aug, 22)	\$31,722,097
2. Actual Revenue (Aug, 22)	\$190,834,159	5. State Estimate (Aug, 22)	\$196,846,976
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$228,569,073

STA REVENUE-BASED APPORTIONMENT BY OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2021	FY2020-22	FY2021-22	6/30/2022	FY2022-23	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Actual Revenue ³	Projected Carryover ⁴	Revenue Estimate ⁵	Available For Allocation
ACCMA - Corresponding to ACE	52,613	(314,304)	278,548	16,857	374,951	391,808
Caltrain	6,889,123	(14,519,900)	9,045,328	1,414,551	12,175,901	13,590,452
CCCTA	265,164	(612,000)	793,018	446,182	1,067,479	1,513,661
City of Dixon	38,515	0	7,743	46,258	10,423	56,681
ECCTA	70,973	(358,048)	383,410	96,335	516,110	612,445
City of Fairfield	26,516	(145,149)	140,716	22,083	189,416	211,499
GGBHTD	190,889	(8,396,836)	8,679,377	473,430	11,683,293	12,156,723
LAVTA	430,624	(712,236)	380,391	98,779	512,045	610,824
Marin Transit	2,185,087	(1,500,000)	1,483,331	2,168,418	1,996,710	4,165,128
NVTA	16,737	(97,408)	107,691	27,020	144,962	171,982
City of Petaluma	10,422	(43,410)	46,207	13,219	62,197	75,416
City of Rio Vista	13,973	0	2,463	16,436	3,314	19,750
SamTrans	3,657,013	(11,431,876)	9,071,874	1,297,011	12,211,635	13,508,646
SMART	352,982	(1,757,364)	1,875,170	470,788	2,524,164	2,994,952
City of Santa Rosa	28,829	(174,524)	155,264	9,569	209,001	218,570
Solano County Transit	43,917	(291,716)	330,731	82,932	445,196	528,128
Sonoma County Transit	44,626	(206,612)	216,285	54,299	291,142	345,441
City of Union City	22,171	(132,384)	117,503	7,290	158,170	165,460
Vacaville City Coach	96,894	0	25,185	122,079	33,900	155,979
VTA	604,707	(26,436,776)	27,495,896	1,663,827	37,012,180	38,676,007
VTA - Corresponding to ACE	0	(150,975)	160,701	9,726	216,319	226,045
WCCTA	93,077	(472,527)	502,960	123,510	677,036	800,546
WETA	13,947,017	(5,289,400)	2,466,507	11,124,124	3,320,161	14,444,285
SUBTOTAL	29,081,870	(73,043,445)	63,766,299	19,804,723	85,835,705	105,640,428
AC Transit	533,531	(18,707,978)	24,257,152	6,082,705	32,652,511	38,735,216
BART	49	(35,710,889)	38,010,988	2,300,149	51,166,528	53,466,677
SFMTA	1,425,094	(62,690,293)	64,799,720	3,534,520	87,226,794	90,761,314
SUBTOTAL	1,958,675	(117,109,160)	127,067,860	11,917,374	171,045,833	182,963,207
GRAND TOTAL	\$31,040,545	(\$190,152,605)	\$190,834,159	\$31,722,097	\$256,881,538	\$288,603,635

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY 2021-22 allocations as of 6/30/22.
3. FY 2021-22 STA revenue generation is based on actual revenues as reported by the State Controller's Office in August 2022.
4. Projected carryover as of 6/30/22 does not include interest accrued in FY2021-22.
5. FY2022-23 STA revenue generation based on August 2022 State Controller's Office (SCO) forecast.

**FY 2022-23 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS**

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FY2021-22 STA Revenue Estimate			FY2022-23 STA Revenue Estimate			
1. State Estimate (Aug, 21)	\$65,303,438		4. Projected Carryover (Aug, 22)	\$71,233,956		
2. Actual Revenue (Aug, 22) ³	\$69,509,562		5. State Estimate ⁵ (Aug, 22)	\$93,145,482		
3. Revenue Adjustment (Lines 2-1)			6. Total Funds Available (Lines 4+5)	\$164,379,438		
STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT						
Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2021	FY2020-22	FY2021-22	6/30/2022	FY2022-23	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Actual Revenue ³	Projected Carryover ⁴	Revenue Estimate ⁵	Available For Allocation
County Block Grant ⁶						
Alameda	199,785	(8,245,209)	8,601,095	555,671	0	555,671
Contra Costa	243,606	(10,346,691)	10,793,283	690,198	0	690,198
Marin	65,034	(2,661,684)	2,776,568	179,918	0	179,918
Napa	320,353	(1,908,843)	1,698,434	109,944	0	109,944
San Francisco	1,077,367	(4,054,742)	4,114,159	1,136,784	0	1,136,784
San Mateo	4,730,645	(5,341,450)	2,463,254	1,852,449	0	1,852,449
Santa Clara	151,837	(6,572,999)	6,856,708	435,546	0	435,546
Solano	10,368,402	(8,968,264)	5,109,912	6,510,050	0	6,510,050
Sonoma	149,882	(5,394,061)	6,243,280	999,101	0	999,101
SUBTOTAL	17,306,911	(53,493,943)	48,656,693	12,469,661	0	12,469,661
Regional Program	16,416,944	(12,287,067)	20,653,451	24,783,327	27,943,645	52,726,972
Means-Based Transit Fare Program	34,931,586	(1,950,618)	0	32,980,968	0	32,980,968
FY22-23 Revenue - 70% of STA Pop Revenue ⁷	0	0	0	0	65,201,837	65,201,837
Transit Emergency Service Contingency Fund ⁸	800,582	0	199,418	1,000,000	0	1,000,000
GRAND TOTAL	\$69,456,022	(\$67,731,628)	\$69,509,562	\$71,233,956	\$93,145,482	\$164,379,438

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed. Balances from the Northern County/Small Operator and Regional Paratransit programs, previously established by MTC Resolution 3837, have been transferred to the appropriate County Block Grant program.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 6/30/22.

3. FY 2021-22 STA revenue generation is based on actual revenues as reported by the State Controller's Office in August 2022.

4. The projected carryover as of 6/30/2022 does not include interest accrued in FY 2021-22.

5. FY2022-23 STA revenue generation based on forecasts from the State Controller's Office from August 2022.

6. County Block Grant adopted through MTC Resolution 4321 in February 2018, and funded through a 70% share of STA Population-Based funds.

7. The County Block Grant program will be suspended in FY23, per amendment to MTC Resolution 4321, Revised. New revenues will instead be programmed directly to operators. Additional details on p13.

8. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program.

**FY 2022-23 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - AMERICAN RESCUE PLAN EXCHANGE (FY 2022-23)**

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Apportionment Jurisdictions ¹	FY2022-23 Aug. 2022 Estimate ²	ARP Exchange Amount ³	Estimated FY2022-23 Revenue to Operators
Alameda	\$11,525,799	\$6,165,689	\$5,360,109
AC Transit	\$6,942,565	\$4,807,453	\$2,135,112
BART	\$1,116,850	\$780,570	\$336,280
LAVTA	\$2,484,962	\$535,322	\$1,949,640
Union City	\$981,422	\$42,344	\$939,078
Contra Costa	\$14,463,415	\$2,436,722	\$12,026,694
County Connection	\$6,826,732	\$548,920	\$6,277,812
Tri Delta	\$4,353,488	\$178,426	\$4,175,062
WestCAT	\$1,099,220	\$270,627	\$828,593
AC Transit	\$2,082,732	\$1,367,989	\$714,743
BART	\$101,244	\$70,760	\$30,484
Marin	\$3,720,708	\$1,605,529	\$2,115,180
GGBHTD	\$1,361,916	\$1,361,916	\$0
Marin Transit	\$2,282,007	\$243,613	\$2,038,394
SMART	\$76,785	\$0	\$76,785
Napa	\$2,275,965	\$216,814	\$2,059,151
NVTA	\$2,275,965	\$216,814	\$2,059,151
San Francisco	\$5,513,132	\$3,853,147	\$1,659,985
SFMTA	\$5,513,132	\$3,853,147	\$1,659,985
San Mateo	\$3,300,855	\$1,460,519	\$1,840,336
SamTrans	\$3,300,855	\$1,460,519	\$1,840,336
Santa Clara	\$9,188,253	\$5,202,490	\$3,985,763
VTA	\$9,188,253	\$5,202,490	\$3,985,763
Solano	\$6,847,477	\$613,192	\$6,234,285
Solano County Operators	\$6,847,477	\$613,192	\$6,234,285
Sonoma	\$8,366,235	\$868,262	\$7,497,973
Sonoma County Operators	\$8,366,235	\$118,262	\$8,247,973
GRAND TOTAL	\$65,201,837	\$21,672,364	\$43,529,474

1. FY 2022-23 programming amounts for each county reflect each county's share of the STA County Block Grant program established in MTC Resolution 4321, Revised.

The County Block Grant program is suspended for FY2022-23, and will resume in FY 2023-24.

2. Programming amounts by operator reflect county transportation agency adopted frameworks for FY 23 in Alameda, Contra Costa, Napa, Santa Clara, Solano and Sonoma counties, a transit operator agreement in Marin County, and a direct apportionment of funds to the local transit operator in San Francisco and San Mateo counties.

3. American Rescue Plan (ARP) exchange amounts for each operator are shown in order to fulfill the funding exchange detailed in MTC Resolution 4481, Revised.

**FY 2022-23 FUND ESTIMATE
BRIDGE TOLLS¹**

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BRIDGE TOLL APPORTIONMENT BY CATEGORY

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=D+E</i>
	6/30/2021	FY2020-22	FY2021-22	6/30/2022	FY2022-23	Total
Fund Source	Balance ²	Outstanding Commitments ³	Programming Amount ⁴	Projected Carryover	Programming Amount ⁴	Available for Allocation
MTC 2% Toll Revenues						
Ferry Capital	7,896,840	(3,523,771)	1,000,000	5,373,069	1,000,000	6,373,069
Bay Trail	64,034	(514,034)	450,000	0	450,000	450,000
Studies	497,993	(100,000)	250,000	647,993	0	647,993
SUBTOTAL	8,458,867	(4,137,805)	1,700,000	6,021,062	1,450,000	7,471,062
5% State General Fund Revenues						
Ferry	17,859,499	0	3,126,721	20,986,220	3,442,511	24,428,731
Bay Trail	180,472	(281,706)	281,706	180,472	287,369	467,841
SUBTOTAL	18,039,971	(281,706)	3,408,427	21,166,692	3,729,880	24,896,572

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60) and relieved BATA from making those fund transfers for that 50 year period. The MTC 2% Toll Revenues listed above, commencing in FY2010-11, are funded from this payment.
2. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.
4. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for 2%, and 5% bridge toll revenues.

FY 2022-23 FUND ESTIMATE
AB1107 FUNDS
AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX

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FY2021-22 AB1107 Revenue Estimate		FY2022-23 AB1107 Estimate	
1. Original MTC Estimate (Feb, 21)	\$83,000,000	4. Projected Carryover (Jun, 21)	\$0
2. Actual Revenue (Jul, 22)	\$103,571,097	5. MTC Estimate (Feb, 22)	\$100,000,000
3. Revenue Adjustment (Lines 2-1)	\$20,571,097	6. Total Funds Available (Lines 4+5)	\$100,000,000

AB1107 APPORTIONMENT BY OPERATOR

Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(51,785,549)	41,500,000	10,285,549	0	50,000,000	50,000,000
SFMTA	0	0	0	(51,785,549)	41,500,000	10,285,549	0	50,000,000	50,000,000
TOTAL	\$0	\$0	\$0	(\$103,571,097)	\$83,000,000	\$20,571,098	\$0	\$100,000,000	\$100,000,000

1. Balance as of 6/30/21 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 6/30/22.

**FY 2022-23 FUND ESTIMATE
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

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ARTICLE 4.5 SUBAPPORTIONMENT				
Apportionment Jurisdictions		Alameda Article 4.5		Contra Costa Article 4.5
Total Available		\$5,672,929		\$3,274,245
AC Transit		\$5,188,767		\$973,938
LAVTA		\$194,189		
Pleasanton		\$106,732		
Union City		\$183,243		
CCCTA				
ECCTA				\$732,371
WCCTA				\$220,717
IMPLEMENTATION OF OPERATOR AGREEMENTS				
Apportionment of BART Funds to Implement Transit Coordination Program				
Apportionment Jurisdictions		Total Available Funds (TDA and STA) FY 2021-22		
CCCTA		\$734,428		
LAVTA		\$610,784		
ECCTA		\$2,387,643		
WCCTA		\$2,789,687		
Fund Source	Apportionment Jurisdictions	Claimant	Amount ¹	Program
Total Available BART STA Revenue-Based Funds ²			\$53,466,677	
STA Revenue-Based	BART	CCCTA	(734,428)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA	(493,798)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA	(2,387,643)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA	(2,493,826)	BART Feeder Bus
Total Payment			(6,109,694)	
Remaining BART STA Revenue-Based Funds			\$47,356,983	
Total Available BART TDA Article 4 Funds ²			\$412,847	
TDA Article 4	BART-Alameda	LAVTA	(116,986)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(295,861)	BART Feeder Bus
Total Payment			(412,847)	
Remaining BART TDA Article 4 Funds			\$0	
Total Available SamTrans STA Revenue-Based Funds			\$13,508,646	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			(801,024)	
Remaining SamTrans STA Revenue-Based Funds			\$12,707,622	
Total Available Union City TDA Article 4 Funds			\$13,515,944	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			(116,699)	
Remaining Union City TDA Article 4 Funds			\$13,399,245	

1. Amounts assigned to the claimants in this page will reduce the funds available for allocation in the corresponding apportionment jurisdictions by the same amounts.

2. BART and four East Bay bus operators reached an agreement in February 2023 to reduce feeder bus payments in FY 2022-23 and FY 2023-24. In FY23, payments will be reduced for CCCTA (\$129,605), LAVTA (\$107,786) and ECCTA (\$421,349). FY24 adjustments are reflected in the FY 2023-24 Fund Estimate (MTC Resolution No. 4556).

FY 2022-23 FUND ESTIMATE
STA SPILLOVER FUNDING AGREEMENT PER RESOLUTION 3814

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PROPOSITION 1B TRANSIT FUNDING PROGRAM -- POPULATION BASED SPILLOVER DISTRIBUTION

Apportionment Category	MTC Resolution 3814	%	FY 2007-08	FY2009-20	MTC Res-3833	MTC Res-3925	FY2021-22
	Spillover Payment Schedule		Spillover Distribution	Spillover Distribution	(RM 1 Funding)	(STP/CMAQ Funding)	Remaining
Lifeline	10,000,000	16%	1,028,413	0	0	8,971,587	0
Small Operators / North Counties	3,000,000	5%	308,524	0	0	2,691,476	0
BART to Warm Springs	3,000,000	5%	308,524	0	0	0	0
eBART	3,000,000	5%	327,726	0	2,672,274	0	0
SamTrans ¹	43,000,000	69%	4,422,174	0	0	19,288,913	19,288,913
TOTAL	\$62,000,000	100%	\$6,395,361	\$0	\$0	\$30,951,976	\$19,288,914

1. On January 26, 2022, the MTC Commission adopted MTC Resolution No. 4509, which approved a funding commitment of \$19.6 million to SamTrans to satisfy the terms of the 2007 Caltrain Right of Way settlement agreement.
On June 22, 2022, the MTC Commission adopted MTC Resolution Nos. 4273, Revised, 4505, Revised, and 4520 to program \$19.6 million to SamTrans with funding from the Low Carbon Transit Operations Program (LCTOP),
One Bay Area Grant 3 (OBAG 3), and State Transit Assistance (STA).

FY 2022-23 FUND ESTIMATE
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

Attachment A
Res No. 4504
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3/22/2023

FY2021-22 LCTOP Revenue Estimate ¹		FY2022-23 LCTOP Revenue Estimate ²	
1. Estimated Statewide Appropriation (Jan, 22)	\$163,139,000	5. Estimated Statewide Appropriation (Jan, 22)	\$182,225,000
2. MTC Region Revenue-Based Funding	\$43,708,675	6. Estimated MTC Region Revenue-Based Funding	\$48,822,251
3. MTC Region Population-Based Funding	\$15,920,477	7. Estimated MTC Region Population-Based Funding	\$17,783,050
4. Total MTC Region Funds	\$59,629,152	8. Estimated Total MTC Region Funds	\$66,605,301

1. The FY 2021-22 LCTOP revenue generation is based on the \$163 million revised estimate included in the FY 2022-23 Proposed State Budget.
2. The FY 2022-23 LCTOP revenue generation is based on the \$182 million estimated in the FY 2022-23 Proposed State Budget.

**FY 2022-23 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
REVENUE-BASED FUNDS**

*Attachment A
Res No. 4504
Page 19 of 20
3/22/2023*

FY2021-22 SGR Revenue-Based Revenue Estimate		FY2022-23 SGR Revenue-Based Revenue Estimate	
1. State Estimate (Aug, 21)	\$31,477,988	4. Projected Carryover (Aug, 22)	(\$171,032)
2. Actual Revenue (Aug, 22)	\$31,306,951	5. State Estimate (Aug, 22)	\$32,422,154
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$32,251,122

STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2021	FY2020-22	FY2021-22	6/30/2022	FY2022-23	Total
Apportionment Jurisdictions	Balance (w/interest)	Outstanding Commitments	Actual Revenue ¹	Projected Carryover	Revenue Estimate ²	Available For Allocation
ACCMA - Corresponding to ACE	0	(45,946)	45,696	(249)	47,324	47,075
Caltrain	0	(1,492,021)	1,483,915	(8,106)	1,536,774	1,528,668
CCCTA	0	(130,808)	130,097	(711)	134,731	134,020
City of Dixon	0	(1,277)	1,270	(7)	1,316	1,309
ECCTA	0	(63,244)	62,900	(344)	65,141	64,797
City of Fairfield	0	(23,211)	23,085	(126)	23,907	23,781
GGBHTD	0	(1,431,657)	1,423,879	(7,777)	1,474,600	1,466,823
LAVTA	0	(62,746)	62,405	(341)	64,628	64,287
Marin Transit	0	(244,675)	243,345	(1,329)	252,014	250,685
NVTA	0	(17,763)	17,667	(96)	18,296	18,200
City of Petaluma	0	(7,622)	7,580	(41)	7,850	7,809
City of Rio Vista	0	(406)	404	(2)	418	416
SamTrans	0	(1,496,400)	1,488,270	(8,130)	1,541,284	1,533,154
SMART	0	(309,308)	307,628	(1,680)	318,586	316,906
City of Santa Rosa	0	(25,611)	25,472	(139)	26,379	26,240
Solano County Transit	0	(54,554)	54,257	(296)	56,190	55,894
Sonoma County Transit	0	(35,676)	35,482	(194)	36,746	36,552
City of Union City	0	(19,382)	19,277	(105)	19,963	19,858
Vacaville City Coach	0	(4,154)	4,131	(23)	4,279	4,256
VTA	0	(4,535,433)	4,510,789	(24,644)	4,671,471	4,646,827
VTA - Corresponding to ACE	0	(26,508)	26,363	(144)	27,303	27,159
WCCTA	0	(82,963)	82,512	(451)	85,452	85,001
WETA	0	(406,849)	404,638	(2,211)	419,052	416,841
SUBTOTAL	3	(10,518,214)	10,461,064	(57,146)	10,833,704	10,776,558
AC Transit	0	(4,001,204)	3,979,459	(21,745)	4,121,218	4,099,473
BART	0	(6,269,892)	6,235,818	(34,074)	6,457,954	6,423,880
SFMTA	0	(10,688,678)	10,630,610	(58,067)	11,009,279	10,951,212
SUBTOTAL	1	(20,959,774)	20,845,887	(113,886)	21,588,451	21,474,565
GRAND TOTAL	\$4	(\$31,477,988)	\$31,306,951	(\$171,032)	\$32,422,155	\$32,251,123

1. FY2021-22 State of Good Repair Program revenue generation is based on actual revenues reported by the State Controller's Office (SCO) in August 2022.

2. FY2022-23 State of Good Repair Program revenue generation is based on August 2022 estimates from the SCO.

**FY 2022-23 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
POPULATION-BASED FUNDS**

Attachment A
Res No. 4504
Page 20 of 20
3/22/2023

FY2021-22 SGR Population-Based Revenue Estimate		FY2022-23 SGR Population-Based Revenue Estimate				
1. State Estimate (Jan, 22)	\$11,465,566	4. Projected Carryover (Aug, 22)		(\$47,674)		
2. Actual Revenue (Aug, 22)	\$11,361,166	5. State Estimate (Aug, 22)		\$11,756,303		
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)		\$11,708,629		
SGR PROGRAM POPULATION-BASED APPORTIONMENT						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2021	FY2020-22	FY2021-22	6/30/2022	FY2022-23	Total
Apportionment	Balance (w/interest)	Outstanding Commitments	Actual Revenue ¹	Projected Carryover	Revenue Estimate ²	Available For Allocation
Clipper®/Clipper® 2.0 ³	18,692,026	(30,100,865)	11,361,166	(47,674)	11,756,303	11,708,629
GRAND TOTAL	\$18,692,026	(\$30,100,865)	\$11,361,166	(\$47,674)	\$11,756,303	\$11,708,629

1. FY2021-22 State of Good Repair Program revenue generation is based on actual revenues reported by the State Controller's Office (SCO) in August 2022.
2. FY2022-23 State of Good Repair Program revenue generation is based on August 2022 estimates from the SCO.
3. State of Good Repair Program funds are shown here according to the policy in MTC Resolution 4321.

Date: June 22, 2022
W.I.: 1514
Referred by: PAC
Revised: 07/27/22-C 09/28/22-C
10/26/22-C 11/16/22-C
3/22/23-C

ABSTRACT

Resolution No. 4523, Revised

This resolution approves the allocation of fiscal year 2022-2023 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution allocates funds to Alameda-Contra Costa Transit District (AC Transit), Livermore Amador Valley Transit Authority (LAVTA), Napa Valley Transportation Authority (NVTA) and Santa Clara Valley Transportation Authority (VTA).

Attachment A of this resolution was revised on July 27, 2022 to allocate funds to Central Contra Costa Transit Authority (CCCTA) and Sonoma County Transit.

On September 28, 2022, Attachment A was revised to allocate funds to the Golden Gate Bridge Highway and Transit District (GGBHTD), San Mateo County Transit District (SamTrans), Eastern Contra Costa Transit Authority (ECCTA or Tri Delta Transit), Marin County Transit District, and Solano County Transit (SolTrans).

On October 26, 2022, Attachment A was revised to allocate funds to Fairfield, Santa Rosa, Vacaville, and Western Contra Costa Transit Authority (WestCAT).

On November 23, 2022, Attachment A was revised to allocate funds to San Francisco Municipal Transportation Agency (SFMTA), Fairfield and Suisun Transit (FAST), and Solano County Transit (SolTrans).

On March 22, 2023, Attachment A was revised to allocate funds to Livermore Amador Valley Transit Authority (LAVTA), and Western Contra Costa Transit Authority (WestCAT).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2022, July 13, 2022, September 14, 2022, October 12, 2022, November 9, 2022 and March, 8, 2023.

Date: June 22, 2022
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2022-23 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4523

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, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., makes certain retail sales tax revenues available to eligible claimants for public transportation projects and purposes; and

WHEREAS, MTC is responsible for the allocation of TDA funds to eligible claimants within the MTC region; and

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2021-22 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2022-23 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A 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 the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2022-23 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

RESOLVED, that pursuant to 21 California Code of Regulations Sections 6621 and 6659, a certified copy of this resolution, along with written allocation instructions for the disbursement of TDA funds as allocated herein, shall be forwarded to the county auditor of the county in which each claimant is located; and, be it further

RESOLVED, that all TDA allocations are subject to continued compliance with MTC Resolution No. 3866, Revised, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION

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

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 June 22, 2022.

Date: June 22, 2022

Referred by: PAC

Revised: 07/27/22-C 09/28/22-C
10/26/22-C 11/16/22-C
12/21/22-C 03/22/23-C

Attachment A

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
DURING FISCAL YEAR 2022-23

All TDA allocations are subject to continued compliance with MTC Resolution 3866,
the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5801 - PUC 99233.7, 99275 Community Transit Service - Operations					
VTA	Paratransit Operations	6,880,509	01	06/22/22	Santa Clara County
AC Transit	Paratransit Operations	5,109,152	02	06/22/22	AC Transit - Alameda
CCCTA	Paratransit Operations	1,332,243	13	07/27/22	CCCTA
SamTrans	Paratransit Operations	2,790,948	19	09/28/22	San Mateo County
VTA	Paratransit Operations	200,436	01	12/21/22	Santa Clara County
	Subtotal	16,313,288			
5802 - PUC 99260A Transit - Operations					
VTA	Transit Operations	130,729,623	03	06/22/22	VTA
NVTA	Transit Operations	5,075,466	04	06/22/22	NVTA
AC Transit	Transit Operations	67,976,124	05	06/22/22	AC Transit - Alameda D1
AC Transit	Transit Operations	18,280,448	06	06/22/22	AC Transit - Alameda D2
					AC Transit - Contra Costa
AC Transit	Transit Operations	10,774,214	07	06/22/22	D1
LAVTA	Transit Operations	10,610,799	08	06/22/22	LAVTA
Sonoma County	Transit	5,905,289	14	07/27/22	Sonoma County
CCCTA	Transit Operations	19,694,537	15	07/27/22	CCCTA
ECCTA	Transit Operations	16,147,136	20	09/28/22	ECCTA
GGBHTD	Transit Operations	8,867,685	21	09/28/22	GGBHTD - Marin
SamTrans	Transit Operations	53,028,002	22	09/28/22	SamTrans
Marin Transit	Transit Operations	11,411,858	23	09/28/22	Marin Transit
GGBHTD	Transit Operations	8,356,950	24	09/28/22	GGBHTD - Sonoma
SolTrans	Transit Operations	5,175,600	25	09/28/22	Vallejo/Benicia

5802 - PUC 99260A Transit - Operations (continued)

WestCAT	Transit Operations	3,097,852	28	10/26/22	WCCTA
WestCAT	Transit Operations	1,246,913	29	10/26/22	WCCTA
Santa Rosa	Transit Operations	4,692,700	30	10/26/22	Santa Rosa
Vacaville	Transit Operations	2,027,370	31	10/26/22	Vacaville
SolTrans	Transit Operations	1,072,759	25	11/16/22	Vallejo/Benicia
Fairfield	Transit Operations	3,420,336	33	11/16/22	Fairfield
SFMTA	Transit Operations	42,265,150	34	11/16/22	SFMTA
SFMTA	Transit Operations	2,224,196	35	11/16/22	San Francisco County
VTa	Transit Operations	3,808,296	03	12/21/22	Santa Clara County
LAVTA	Transit Operations	59,469	37	03/22/23	BART
WestCAT	Transit Operations	147,931	38	03/22/23	BART

Subtotal 436,096,703

5803 - PUC 99260A Transit - Capital

LAVTA	Transit Capital	5,988,747	09	06/22/22	LAVTA
NVTA	Transit Capital	1,000,000	10	06/22/22	NVTA
Sonoma County					
Transit	Transit Capital	4,890,666	16	07/27/22	Sonoma County
CCCTA	Transit Capital	9,968,877	17	07/27/22	CCCTA
ECCTA	Transit Capital	1,200,000	26	09/28/22	ECCTA
SolTrans	Transit Capital	3,862,652	27	09/28/22	Vallejo/Benicia
Vacaville	Transit Capital	7,485,000	32	10/26/22	Vacaville
SolTrans	Transit Capital	1,282,603	27	11/16/22	Vallejo/Benicia

Subtotal 35,678,545

5807 - PUC 99400C Transit - Operations

NVTA	Transit Operations	1,219,490	11	06/22/22	NVTA
Sonoma County					
Transit	Transit Operations	2,583,792	18	07/27/22	Sonoma County
Fairfield	Transit Operations	1,255,836	36	11/16/22	Fairfield

Subtotal 5,059,118

5812 - PUC 99400D Planning and Administration - Operations

NVTA	Planning & Administration	3,362,200	12	06/22/22	NVTA
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Subtotal 3,362,200

Total 496,509,854

Date: June 22, 2022
Referred by: PAC
Revised: 11/16/22-C

Attachment B
Resolution No. 4523
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2022-23
TRANSPORTATION DEVELOPMENT ACT
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8
FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which Transportation Development Act funds are allocated under this resolution.

Transportation Development Act Article 4 Funds

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That the claimant is in compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or is exempt from compliance with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5) as provided by PUC § 99268.9; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to

receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

5. That pursuant to Public Utilities Code § 99233.7 certain funds identified in Attachment A and available for purposes stated in TDA Article 4.5 can be used to better advantage by a claimant for purposes stated in Article 4 in the development of a balanced transportation system.

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant is exempt from applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised) as provided by PUC § 99268.9; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to

receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

5. That each claimant is in compliance with Public Utilities Code §§ 99155 and 99155.5, regarding user identification cards.
6. That in San Francisco County, the Article 4.5 funds can be used to better advantage for Article 4 purposes.

Transportation Development Act Article 8 Transit Funds

Public Utilities Code §§ 99400(c), 99400(d) and 99400(e)

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That the claimant is exempt from applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised) as provided by PUC § 99268.9; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634.

Date: June 22, 2022
W.I.: 1514
Referred by: PAC
Revised: 09/28/22-C
10/26/22-C
11/16/22-C
12/21/22-C
11/16/22-C
03/22/23-C

ABSTRACT

Resolution No. 4524, Revised

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2022-23.

This resolution allocates funds to AC Transit, Livermore Amador Valley Transit Authority (LAVTA), MTC, and Santa Clara Valley Transportation Authority (VTA).

On September 28, 2022, Attachment A was revised to allocate funds to the Eastern Contra Costa Transit Authority (ECCTA or Tri Delta Transit), Golden Gate Bridge Highway and Transit District (GGBHTD), San Mateo County Transit District (SamTrans), Marin County Transit District, and MTC.

On October 26, 2022 to allocate funds to Central Contra Costa Transit Authority (CCCTA), Marin Transit, Santa Rosa Sonoma County Transit, and Western Contra Costa Transit Authority (WestCAT).

On November 16, 2022 to allocate funds to San Francisco Municipal Transportation Agency (SFMTA).

On March 22, 2023, Attachment A was revised to allocate funds to Central Contra Costa Transit Authority (CCCTA), Livermore Amador Valley Transit Authority (LAVTA), Eastern Contra Costa Transit Authority (ECCTA or Tri Delta Transit), and Western Contra Costa Transit Authority (WestCAT).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2022, September 14, 2022, October 12, 2022, November 9, 2022, December 14, 2022, and March 8, 2023.

Date: June 22, 2022
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2022-23 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4524

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., provides that the State Controller shall, pursuant to Public Utilities Code Section 99310, allocate funds in the Public Transportation Account (“PTA”) to the MTC region to be subsequently allocated by MTC to eligible claimants in the region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6, MTC has created a State Transit Assistance (“STA”) fund which resides with the Alameda County Auditor for the deposit of PTA funds allocated to the MTC region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6(d), MTC may allocate funds to itself for projects to achieve regional transit coordination objectives; and

WHEREAS, pursuant to Public Utilities Code Sections 99314.5(a) and 99314.5(b), claimants eligible for Transportation Development Act Article 4 and Article 8 funds are eligible claimants for State Transit Assistance funds; and

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2022-23 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2022-23 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6754, MTC Resolution Nos. 4321 and 4433, and Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A 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 the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2022-23 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

RESOLVED, that, pursuant to 21 Cal. Code of Regs. §§ 6621 and 6753, a certified copy of this resolution, along with written allocation instructions for the disbursement of STA funds as allocated herein, shall be forwarded to the Alameda County Auditor; and, be it further

RESOLVED, that all STA allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan; and, be it further

RESOLVED, this resolution incorporates any revisions to the TDA, either by statute or regulation, made hereafter.

METROPOLITAN TRANSPORTATION COMMISSION

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

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations on June 22, 2022.

Date: June 22, 2022

Referred by: PAC

Revised: 09/28/22-C 10/26/22-C
11/16/22-C 12/21/22-C
03/22/23-C

Attachment A
ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS
DURING FISCAL YEAR 2022-23

All STA allocations are subject to continued compliance with MTC Resolution 3866, Revised,
the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5820 - CCR 6730A Operations - Population-based County Block Grant					
LAVTA	Transit Operations	1,377,503	01	06/22/22	LAVTA
ECCTA	Transit Operations	3,172,715	07	09/28/22	Tri-Delta Transit
Sonoma County					
Transit	Transit Operations	4,024,590	14	10/26/22	Sonoma County Transit
CCCTA	Transit Operations	4,706,026	15	10/26/22	County Connection
Marin Transit	Transit Operations	1,452,985	16	10/26/22	Marin Transit
Santa Rosa	Transit Operations	2,679,663	17	10/26/22	Santa Rosa CityBus
Solano TA	Planning & Administration	2,139,859	24	12/21/22	Solano County
	Subtotal	19,553,341			
5820 - CCR 6730A Operations - Population-based MTC Coordination					
					Means-Based Transit Fare
MTC	Clipper START Administration	3,000,000	02	06/22/22	Program
MTC	Clipper Operations	9,000,000	03	06/22/22	MTC
MTC	Clipper	256,000	03	09/28/22	MTC
SamTrans	Transit Operations	8,000,000	08	09/28/22	MTC
	Subtotal	20,256,000			
5820 - CCR 6730A Operations - Population-based TAP					
BART	Clipper BayPass	1,089,451	18	10/26/22	TAP
	Subtotal	1,089,451			

5820 - CCR 6730A Operations - Revenue-based

VTA	Transit Operations	28,362,250	04	06/22/22	VTA
AC Transit	Transit Operations	29,636,318	05	06/22/22	AC Transit
ECCTA	Transit Operations	1,404,496	09	09/28/22	BART
SamTrans	Transit Operations	9,095,193	10	09/28/22	SamTrans
Marin Transit	Transit Operations	1,500,000	11	09/28/22	Marin Transit
GGBHTD	Transit Operations	4,559,143	12	09/28/22	GGBHTD
SamTrans	Transit Operations	11,288,161	19	10/26/22	Caltrain
WestCAT	Transit Operations	1,246,913	20	10/26/22	BART
SFMTA	Transit Operations	79,226,981	23	11/16/22	SFMTA
VTA	Transit Operations	10,313,757	04	12/21/22	VTA
CCCTA	Transit Operations	302,411	25	03/22/23	BART
LAVTA	Transit Operations	193,006	26	03/22/23	BART
ECCTA	Transit Operations	983,146	09	03/22/23	BART
WestCAT	Transit Operations	1,246,913	20	03/22/23	BART
Subtotal		179,358,688			

5821 - CCR 6730B Capital - Population-based TAP

MTC	Clipper Paratransit Integration	1,100,000	21	10/26/22	TAP
Subtotal		1,100,000			

5821 - CCR 6730B Capital - Revenue-based

SamTrans	Transit Capital	1,541,284	13	09/28/22	SamTrans
SamTrans	Transit Capital	1,741,878	22	10/26/22	Caltrain
Subtotal		3,283,162			

5822 - CCR 6731C Paratransit - Operations - Population-based County Block Grant

VTA	Paratransit Operations	1,870,260	06	06/22/22	Santa Clara County
VTA	Paratransit Operations	2,551,049	06	12/21/22	Santa Clara County
Subtotal		4,421,309			

Total 229,061,951

Date: June 22, 2022
Referred by: PAC

Attachment B
Resolution No. 4524
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2022-23 STATE TRANSIT ASSISTANCE FUNDS
TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which State Transit Assistance (STA) funds are allocated under this resolution.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with PUC §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for STA funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and
4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and
5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and
6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs; and
7. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code ("Pull Notice Program"), as required by PUC § 99251; and

8. That each claimant is in compliance with MTC's Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.

Notes:

The following requirements are suspended for FY 2022-23:

- a. Productivity Improvement Program requirement (PUC § 99244)
- b. Efficiency standards under PUC § 99314.6
- c. MTC State Transit Assistance standard (PUC § 99314.7)



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0288 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 1/26/2023 **In control:** Programming and Allocations Committee

On agenda: 3/8/2023 **Final action:**

Title: MTC Resolution No. 4273, Revised. FY2022-23 Cap and Trade Low Carbon Transit Operations Program (LCTOP)

Sponsors:

Indexes:

Code sections:

Attachments: [12f 23-0288 MTC Resolution 4273 Cap and Trade LCTOP.pdf](#)
[2g 23-0288 MTC Resolution 4273 Cap and Trade LCTOP.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4273, Revised. FY2022-23 Cap and Trade Low Carbon Transit Operations Program (LCTOP)

Presenter:
Anne Spevack

Recommended Action:
Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

March 8, 2023

Agenda Item 2g - 23-0288

**MTC Resolution No. 4273, Revised. FY2022-23 Cap and Trade Low Carbon Transit
Operations Program (LCTOP)**

Subject:

A request that the Committee refer MTC Resolution No. 4273, Revised to the Commission for approval, adopting the FY2022-23 Cap and Trade Low Carbon Transit Operations Program (LCTOP).

Background:

LCTOP receives 5% of the state's Cap and Trade auction revenues. Funds are allocated annually, with half of the program distributed to transit operators based on revenue, and half distributed to regions based on population.

The State Controller's Office (SCO) had not yet released FY2022-23 LCTOP amounts before this month's packet was published, but staff estimate \$180 million will be available statewide. This would distribute approximately \$17.6 million in population-based funds to MTC and \$48.6 million in revenue-based funds directly to operators in the region.

FY 2022-23 Population-Based Funds Programming

For MTC's share (approximately \$17.6 million), projects are programmed based on the Cap and Trade Funding Framework, MTC Resolution No. 4130, adopted in April 2016; approximately \$6 million is being distributed to each of the following three project categories. See Attachment A of MTC Resolution No. 4273, Revised for further detail.

1. North Counties/Small Operators. North county and small operators will implement a variety of projects, including service expansion, free or reduced fare programs, and procurement of zero-emission buses and supportive bus-charging infrastructure. At least 70% of the funds from this category, will be used for zero-emission buses or infrastructure.
2. Clipper/Fare Policy. Staff recommend applying these funds to Next Generation Clipper Operations to support account-based back office operations in preparation for the public launch of Open Payment capability, expansion of the Clipper START means-based pilot program, single and multi-operator trip and fare capping (day, week, and monthly pass

accumulators), improvements and upgrades to the Regional Transit Connection (RTC) Discount program, and expanded regional no-cost/reduced cost inter-operator fare policies.

3. Key Transit Corridors. This program aligns with the Transit Network element of the Bay Area Transit Transformation Action Plan and continues MTC's investment in transit priority corridors through infrastructure and technology that improve operations and reduce traffic impacts on transit. The Cap and Trade Funding Framework sets aside minimum percentages over five years for SFMTA, VTA, and AC Transit within the key transit corridors category. This year, staff released an open call for projects, using both this year's LCTOP funding and previously set-aside OBAG 2 funds, for any eligible operator, including SFMTA, VTA, and AC Transit, to propose TPI-eligible projects.

In February 2023, staff presented \$21 million in award recommendations for this call for projects to PAC and Commission, including recommendation of approximately \$6 million in awards for three LCTOP-eligible projects. The Commission approved the staff recommendation, and to formalize the LCTOP portion of this award, this item recommends programming LCTOP funds to the following three projects:

- AC Transit MacDonald Avenue Transit Signal Priority Project, Phase 1: Install signal upgrades and other improvements for transit priority along with bus stop improvements along MacDonald Avenue in Richmond to improve transit travel times and reliability.
- SFMTA Next Generation Transit Lane and Bus Zone Enforcement Pilot Program: Modernize a quarter of the Muni bus fleet with next generation camera technology to improve detection of parking violations in transit lanes and at stops, improving reliability and efficiency of buses using transit-only lanes.
- VTA Transit Reliability Improvement and Performance System: Plan and deploy a centralized transit signal priority system to improve transit speed and reliability on Route 66.

Additional details of the TPI call for projects and awarded projects are available in the February 8, 2023 PAC item. The OBAG 2 awards are recommended to be programmed

in item 5a on today's agenda. Staff intends to recommend additional funding for similar types of projects through future Transit Performance Initiative calls for projects.

Issues:

Final Apportionments: The final apportionment amounts are expected to be released by the State Controller's Office shortly, if they are not yet available by the time of this meeting. MTC staff will amend the programming resolution with exact amounts after they are available.

Schedule: Project sponsors are responsible for submitting applications to Caltrans by March 24, 2023. Staff recommends that MTC approval of Resolution No. 4273, Revised be conditioned on local support documentation being submitted to Caltrans. Pending Commission approval, staff will submit Resolution No. 4273, Revised to Caltrans as documentation of the region's contribution of population-based funds to the various LCTOP projects.

Disadvantaged Communities: LCTOP requires 50% of funds spent in a jurisdiction to benefit a Disadvantaged Community, if any are located in that jurisdiction. As the recipient of population-based funds for the region, MTC must ensure this requirement is met overall for the region's funds. Additionally, the agencies receiving MTC's population-based funds must meet this requirement for their own jurisdiction. These requirements will be met through the list of projects in Attachment A of Resolution No. 4273, Revised, with over 70% of funds going to projects that directly benefit Disadvantaged Communities or otherwise satisfy the state's requirement by investing in zero-emission buses or supporting infrastructure.

Recommendations:

Refer MTC Resolution No. 4273, Revised to the Commission for approval.

Attachments:

- Attachment A: MTC Resolution No. 4273, Revised



Andrew B. Fremier

Date: March 22, 2017
W.I.: 1515
Referred by: PAC
Revised: 03/22/17-ED 04/26/17-C
05/24/17-ED 03/28/18-C
05/23/18-ED 04/24/19-C
06/26/19-C 03/25/20-C
06/24/20-ED 11/20/20-ED
12/16/20-C 03/24/21-C
07/28/21-C 12/15/21-ED
03/23/22-C 04/27/22-ED
06/22/22-C 10/26/22-C
10/26/22-ED 03/22/23-C

ABSTRACT

Resolution No. 4273, Revised

This resolution adopts the allocation requests for the Cap and Trade Low Carbon Transit Operations Program for the San Francisco Bay Area.

This resolution includes the following attachments:

Attachment A – Cap and Trade Low Carbon Transit Operations Program – Population-based Funds Project List

This resolution was amended through Executive Director’s Administrative Authority on March 22, 2017 to update the name of the GGBHTD project.

This resolution was revised via Commission Action on April 26, 2017 to replace the SFMTA Geary Bus Rapid Transit Phase 1 project with the AC Transit San Pablo and Telegraph Rapid Bus Upgrades project.

This resolution was amended through Executive Director’s Administrative Authority on May 24, 2017 to replace the City of Union City Convert New Cutaway Vans from Gasoline to Gasoline-Hybrid project with the AC Transit East Bay Bus Rapid Transit project.

This resolution was revised via Commission Action on March 28, 2018 to add the FY 2017-18 LCTOP Population-based Funds Project List to Attachment A, and to add the Transit Performance Initiative Project Savings Policy as Attachment B.

ABSTRACT

MTC Resolution No. 4273

Page 2

This resolution was amended through Executive Director's Administrative Authority on May 23, 2018 to replace the FY 2017-18 AC Transit East Bay Bus Rapid Transit project with the AC Transit San Leandro BART – Transit Access Improvements project.

This resolution was revised via Commission Action on April 24, 2019 to add the FY 2018-19 LCTOP Population-based Funds Project List to Attachment A.

This resolution was revised via Commission Action on June 26, 2019 to replace the FY 2018-19 VTA Fast Transit Program: Speed Improvement Project with the VTA 2021 Zero Emission Bus Procurement project.

This resolution was revised via Commission Action on March 25, 2020 to add the FY 2019-20 LCTOP Population-based Funds Project List to Attachment A and to revise LAVTA's FY2017-18 project.

This resolution was revised through Executive Director's Administrative Authority on June 24, 2020 to replace the FY 2016-17 City of Fairfield Local Bus Fleet Replacement – Diesel-Electric Hybrid Buses project with the City of Fairfield Destination Sign and Voice Announcement System Upgrade Project, replace the FY2017-18 City of Fairfield Electric Bus Infrastructure Upgrade Project with the City of Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program, and replace the FY2018-19 City of Fairfield Electric Infrastructure Upgrade Phase I Project with the City of Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program.

This resolution was revised through Executive Director's Administrative Authority on November 20, 2020 to reprogram \$100,824 in savings from the FY2018-19 Solano County Transit SolTrans All-Electric Bus Purchase project to the FY2018-19 Solano County Transit Electrical Infrastructure for Charging All-Electric Buses project.

This resolution was revised through Commission Action on December 16, 2020 to replace the FY 2017-18 VTA North First Street Light Rail Speed and Safety Improvement Project – Phase 1 with the VTA Eastridge to BART Regional Connector project, and to update the footnote on VTA's FY 2018-19 project.

This resolution was revised through Commission Action on March 24, 2021 to add the FY 2020-21 LCTOP Population-based Funds Project List to Attachment A.

This resolution was revised through Commission Action on July 28, 2021 to replace the FY 2018-19 VTA 2021 Zero Emission Bus Procurement Project with the VTA Charging Infrastructure and Microgrid Technology Project.

This resolution was revised through Executive Director's Administrative Authority on December 15, 2021 to reprogram \$221,902 from the FY2020-21 ECCTA New Tri MyRide Service Zone project to the ECCTA Maintenance Facility Upgrades for Fuel Cell Electric Buses Project; correct the FY2019-20 ECCTA Hydrogen Fueling Station project title to Maintenance Facility Upgrades for Fuel Cell Electric Buses; and make minor corrections to the FY2019-20 and FY2020-21 ECCTA Free Fares for Routes 11, 14, and 16 Serving the Monument Corridor II & III projects to remove the numerals in each title.

This resolution was revised through Commission Action on March 23, 2022 to add the FY 2021-22 LCTOP Population-based Funds Project List to Attachment A and replace the FY2018-19 Union City Electric Vehicle Charging Infrastructure for Union City Transit Fleet project with the Paratransit Replacement Vehicle project.

This resolution was revised through Executive Director's Administrative Authority on April 27, 2022 to reprogram \$753,280 from the FY 2018-19 SFMTA West Portal Optimization and Crossover Activation project to the SFMTA Expanded Service on Line 29-Sunset project.

This resolution was revised through Commission Action on June 22, 2022 to reprogram \$4.6 million from the FY 2021-22 MTC Regional Means-Based Transit Fare Pilot project to the SamTrans Zero Emission Bus Replacement project.

This resolution was revised through Commission Action on October 26, 2022 to revise the title of the FY2021-22 SamTrans Zero-Emission Bus Replacement project to Battery/Electric Buses and Charging Infrastructure.

This resolution was revised through Executive Director's Administrative Authority on October 26, 2022 to reprogram \$273,983 in FY 2020-21 population-based funds from the CCTA Free

ABSTRACT

MTC Resolution No. 4273

Page 4

Fares for Routes 11, 14, and 16 Serving the Monument Corridor project to the CCTA Free Fares for Routes Serving the Monument Corridor project.

This resolution was revised through Commission Action on March 22, 2023 to add the FY 2022-23 LCTOP Population-based Funds Project List to Attachment A.

Further discussion of these actions is contained in the Programming and Allocations Summary Sheets dated March 8, 2017, April 12, 2017, March 7, 2018, April 10, 2019, June 12, 2019, March 11, 2020, December 9, 2020, March 10, 2021, July 14, 2021, March 9, 2022, June 8, 2022, October 12, 2022, and March 8, 2023.

Date: March 22, 2017
W.I.: 1515
Referred by: PAC

RE: Cap and Trade Low Carbon Transit Operations Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4273

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, Plan Bay Area (“Plan”), the region’s integrated long-range transportation and land use plan adopted by MTC, provides the planning foundation for transportation improvements and regional growth throughout the San Francisco Bay Area through 2040; and

WHEREAS, the Plan includes a \$3.1 billion reserve from future Cap and Trade funding; and

WHEREAS, the Plan identifies the expected uses of Cap and Trade funding as including but not limited to transit operating and capital rehabilitation/replacement, local streets and roads rehabilitation, goods movement, and transit-oriented affordable housing, consistent with the Plan's focused land use strategy; and

WHEREAS, the Plan states that Cap and Trade revenues will be allocated to specific programs through a transparent and inclusive regional public process; and

WHEREAS, the Plan calls for the process to ensure that at least 25 percent of the Cap and Trade revenues will be spent to benefit disadvantaged communities in the Bay Area; and

WHEREAS, Senate Bill 852 (Statutes 2014) establishes the Low Carbon Transit Operations Program (LCTOP) from the Greenhouse Gas Reduction Fund; and

WHEREAS, MTC is the recipient of the population-based funding in LCTOP funds pursuant to Public Utilities Code Section 99313 and 99314; and

WHEREAS, MTC has adopted Resolutions 4123 and 4130, a Programming Framework for the Cap and Trade funds and Transit Core Capacity Challenge Grant program; and

WHEREAS, staff has prepared a LCTOP population-based funding allocation request list, Attachment A, for submittal to Caltrans based on the distribution formula in Resolution 4130, said attachment attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is an eligible project sponsor and may receive state funding from the LCTOP now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, MTC wishes to implement the LCTOP program of projects attached hereto as Attachment A; now, therefore, be it

RESOLVED, that MTC adopts LCTOP program of projects, attached hereto as Attachment A, and finds it consistent with the RTP; and, be it further


RESOLVED, that MTC agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations and guidelines for all LCTOP funded transit projects; and, be it further

RESOLVED, that MTC hereby authorizes the submittal of the project nominations and allocation requests to the Department in LCTOP funds attached hereto as Attachment A; and, be it further

RESOLVED, that the Executive Director is authorized to make changes to Attachment A, including revisions to existing allocation requests up to \$1,000,000, and authorize new

allocations up to \$1,000,000 to conform to sponsor requests, and Caltrans and State Controller's actions.

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, 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 March 22, 2017.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C
 05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C
 06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C
 07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED
 6/22/22-C 10/26/22-C 10/26/22-ED 3/22/23-C

FY 2016-17 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/1/2017

Agency	Project(s)	FY 2016-17 LCTOP Population-Based Funding	Date
CCCTA	Martinez Shuttle	\$ 228,378	3/22/17
ECCTA	Pittsburg eBART Connector Service Demonstration Project	\$ 137,935	3/22/17
LAVTA	Las Positas College Easy Pass Fare Voucher Program	\$ 94,419	3/22/17
NVTA	Vine ZEB Procurement Program	\$ 65,105	3/22/17
AC Transit (from Union City) ⁴	East Bay Bus Rapid Transit Project	\$ 33,064	5/24/17
WCCTA	Continue Expanded Service on Route 11	\$ 30,450	3/22/17
GGBHTD ¹	Purchase Sixty-seven (67) 40-Foot Diesel-Electric Hybrid Buses	\$ 74,635	3/22/17
Marin Transit ¹	MCTD 2016 Transit Service Expansion	\$ 45,803	3/22/17
City of Fairfield ²	Destination Sign and Voice Announcement System Upgrade	\$ 67,091	6/24/20
Solano County Transit ²	SolTrans Electric Bus Purchase	\$ 129,018	3/22/17
City of Petaluma ³	Weekday Afternoon Service Enhancements	\$ 27,715	3/22/17
City of Santa Rosa ³	Increased Frequency on Trunk Routes - Santa Rosa CityBus Operating	\$ 80,639	3/22/17
Sonoma County Transit ³	Electric Bus Purchase	\$ 122,069	3/22/17
North Counties / Small Operators Subtotal		\$ 1,136,320	
MTC	Clipper Fare Payment System	\$ 1,118,681	3/22/17
AC Transit	San Pablo and Telegraph Rapid Bus Upgrades	\$ 1,118,681	4/26/17
TOTAL		\$ 3,373,683	

* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$120,438, and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$196,109, and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$230,423, and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

4. City of Union City received \$33,064 and released funds back to MTC. These funds have been re-programmed to AC Transit for FY16-17 as noted. When MTC distributes population-based funds for the FY17-18 LCTOP program according to the Cap and Trade Funding Framework (MTC Resolution No. 4130, Revised), the same amount will be redirected from the Transit Performance Initiative category to the North Counties/Small Operators category, provided that sufficient funds are available.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C
 05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C
 06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C
 07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED
 6/22/22-C 10/26/22-C 10/26/22-ED 3/22/23-C

FY 2017-18 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/7/2018

Agency	Project(s)	FY 2017-18 LCTOP Population-Based Funding	Date
CCCTA	New Service and Additional Weekend Trips (Martinez DAC)	\$ 375,378	3/28/18
CCCTA	Low/No Electric Bus	\$ 265,319	3/28/18
ECCTA	Continue Service -- New Route 381	\$ 386,968	3/28/18
LAVTA	Fare-Free Summer Rides Promotion	\$ 264,885	3/25/20
NVTA	Vine Zero Emission Bus (ZEB) Procurement Program	\$ 182,646	3/28/18
Union City ¹	Paratransit Vehicle Replacement	\$ 125,822	3/28/18
WCCTA	Purchase and Install New AVL/CAD/APC System	\$ 85,426	3/28/18
GGBHTD ²	Purchase Sixty-four (64) 40-foot Diesel-Electric Hybrid Buses	\$ 202,999	3/28/18
Marin Transit ²	MCTD 2016 Transit Expansion [Third year]	\$ 134,881	3/28/18
City of Fairfield ³	Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program	\$ 189,628	6/24/20
Solano County Transit ³	SolTrans Electric Bus Purchase	\$ 360,542	3/28/18
City of Petaluma ⁴	Enhanced Weekday Afternoon Transit Service	\$ 77,990	3/28/18
City of Santa Rosa ⁴	Maintain Increased Frequency on Trunk Routes and Improve Route 15 Service - Santa Rosa CityBus Operating	\$ 226,261	3/28/18
Sonoma County Transit ⁴	Electric Bus Purchase	\$ 342,183	3/28/18
North Counties / Small Operators Subtotal		\$ 3,220,928	
MTC	Clipper Fare Payment System	\$ 3,138,381	3/28/18
SFMTA	Mission Bay Loop	\$ 1,440,568	3/28/18
VTA	Eastridge to BART Regional Connector	\$ 874,631	12/16/20
AC Transit	San Leandro BART -- Transit Access Improvements	\$ 579,338	5/23/18
AC Transit	South Alameda County Major Corridors Travel Time Improvement Project	\$ 210,780	3/28/18
TOTAL		\$ 9,464,626	

* MTC approval conditioned on local support documentation submitted to Caltrans

1. City of Union City amount includes \$33,064 in funds from Transit Performance Initiative category as discussed in note 4 of FY2016-17 table.

2. Marin County received \$337,880, and distributed between Marin Transit and GGBHTD as noted.

3. Solano County received \$550,170, and distributed between City of Fairfield and Solano County Transit as noted.

4. Sonoma County received \$646,434 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C
 05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C
 06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C
 07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED
 6/22/22-C 10/26/22-C 10/26/22-ED 3/22/23-C

FY 2018-19 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 1/31/2019

Agency	Project(s)	FY 2018-19 LCTOP Population-Based Funding	Date
CCCTA	Martinez to Amtrak BART II	\$ 375,378	4/24/19
CCCTA	Free Fares for Routes 11, 14, and 16 Serving the Monument Corridor	\$ 596,332	4/24/19
ECCTA	New Route 383	\$ 586,893	4/24/19
LAVTA	Purchase Four (4) Zero-Emission Replacement Buses and Related Support Infrastructure	\$ 401,737	4/24/19
NVTA	NVTA Zero Emission Bus Procurement Project	\$ 277,010	4/24/19
Union City	Paratransit Replacement Vehicle	\$ 140,680	3/23/22
WCCTA	"Spare the Fare" -- Free Rides on Weekday Spare the Air Days	\$ 129,561	4/24/19
GGBHTD ¹	Purchase Sixty-four (64) 40-foot Diesel-Electric Hybrid Buses	\$ 307,876	4/24/19
Marin Transit ¹	Purchase Four 40ft Electric Transit Vehicles	\$ 204,568	4/24/19
City of Fairfield ²	Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program	\$ 287,598	6/24/20
Solano County Transit ²	SolTrans All-Electric Bus Purchase	\$ 39,176	11/20/20
Solano County Transit ²	Electrical Infrastructure for Charging All-Electric Buses	\$ 507,369	11/20/20
City of Petaluma ³	Purchase One Zero-Emission Replacement Bus	\$ 122,145	4/24/19
City of Santa Rosa ³	Maintain Increased Frequency on Routes 1 and 2	\$ 347,666	4/24/19
Sonoma County Transit ³	Electric Bus Purchases	\$ 510,600	4/24/19
North Counties / Small Operators Subtotal		\$ 4,834,589	
MTC	Infrastructure for Regional Means-Based Transit Fare Pilot	\$ 4,759,808	4/24/19
SFMTA	West Portal Optimization and Crossover Activation	\$ 1,431,550	4/24/19
SFMTA	Expanded Service on Line 29-Sunset ⁴	\$ 753,280	4/27/22
VTA	Charging Infrastructure & Microgrid Technology ⁵	\$ 1,326,504	7/28/21
AC Transit	Dumbarton Innovative Deployments to Enhance Arterials (IDEA)	\$ 1,248,474	4/24/19
TOTAL		\$ 14,354,205	

* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$512,444, and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$834,413 and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$980,411 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

4. Savings moved from the West Portal Optimization and Crossover Activation project to the operational Expanded Service on Line 29-Sunset project. As this is not eligible under the TPI program, the minimum amount set-aside for SFMTA TPI funds programmed through LCTOP will be reduced by this amount.

5. This project is not considered eligible for the TPI category but will count toward VTA's minimum set-aside. VTA has committed a like amount of local funds to the Eastridge to BART Regional Connector, which is TPI eligible, as a replacement project

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C
 05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C
 06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C
 07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED
 6/22/22-C 10/26/22-C 10/26/22-ED 3/22/23-C

FY 2019-20 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/14/2020

Agency	Project(s)	FY 2019-20 LCTOP Population-Based Funding	Date
CCCTA	Martinez Amtrak to BART III	\$ 215,710	3/25/20
CCCTA	Free Fares for Routes 11, 14, and 16 serving the Monument Corridor	\$ 748,023	3/25/20
ECCTA	Maintenance Facility Upgrades for Fuel Cell Electric Buses	\$ 582,076	3/25/20
LAVTA	Purchase four (4) Zero-Emission Replacement Buses and Related Support Infrastructure	\$ 398,439	3/25/20
NVTA	NVTA Zero Emissions Bus	\$ 274,736	3/25/20
Union City	Electric Vehicle Charging Infrastructure for Union City Transit Fleet	\$ 139,526	3/25/20
WCCTA	Spare the Fare - Free Rides on Spare the Air Days	\$ 128,498	3/25/20
GGBHTD ¹	Golden Gate High Speed Ferry Vessel Acquisition	\$ 304,638	3/25/20
Marin Transit ¹	Purchase four 40ft Electric Transit Vehicles	\$ 203,600	3/25/20
City of Fairfield ²	Electric Infrastructure Upgrade, Phase 1	\$ 231,718	3/25/20
Solano County Transit ²	Electrical Infrastructure for Charging All-Electric Buses	\$ 595,846	3/25/20
City of Petaluma ³	Purchase One Replacement Zero-Emission Bus	\$ 120,890	3/25/20
City of Santa Rosa ³	Maintain Increased Frequency on Routes 1 and 2	\$ 341,082	3/25/20
Sonoma County Transit ³	Electric Bus Purchase	\$ 510,392	3/25/20
North Counties / Small Operators Subtotal		\$ 4,795,174	
MTC	Discount Fare Subsidy for BART, Caltrain, GGBHTD, and SFMTA, Regional Means-Based Transit Fare Pilot	\$ 4,720,738	3/25/20
NVTA	Imola Park and Ride and Express Bus Stop Improvements	\$ 1,052,102	3/25/20
ECCTA	Wi-Fi for Bus and Paratransit Rider Connectivity	\$ 340,505	3/25/20
SFMTA	27 Bryant Tenderloin Transit Reliability Project	\$ 3,328,131	3/25/20
TOTAL		\$ 14,236,650	

* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$508,238 and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$827,564 and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$972,364 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C
 05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C
 06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C
 07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED
 6/22/22-C 10/26/22-C 10/26/22-ED 3/22/23-C

FY 2020-21 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/26/2021

Agency	Project(s)	FY 2020-21 LCTOP Population-Based Funding	Date
CCCTA	Martinez Amtrak to BART IV	\$ 215,710	3/24/21
CCCTA	Free Fares for Routes 11, 14, and 16 Serving the Monument Corridor	\$ 52,845	10/26/22
CCCTA	Free Fares for Routes Serving the Monument Corridor	\$ 273,983	10/26/22
ECCTA	Install EV Bus Chargers	\$ 105,780	3/24/21
ECCTA	Maintenance Facility Upgrades for Fuel Cell Electric Buses	\$ 221,902	12/15/21
LAVTA	Restart Operations for School-Serving Routes	\$ 224,303	3/24/21
NVTA	NVTA Zero Emission Bus Electrification	\$ 154,664	3/24/21
Union City	Electric Vehicle Charging Infrastructure for Union City Transit Fleet	\$ 78,547	3/24/21
WCCTA	Spare the Fare - Free Rides on Spare the Air Days	\$ 72,338	3/24/21
GGBHTD ¹	Golden Gate High Speed Ferry Vessel Acquisition	\$ 161,769	3/24/21
Marin Transit ¹	Purchase Four 40ft Electric Transit Vehicles	\$ 114,217	3/24/21
SMART ¹	Restart Operations on SMART	\$ 10,129	3/24/21
Solano County Transit ²	SolTrans Electrification Project	\$ 465,881	3/24/21
City of Petaluma ³	Purchase Four Zero-Emission Replacement Buses	\$ 68,703	3/24/21
City of Santa Rosa ³	Electric Bus Purchase	\$ 192,793	3/24/21
Sonoma County Transit ³	Electric Buses	\$ 285,901	3/24/21
North Counties / Small Operators Subtotal		\$ 2,699,465	
MTC	Regional Means-Based Transit Fare Pilot	\$ 2,657,562	3/24/21
SFMTA	5 Fulton: Arguello to 25th Ave Muni Forward	\$ 1,219,864	3/24/21
AC Transit	AC Transit Quick Build Transit Lanes	\$ 697,065	3/24/21
VTA	Eastridge to BART Regional Connector	\$ 740,632	3/24/21
TOTAL		\$ 8,014,588	

* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$286,115 and distributed between Marin Transit, GGBHTD, and SMART as noted.

2. Solano County received \$465,881 and distributed to Solano County Transit as noted.

3. Sonoma County received \$547,397 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C
 05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C
 06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C
 07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED
 6/22/22-C 10/26/22-C 10/26/22-ED 3/22/23-C

FY 2021-22 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/18/2022

Agency	Project(s)	FY 2021-22 LCTOP Population-Based Funding	Date
CCCTA	Martinez to Amtrak BART	\$ 600,619	3/23/22
CCCTA	Free Fares for Routes Serving the Monument Corridor	\$ 669,333	3/23/22
ECCTA	Inductive Charging Infrastructure	\$ 767,026	3/23/22
LAVTA	Rapid Service Restoration	\$ 525,040	3/23/22
NVTA	Zero Emission Bus Procurement Project	\$ 362,031	3/23/22
Union City	Electric Vehicle Charging Infrastructure for Union City Transit Fleet	\$ 183,859	3/23/22
WCCTA	System-wide Free Fares for Western Contra Costa Residents	\$ 169,327	3/23/22
GGBHTD ¹	Golden Gate High Speed Ferry Vessel Acquisition	\$ 364,197	3/23/22
Marin Transit ¹	Purchase Electric Paratransit Vehicle & Charging Infrastructure	\$ 276,865	3/23/22
SMART ¹	Restart Transit Operations on SMART	\$ 28,664	3/23/22
Solano County Transit ²	Solano Express Electrification	\$ 1,090,516	3/23/22
City of Petaluma ³	Zero Emission Replacement Bus	\$ 161,695	3/23/22
City of Santa Rosa ³	Electric Bus Purchase	\$ 454,387	3/23/22
Sonoma County Transit ³	Purchase one 35' Battery Electric Transit Bus	\$ 665,243	3/23/22
North Counties / Small Operators Subtotal		\$ 6,318,802	
MTC	Regional Means-Based Transit Fare Pilot	\$ 1,620,716	6/22/22
SamTrans	Battery/Electric Buses and Charging Infrastructure ⁴	\$ 4,600,000	10/26/22
SFMTA	29 Sunset Muni Forward Phase 1	\$ 2,855,411	3/23/22
AC Transit	Mission Boulevard Corridor TSP Project	\$ 1,631,663	3/23/22
VTA	Eastridge to BART Regional Connector	\$ 1,733,642	3/23/22
TOTAL		\$ 18,760,234	

* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$669,726 and distributed between Marin Transit, GGBHTD, and SMART as noted.

2. Solano County received \$1,090,516 and distributed to Solano County Transit as noted.

3. Sonoma County received \$1,281,325 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

4. MTC Regional Means-Based Transit Fare Pilot funds were reprogrammed to SamTrans as part of the ROW repayment to Caltrain.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C
 05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C
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 07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED
 6/22/22-C 10/26/22-C 10/26/22-ED 3/22/23-C

FY 2022-23 Low Carbon Transit Operations Program Requests

MTC Estimates to be updated when State Controller's Office released final apportionments

Agency	Project(s)	FY 2022-23 LCTOP Population-Based Funding	Date
CCCTA	Martinez Amtrak to BART	\$ 541,175	3/22/23
CCCTA	Free Fares for Routes Serving the Monument Corridor	\$ 650,825	3/22/23
ECCTA	Hydrogen Fueling Station	\$ 720,000	3/22/23
LAVTA	Atlantis Hydrogen Fueling Station	\$ 492,000	3/22/23
NVTA	NVTA Zero Emission Bus Procurement	\$ 339,000	3/22/23
Union City	Union City Flea Microtransit Service Expansion	\$ 172,000	3/22/23
WCCTA	WestCAT Zero-Emission Bus Purchase	\$ 158,000	3/22/23
GGBHTD ¹	Ferry CARB Compliance Project	\$ 229,871	3/22/23
Marin Transit ¹	ZEB Charging Infrastructure and Solar Microgrid	\$ 385,169	3/22/23
SMART ¹	Restart Transit Operations on SMART	\$ 12,960	3/22/23
Suisun City ²	Charging Stations at the Suisun Mobility Hub	\$ 200,000	3/22/23
City of Fairfield ²	Fairfield Electrification Infrastructure	\$ 373,685	3/22/23
Solano County Transit ²	SolTrans Electrification Infrastructure	\$ 449,315	3/22/23
City of Petaluma ³	Zero Emission Replacement Bus Purchase	\$ 146,995	3/22/23
City of Santa Rosa ³	Electric Bus Purchase	\$ 438,341	3/22/23
Sonoma County Transit ³	Purchase One 35-Foot Battery Electric Bus	\$ 617,664	3/22/23
North Counties / Small Operators Subtotal		\$ 5,927,000	
MTC	Next Generation Clipper Operations	\$ 5,930,000	3/22/23
SFMTA	Next Generation Transit Lane and Bus Zone Enforcement Pilot Program	\$ 2,544,000	3/22/23
AC Transit	MacDonald Avenue Transit Signal Priority Project Phase I	\$ 1,000,000	3/22/23
VTA	Transit Reliability Improvement and Performance System (TRIPS)	\$ 2,390,000	3/22/23
TOTAL		\$ 17,791,000	

* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$628,000 and distributed between Marin Transit, GGBHTD, and SMART as noted.

2. Solano County received \$1,023,000 and distributed to Suisun City, City of Fairfield, and Solano County Transit as noted.

3. Sonoma County received \$1,281,325 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

Date: March 28, 2018
W.I.: 1515
Referred by: PAC

Attachment B
MTC Resolution No. 4273
Page 1 of 1

Transit Performance Initiative Project Savings Policy

The following policy is adopted for projects funded through the Transit Performance Initiative Investment Program, including those projects funded with federal STP/CMAQ funds and Low Carbon Transit Operations Program funds:

Savings following project completion may be used to expand the scope of the project, if the expanded scope provides additional quantifiable benefits to the original transit corridor. The expanded scope must be approved by MTC staff prior to expenditure. All other project savings will be returned to MTC proportionally.

Staff will update the Commission on any such actions through the semi-annual Transit Performance Initiative updates.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 23-0277 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 1/25/2023 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 3/10/2023 **Final action:**

Title: MTC Resolution No. 4550, Revised - Guidelines for Countywide Transportation Plans

Sponsors:

Indexes:

Code sections:

Attachments: [12g 23-0277 MTC Resolution 4550 Guidelines for Countywide Transportation.pdf](#)
[3bi 23-0277 Summary Sheet MTC Res No.4550-Revised-](#)
[3bii 23-0277 TEMP-RES-4550.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4550, Revised - Guidelines for Countywide Transportation Plans

Presenter:

Adam Noelting

Recommended Action:

MTC Commission Approval

Attachments:

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC Planning Committee with the ABAG Administrative Committee**

March 10, 2023

Agenda Item 3b

MTC Resolution No. 4550, Revised – Guidelines for Countywide Transportation Plans

Subject:

Adoption of revised guidelines for Countywide Transportation Plans completed by County Transportation Agencies (CTAs).

Background:

At its meeting on November 16, 2022, the MTC Commission approved revised guidelines for Countywide Transportation Plans (MTC Resolution No. 4550) after a presentation from staff. During the discussion, the Commission expressed a desire for staff to explore ways to incorporate transit priority into the guidelines. As a result, staff committed to collaborate with CTAs and to bring a proposal to integrate transit priority into the revised guidelines.

Revisions to the CTP Guidelines:

In accordance with the Commission's direction, staff collaborated with CTA Planning Directors in February to review and refine the proposal to incorporate transit priority into the guidelines. The following additions have been proposed to the guidelines:

- ***Performance Framework*** - Establish transit priority performance targets—in accordance with Action 12 of the Bay Area Transit Transformation Action Plan (see Appendix C)—that address transit speed and reliability on high-transit corridors and arterials; and,
- ***Strategies*** - Prioritize strategies—both investments and policies—that improve transit speed and reliability on high-transit corridors and arterials.

Next Steps:

Staff is aware that several CTAs have already initiated or are actively exploring the scope of their next CTP. Staff will inform CTAs of any changes to the guidelines and will continue to collaborate during the scoping phase and plan development. As outlined in the Joint MTC Planning with the ABAG Administration Committee summary sheet dated November 4, 2022, approval of the revised CTP guidelines will provide direction for subsequent CTPs across the region.

Issues:

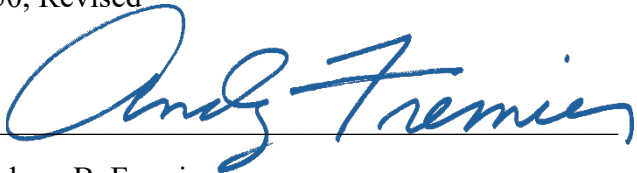
None identified.

Recommendations:

Refer MTC Resolution Nos. 4550, Revised to the Commission for approval.

Attachments:

- Attachment A: MTC Resolution No. 4550, Revised



Andrew B. Fremier

Date: November 16, 2022
W.I.: 1121
Referred By: PLNG
Revised: 03/22/2023

ABSTRACT

Resolution No. 4550, Revised

This resolution adopts MTC's revised Guidelines for Countywide Transportation Plans, which establishes a common planning framework between Countywide Transportation Plans and the Regional Transportation Plan/Sustainable Communities Strategy (commonly referred to as "Plan Bay Area"). The effective date for the revised guidelines is for Countywide Transportation Plans initiated after December 1, 2022. This resolution supersedes MTC Resolution No. 2120.

Further discussion of this subject is contained in the Joint MTC Planning with the ABAG Administration Committee summary sheet dated November 4, 2022.

Attachment A of this resolution was revised on March 22, 2023, to incorporate transit priority into MTC's Guidelines for Countywide Transportation Plans.

Re: Adoption of the Guidelines for Countywide Transportation Plans

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4550

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, Part 450 of Title 23 of the Code of Federal Regulations (CFR), require MTC as the MPO to prepare and update a long-range Regional Transportation Plan every four years; and

WHEREAS, California Government Code § 65080 et seq. requires MTC to prepare and update a long-range Regional Transportation Plan, including a Sustainable Communities Strategy prepared in conjunction with the Association of Bay Area Governments (ABAG), every four years; and

WHEREAS, Government Code § 66531 permits each county within the Commission's jurisdiction, together with the cities within the county, to develop and update a Countywide Transportation Plan for the county and its included cities; and

WHEREAS, Government Code § 66531 further provides that MTC shall develop guidelines ("Guidelines for Countywide Transportation Plans" as Attachment A to this resolution) for the preparation of the Countywide Transportation Plans; and

WHEREAS, the guidelines must be consistent with the Commission's preparation of the Regional Transportation Plan, which is guided by state (§65080) and federal (23 CFR Part 450) requirements for its preparation and content; and

WHEREAS, the guidelines promote compatibility between Countywide Transportation Plans and the Regional Transportation Plan (commonly referred to as "Plan Bay Area") through a common planning framework; now therefore, be it

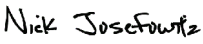
MTC Resolution No. 4550

Page 2

RESOLVED, that MTC adopts the "Guidelines for Countywide Transportation Plans" attached as Attachment A to this resolution, and incorporated herein by reference; and, be it further

RESOLVED, that this resolution be transmitted to the nine Bay Area counties for use in preparing their Countywide Transportation Plans.

METROPOLITAN TRANSPORTATION COMMISSION

DocuSigned by:

91E0C654B2FF4BD...

Nick Josefowitz, Vice Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on November 16, 2022.

Date: November 16, 2022
W.I.: 1121
Referred by: PLNG
Revised: 03/22/2023

Attachment A
Resolution No. 4550
Page 1 of 14

Guidelines for Countywide Transportation Plans

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The intent of these guidelines is to provide context for coordinated transportation and land use planning in the San Francisco Bay Area by developing a common planning framework between Countywide Transportation Plans (CTP) and the San Francisco Bay Area's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS, herein referred to as "Plan Bay Area"), reflective of state and regional climate and equity goals. As such, these guidelines are intended to guide the development of the next round of CTPs, which are expected to inform the development of the next major update of Plan Bay Area, expected to begin in 2026 and be adopted in 2029.

A | PLANNING CONTEXT

CTP Background

In 1988, the State legislature passed Assembly Bill 3705 (Eastin), authorizing Bay Area counties to develop CTPs on a voluntary basis. The provisions in AB 3705 are codified in Section 66531 (see Appendix A) of the California Government Code and were modified by the passage of AB 1619 (Lee) (Statutes of 1994, Chapter 25). Among other things, the law suggests content to be included in CTPs and clarifies relationships between the CTP and the RTP, and between the CTP and Congestion Management Programs (CMPs).

Importantly, the state law established an inter-dependent relationship between CTPs and the RTP and provided a pathway for regionally significant local policies and priorities to be included into the RTP if the CTP was prepared in a consistent manner as the Commission's preparation of the RTP (see Appendix B). The statute promoted compatibility between CTPs and the RTP through a common planning framework, even though the plans may differ in scope.

CTPs and MTC's guidelines have evolved since the passage of AB 3705. The Bay Area's County Transportation Agencies have prepared and updated CTPs to build consensus toward countywide transportation visions, guide long-term decision-making, reflect local policies and priorities, and inform transportation funding decisions. CTPs continue to be a primary input into the preparation of Plan Bay Area. Accordingly, MTC's guidelines are intended to establish a common framework for CTPs that encourages compatibility of the plans with Plan Bay Area.

Plan Bay Area

On October 21, 2021, the Metropolitan Transportation Commission (MTC) and the Executive Board of the Association of Bay Area Governments (ABAG) jointly adopted the third iteration of Plan Bay Area, *Plan Bay Area 2050*. Plan Bay Area 2050 connects the elements of housing, the economy, transportation, and the environment through 35 strategies that aim to make the Bay Area more equitable for all residents and more resilient in the face of unexpected challenges. In the short-term, the Plan's implementation plan identifies more than 80 specific actions for MTC, ABAG, and partner organizations to take over the next five years to make headway on each of the 35 strategies and achieving Plan Bay Area goals and objectives.

Plan Bay Area grew out of the Sustainable Communities and Climate Protection Act (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008), which requires each of the state's 18 metropolitan areas to identify transportation and land use strategies to reduce per capita greenhouse gas (GHG) emissions from cars and light trucks. Pursuant to SB 375, the California Air Resources Board

(CARB) sets regional targets for GHG emissions reductions. These emissions reduction targets are the state's primary mechanism to achieve statewide GHG emissions reduction goals for cars and light trucks. In 2010, the Bay Area's reduction targets were set at 7 percent per capita by 2020 and 15 percent per capita by 2035, with both targets compared to 2005 emissions levels. In 2018, CARB updated the regional emissions reduction targets in order to make significant progress in achieving the state's 2030 emissions target. The Bay Area's current GHG emissions reduction targets are 10 percent per capita by 2020 and 19 percent per capita by 2035¹. CARB is tasked with monitoring statewide progress toward meeting regional emissions reduction targets every four years (2018, 2022², etc.) and updating the regional emissions reduction targets every eight years (2018, 2018, etc.) to ensure the state is on course to achieve climate goals.

State Goals

Since SB 375 was enacted in 2008, state policy has continued to emphasize accelerated achievement of GHG emissions reduction goals. The CARB scoping plans (2017 and 2022³) contain statewide strategies to meet GHG emissions reduction targets and reach carbon neutrality. The scoping plans emphasize the state's need to significantly reduce vehicle miles traveled (VMT) and increase walking, biking, and transit usage.

More recently, the state has also identified equity as an equally important goal in its transportation planning and funding policies. CAPTI, the state's Climate Action Plan for Transportation Infrastructure (March 2021), supports the California Transportation Plan by creating a framework for aligning the state's transportation investments with its climate, health, and social equity goals. CAPTI also recognizes the need to reduce VMT and increase walking, biking, and transit usage. As a result, transportation projects and policies that reduce VMT are expected to receive higher priority and be more competitive for state funding programs than projects that increase VMT moving forward.

Across these recent state activities, the state has recognized the need to (1) pivot from investing in auto-oriented projects that increase VMT to those that enhance active and shared mobility options; (2) better manage the existing transportation system through managed lane networks, pricing mechanisms, and seamless transit enhancements; (3) leverage new mobility options such as autonomous vehicles and shared micromobility; and (4) improve the alignment of local and regional land use and housing planning.

Reflecting Local, Regional, and State Goals and Policy

Advancing a common CTP planning framework contributes to an effective regional planning process. Documenting how investments implement county and regional priorities helps to illustrate how the region is achieving its climate, equity, and land use goals. Understanding county and local priorities ensures that they are considered for inclusion and integrated with the regional plan.

¹ <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets>

² The Draft 2022 Progress Report was released in June 2022, and is expected to be finalized sometime in 2022.

³ The Draft 2022 Scoping Plan was released in May 2022, and is expected to be finalized sometime in 2022.

B | CTP RECOMMENDATIONS

The intent of the recommendations in the following section, as well as the RTP/SCS elements described in Appendix B, is to strengthen compatibility between CTPs and Plan Bay Area through a common planning framework, even though the plans may differ in scope. Accordingly, the Bay Area's County Transportation Agencies should include the following recommendations, to the extent practical, in their respective CTP:

1. Outreach and Engagement

- Implement a public outreach and engagement effort in a manner consistent with MTC's Public Participation Plan (<https://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>).
- Follow current best practices related to virtual and in-person public participation, outreach, and engagement, see the Best Practices for Equitable Engagement primer for examples (<https://abag.ca.gov/technical-assistance/best-practices-equitable-engagement>).
- Lower participation barriers for hard-to-reach populations, Limited English Proficient (LEP) speakers, people with disabilities, and those who historically have been excluded from weighing in on public decision-making processes.
- Document the outreach process, including efforts to lower participation barriers, see the Plan Bay Area 2050 Public Engagement Report for example documentation (https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Public_Engagement_Report_October_2021.pdf).

2. Regional Coordination

- Engage with MTC/ABAG staff during the project scoping phase and include an MTC/ABAG representative on relevant technical advisory committees and/or working groups.
- Notify MTC/ABAG of project milestones, including comment period(s) for the draft CTP and adoption of final CTP.

3. Planning Assumptions

- Use planning assumptions consistent with the latest adopted Plan Bay Area (see Appendix C). Planning assumptions are inclusive of the projected population, household, and job growth in the Regional Growth Forecast; the growth geographies in the Regional Growth Framework; and the anticipated regional, state, and federal revenues in the Transportation Revenue Forecast.
- Document differences with Plan Bay Area's planning assumptions, including any new transportation revenue sources and/or strategies to fund investments within the county. Discuss sources of potential new revenues, the forecasted amount of potential new revenues, and near-term actions to ensure their availability.
- Select planning horizons that cover a 25 to 30-year period.

4. Performance Framework

- Establish a performance framework to demonstrate how CTP investment decisions support multimodal transportation and land use goals and objectives.
- Establish transportation and land use goals and objectives that reflect local priorities, but also consider Plan Bay Area's overall vision, goals and cross-cutting issues (see Appendix C),

including the region's two mandatory targets to (1) reduce GHG emissions from cars and light trucks, and (2) house the region's projected population growth at all income levels.

- Identify quantifiable metrics—including *VMT and equity measures*—to evaluate multimodal system performance of CTP implementation.
- Establish transit priority performance targets—in accordance with Action 12 of the Bay Area Transit Transformation Action Plan (see Appendix C)—that address transit speed and reliability on high-transit corridors and arterials.
- Establish a performance framework that is consistent with applicable multimodal performance elements of Congestion Management Programs (CMP) and provides a long-range vision for the CMP, if prepared for the county.

5. Strategies (i.e., Investments and Policies)

- Incorporate, to the extent practical, Plan Bay Area's transportation strategies—*defined as a set of multimodal transportation investments (projects and/or programs) or transportation policies* (see Appendix C)—and document and explain how CTP investments and policies are consistent with and supportive of their implementation. Similarly, document the basis for the exclusion of any Plan Bay Area transportation strategies.
- Incorporate, to the extent practical, the Bay Area Air Quality Management District's (BAAQMD) Clean Air Plan and its respective Transportation Control Measures (TCM) (<https://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>).
- Reflect local priority strategies, especially those established through other local planning initiatives, including, but not limited to:
 - Active Transportation Plans, Complete Streets and Safe Routes to School efforts; or,
 - Community Based Transportation Plans (CBTP);
 - Corridor studies, including Comprehensive Multimodal Corridor Plans (CMCP);
 - Local/modal studies conducted by the county(s) or transit agency(s);
 - Regional and/or sub-regional transportation studies; and,
 - Specific Plans for Priority Development Areas (PDA);
- Prioritize strategies—both investments and policies—that improve transit speed and reliability on high-transit corridors and arterials.
- Prioritize strategies that support and encourage development in the regional growth framework (growth geographies), particularly in PDAs and locations subject to the regional Transit-Oriented Communities (TOC) Policy (MTC Res. No. 4530).
- Prioritize strategies that advance equity, especially those that affect historically and systemically marginalized, underserved and excluded groups, including people with low incomes, people with disabilities, and communities of color.
- Prioritize strategies that are resilient to future uncertainties, including strategies that address effects of climate change (e.g., sea level rise and intensified drought and wildfires).
- Evaluate strategy alignment with federal, state, and regional funding program objectives and eligibility requirements.

6. Transportation Project List

- Coordinate with cities and transit operators within the county to prepare a list of transportation investments (projects and programs).

- Incorporate both funded and unfunded investments and include relevant project and program details, including design concept and scope, system capacity impacts (i.e., new lane miles), cost, funding, and schedule.
- Escalate cost estimates into year-of-expenditure dollars and document inflation rate assumptions.
- Differentiate between projects and programs that increase transportation system capacity and those that do not. Projects and programs that do not increase system capacity may be bundled into group listings or programmatic investments.
- Advance equity through investments and policies that improve mobility options for residents of Equity Priority Communities (EPC) and other historically disadvantaged populations, such as by advancing priorities included in CBTPs.

7. Forecast and Report System Changes

- Forecast and report outcomes of implementing the investments and policies in the CTP, including, but not limited to changes in passenger car VMT compared to a performance baseline (i.e., model base year, current conditions, or Plan Bay Area forecast). Report VMT for both the performance baseline and for the CTP.
- Represent CTP investments and policies, to the extent possible, in the county or regional travel demand model to forecast multimodal system performance.
- Prepare consistency documentation in regard to the county's Model Development – Base Year(s) and Model Development – Forecast Year(s) processes described in the *MTC Guidance for Model Consistency, Collaboration, and Transparency* guidance (see Appendix C). Indicate if county model is consistent with established statement of Modeling Consistency for CMPs or provide documentation to explain how and why modeling assumptions, settings, versions, inputs, and forecasts differ from those discussed during Model Development – Base Year(s) and Model Development – Forecast Year(s) processes.
- Summarize and report, to the extent practical, the estimated change in street and highway lane miles, transit vehicle miles, and active transportation systems miles, from implementing the investments and policies in the CTP.

8. Investment and Growth Strategy

Document and explain how investments and policies are consistent with and supportive of implementation of the regional growth framework and other regional policies, including:

- PDAs, Transit-Rich Areas (TRAs), and High-Resource Areas (HRAs) forecasted to take on significant housing growth in Plan Bay Area (total number of units), including Regional Housing Needs Assessment (RHNA) allocations, as well as housing production, especially those PDAs, TRAs, or HRAs that are delivering large numbers of very low-, low-, and moderate-income housing units;
- Dense job centers in proximity to transit and housing (both current levels and those included in Plan Bay Area) especially those which are supported by reduced parking requirements and transportation demand management programs; and,
- Regional TOC Policy requirements (MTC Res. No. 4530), particularly the TOC Policy requirements for parking management and transit station access and circulation.

9. Prioritization and Near-term Implementation Actions

- Prioritize a set of investments and policies that can reasonably be implemented within a 10-year period post CTP adoption, with an emphasis on investments and policies that respond to local needs, achieve locally identified performance goals and objectives, and advance regional and state objectives (e.g., reduce GHG emissions and reduce VMT).
- Prepare an implementation plan to identify near-term actions necessary to implement the 10-year priority investments of the CTP. Near-term actions may include advocacy and legislation; new, existing or restructured initiatives; and planning or research.
- Screen unfunded priority investments for alignment with federal, state, and regional funding program objectives and eligibility requirements. Consider bundling projects or programs into investment packages to ensure alignment with the state's climate, health, and social equity goals.

10. Updates

- CTPs should be updated at least every 8 years before the adoption of major updates to Plan Bay Area. The adoption of the next major update to Plan Bay Area is expected to commence in 2026 and be adopted in 2029. For this update, CTPs should be completed by 2026 in order to inform the next major update to Plan Bay Area.

APPENDIX A | STATE CODE 66531: COUNTY TRANSPORTATION PLANS

- (a) Each county within the jurisdiction of the commission, together with the cities and transit operators within the county, may, every two years, develop and update a transportation plan for the county and the cities within the county. The county transportation plan shall be submitted to the commission by the agency that has been designated as the agency responsible for developing, adopting and updating the county's congestion management program pursuant to Section 65089 [CMPs], unless, not later than January 1, 1995, another public agency is designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county. Nothing in this section requires additional action by the cities and county, if a joint powers agreement delegates the responsibility for the county transportation plan to the agency responsible for developing, adopting, and updating the county's congestion management program pursuant to Section 65089 [CMPs].
- (b) The county transportation plans shall be consistent with, and provide a long-range vision for, the congestion management programs in the San Francisco Bay area prepared pursuant to Section 65089 [CMPs]. The county transportation plans shall also be responsive to the planning factors included in Section 134 of the federal Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240).
- (c) The commission, in consultation with local agencies, shall develop guidelines to be used in the preparation of county transportation plans. These guidelines shall be consistent with the commission's preparation of the regional transportation plan pursuant to Section 65081. These plans shall include recommendations for investment necessary to mitigate the impact of congestion caused by an airport that is owned by the county, or city and county, and located in another county. The plans may include, but are not limited to, the following:
 - (1) Recommendations for investments necessary to sustain the effectiveness and efficiency of the county portion of the metropolitan transportation system, as defined cooperatively by the commission and the agency designated pursuant to Section 65089 [CMPs].
 - (2) Consideration of transportation system and demand management strategies which reinforce the requirements contained in Section 65089 [CMPs].
 - (3) Consideration of transportation impacts associated with land use designations embodied in the general plans of the county and cities within the county and projections of economic and population growth available from the Association of Bay Area Governments.
 - (4) Consideration of strategies that conserve existing transportation system capacity, such as pricing policies or long-term land use and transportation integration policies jointly developed by the commission and the agencies designated pursuant to Section 65089 [CMPs].
 - (5) Consideration of expected transportation revenues as estimated by the commission, the impact of these estimated revenues on investment recommendations, and options for enhanced transportation revenues.
- (d) The commission shall adopt revised guidelines not later than January 1, 1995.
- (e) The county transportation plan shall include recommended transportation improvements for the succeeding 10- and 20-year periods.
- (f) The county transportation plans shall be the primary basis for the commission's regional transportation plan and shall be considered in the preparation of the regional transportation

improvement program. To provide regional consistency, the county transportation plans shall consider the most recent regional transportation plan adopted by the commission. Where the counties' transportation plans conflict, the commission may resolve the differences as part of the regional transportation plan. The commission shall add proposals and policies of regional significance to the regional transportation plan.

- (g) With the consent of the commission, a county may have the commission prepare its county transportation plan.
- (h) The counties, together with the commission, shall jointly develop a funding strategy for the preparation of each county's transportation plan.

APPENDIX B | STATE AND FEDERAL REQUIREMENTS FOR RTP/SCS ELEMENTS

State and federal laws govern the development and content of MTC's RTP/SCS. California law relating to the development of the RTP/SCS is contained in Government Code Section 65080 and discussed in detail in the California Transportation Commission's (CTC) *2017 Regional Transportation Plan Guidelines for Metropolitan Planning Organizations*. Federal Code 23CFR, Part 450.324 governs the development and content of the Metropolitan Transportation Plan [RTP/SCS].

The CTC's RTP Guidelines identify four components: (1) policy element, (2) sustainable communities strategy (SCS), (3) action element, and (4) financial element. These four elements, along with a brief description, are identified below, and additional information is available within the CTC's RTP guidelines.

Policy Element

- Describes the transportation issues in the region;
- Identifies and quantifies regional needs expressed within both short- and long-range planning horizons (Government Code Section 65080 (b)(1));
- Maintains internal consistency with the Financial Element and fund estimates; and,
- The Policy Element should clearly convey transportation policies and supportive strategies and related land use forecast assumptions, including:
 - Describe how these policies were developed;
 - Identify any significant changes in policies from previous plans; and,
 - Provide the reason(s) for any changes in policies from previous plans.

Sustainable Communities Strategy

- (i) identify the general location of uses, residential densities, and building intensities within the region,
- (ii) identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth,
- (iii) identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Section 65584,
- (iv) identify a transportation network to service the transportation needs of the region,
- (v) gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of Section 65080.01,
- (vi) consider the state housing goals specified in Sections 65580 and 65581,
- (vii) set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board, and
- (viii) allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506).

Action Element

- Describes the programs and actions necessary to implement the RTP, including the SCS, and assigns implementation responsibilities
- Consists of short and long-term activities that address regional transportation issues and needs;
- Includes all transportation modes (highways, local streets and roads, mass transportation, rail, maritime, bicycle, pedestrian and aviation facilities and services);
- Identifies investment strategies, alternatives and project priorities beyond what is already programmed; and
- Provides clear direction about the roles and responsibilities of the MPO and other agencies to follow through on the RTP's policies and projects.

Financial Element

- Identifies current and anticipated revenue sources and financing techniques available to fund the investments described in the Action Element;
- Defines realistic financing constraints and opportunities; and,
- The Financial Element is composed of six major components;
 1. Summary of costs to operate and maintain the current transportation system;
 2. Estimate of costs and revenues to implement the projects identified in the Action Element;
 3. Inventory of existing and potential transportation funding sources;
 4. List of candidate projects if funding becomes available;
 5. Potential funding shortfalls; and,
 6. Identification of alternative policy directions that affect the funding of projects.

In addition to state guidelines, the RTP/SCS is also developed in accordance with federal metropolitan transportation planning guidance, which provide for the following considerations:

- Carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process, including the development of a metropolitan transportation plan and a TIP, that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers) fosters economic growth and development, and takes into consideration resiliency needs, while minimizing transportation-related fuel consumption and air pollution
- Provide for consideration and implementation of projects, strategies, and services that will address the following factors:
 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
 2. Increase the safety of the transportation system for motorized and non-motorized users;
 3. Increase the security of the transportation system for motorized and non-motorized users;
 4. Increase accessibility and mobility of people and freight;
 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

APPENDIX C | ADDITIONAL LINKS AND RESOURCES

Final Plan Bay Area 2050 and Supplemental Reports

<https://www.planbayarea.org/finalplan2050>

Regional Growth Forecast/Pattern

[Growth Pattern](#)

Growth Geographies

[Growth Geographies Handout](#)

Transportation Revenue Forecast

[Technical Assumptions Report](#) > Chapter 2 | Technical Assumptions for the Transportation Element > Transportation Revenue Forecast

Guiding Principles and Vision for Plan Bay Area

[Chapter 1: Introduction and Growth Geographies](#) > Guiding Principles and Vision for Plan Bay Area 2050 > Page 8

Bay Area Transit Transformation Action Plan

<https://mtc.ca.gov/planning/transportation/public-transit/transit-transformation-action-plan>

Plan Bay Area 2050 Strategies

Final Blueprint Compendium > [Strategies](#) (Dec. 2020)

Transportation Strategies

[Chapter 4: Transportation](#)

MTC Guidance for Model Consistency, Collaboration, and Transparency

<https://github.com/BayAreaMetro/modeling-website/wiki/Model-Consistency%2C-Collaboration%2C-and-Transparency>

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0258 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 1/19/2023 **In control:** Joint MTC ABAG Legislation Committee

On agenda: 3/10/2023 **Final action:**

Title: MTC Resolution No. 3931, Revised - Policy Advisory Council Appointment

Sponsors:

Indexes:

Code sections:

Attachments: [12h 23-0258 MTC Resolution 3931 Policy Advisory Council Appointment.pdf](#)
[2bi 23-0258 Summary Sheet MTC Res No 3931 Council Appointment.pdf](#)
[2bii 23-0258 Attachment A MTC Res No 3931.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 3931, Revised - Policy Advisory Council Appointment

Presenter:

Kỳ-Nam Miller

Recommended Action:

Commission Approval

Attachments:

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

March 10, 2023

Agenda Item 2b

MTC Resolution No. 3931, Revised - Policy Advisory Council Appointment

Subject:

San Mateo County appointment to the 2022-2025 MTC Policy Advisory Council.

Background:

Since the appointments to MTC's Policy Advisory Council (Council) were approved in November 2021 for a term running through December 2025, one Council member, Rich Hedges representing the County of San Mateo's Older Adult communities, has withdrawn from service. MTC Resolution No. 3931, Revised (Attachment A), which created the Policy Advisory Council, specifies that appointments for advisors representing a particular county be made by that county's Commissioners. Commissioner Gina Papan and Commissioner David Canepa have recommended appointing Charley Lavery to fill the vacancy to represent Older Adults for San Mateo County.

Charley Lavery is a retirement-aged San Mateo resident who has spent his career as a union construction worker and has regularly facilitated union retiree meetings.

Issues:


None identified.

Recommendations:

Staff requests the Commission appoint Charley Lavery to serve the remainder of the term for the current slot vacated by Rich Hedges on the Policy Advisory Council (through December 2025), and approval MTC Resolution No. 3931, Revised.

Attachments:

- Attachment A: MTC Resolution No. 3931, Revised



Andrew B. Fremier

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

ABSTRACT

Resolution No. 3931, Revised

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

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

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3931, Revised

Page 2

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

This resolution was revised on March 22, 2023, to include revisions to Attachment B and Attachment C.

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

RE: Commission Policy Advisory Council

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3931

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

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

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

Attachment A
Resolution No. 3931
Page 1 of 4

Attachment A
Metropolitan Transportation Commission
Policy Advisory Council

A. Mission Statement

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

B. Roles/Expectations

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

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

2. Responsibilities

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

3. Council Work Plan

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

4. Reporting to the Commission

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

5. Limitations on Advisor Activities

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

6. Conflict of Interest Policy

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

7. Ethics Training

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

C. Membership

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

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

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

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

There shall be no alternates to the appointed membership.

D. Appointment Process

1. General

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

2. Terms of Appointment

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

E. Procedures

Attendance and Participation

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

2. Residency Requirements

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

3. Compensation

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

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

4. Meeting Frequency and Location of Meetings

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

5. Ad Hoc Working Groups

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

6. Quorum Requirements

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

7. Election of Council Chair and Vice Chair

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

8. Public Meetings

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

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

Attachment B
 Resolution No. 3931
 Page 1 of 1

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

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

Date: February 23, 2011
 W.I.: 1114
 Referred by: Legislation
 Revised: 07/25/12-C 07/24/13-C
 07/23/14-C 11/19/14-C
 03/25/15-C 09/23/15-C
 10/26/16-C 10/25/17-C
 04/24/19-C 07/24/19-C
 02/26/20-C 03/24/21-C
 11/17/21-C 03/23/22-C
 07/27/22-C 10/26/22-C

Attachment C
 Resolution No. 3931
 Page 1 of 3

Metropolitan Transportation Commission
Policy Advisory Council
Former Advisors and Their Replacements

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

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

Former Advisor	Time Served	Representing	Replaced By	Replaced On
Bob Glover	February 2020 – December 2021	Economy	Ilaf Esuf, Economy	January 12, 2022
Carlos Castellanos	2007 – December 2021	Equity	Carina Vinh Lieu	January 12, 2022
Cynthia Murray	March 2015 – December 2021	Economy	Rodney K. Nickens, Economy	January 12, 2022
Marc Madden	October 2017 – December 2021	Equity	Phil Pierce, Environment	January 12, 2022
Michael Lopez	October 2017 – December 2021	Equity	Chris Fitzgerald, Equity	January 12, 2022
Michelle Hernandez	Sept. 2015 – December 2021	Equity	Vinay Pimple, Equity	January 12, 2022
Rahmon Momoh	October 2017 – December 2021	Equity	William Goodwin, Equity	January 12, 2022
Richard Burnett	March 2010 – December 2021	Equity	Dwayne Hankerson, Equity	January 12, 2022
Rick Coates	October 2017 – December 2021	Equity	Gerald Glaser, Equity	January 12, 2022
Terry Scott	February 2020 – December 2021	Equity	Hans Korge, Equity	March 23, 2022
Benjamin Schweng	July 2013 – December 2021	Environment	Rachel Zack, Environment	January 12, 2022
Hans Korge	n/a	Equity	Terry Scott, Equity	April 13, 2022
Benjamin Edokpayi	January 2022 – April 2022	Equity	John Parker Jr., Equity	July 27, 2022
Christina Gotuaco	February 2020 – September 2022	Equity	Zelly Lodin, Environment	October 26, 2022
Richard Hedges	July 2003 – February 2023	Equity	Charley Lavery, Equity	March 22, 2023



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0348 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 2/3/2023 **In control:** Administration Committee
On agenda: 3/8/2023 **Final action:**
Title: MTC Resolution No. 4565: Grant of Funding from Metropolitan Transportation Commission (MTC) to Bay Area Housing Finance Authority (BAHFA) for Regional Early Action Planning Grant (REAP 2.0) Housing Preservation and Priority Sites Programs and Authority to the Executive Director to Take Action to Implement the Grant

Request for authorization to grant \$43 million in REAP 2.0 funding from MTC to the BAHFA for two new housing pilot programs: the Housing Preservation Pilot and the Priority Sites Pilot and for the Executive Director to take action to implement the grant.

Sponsors:

Indexes:

Code sections:

Attachments: [13a 23-0348 MTC Resolution 4565 REAP 2.0 Grant Funding Transfer to BAHFA.pdf](#)
[3ai 23-0348 Summary Sheet REAP 2 Transfer to BAHFA.pdf](#)
[3aii 23-0348 Attachment A MTC RES-4565.pdf](#)
[3aiii 23-0348 Attachment B Presentation REAP 2 Transfer to BAHFA.pdf](#)

Date	Ver.	Action By	Action	Result
3/8/2023	1	Administration Committee		

Subject:

MTC Resolution No. 4565: Grant of Funding from Metropolitan Transportation Commission (MTC) to Bay Area Housing Finance Authority (BAHFA) for Regional Early Action Planning Grant (REAP 2.0) Housing Preservation and Priority Sites Programs and Authority to the Executive Director to Take Action to Implement the Grant

Request for authorization to grant \$43 million in REAP 2.0 funding from MTC to the BAHFA for two new housing pilot programs: the Housing Preservation Pilot and the Priority Sites Pilot and for the Executive Director to take action to implement the grant.

Presenter:

Somaya Abdelgany

Recommended Action:

Commission Approval

Attachments:

**Metropolitan Transportation Commission
Administration Committee**

March 8, 2023

Agenda Item 3a

MTC Resolution No. 4565: Grant of Funding from Metropolitan Transportation Commission (MTC) to Bay Area Housing Finance Authority (BAHFA) for Regional Early Action Planning Grant (REAP 2.0) Housing Preservation and Priority Sites Programs and Authority to the Executive Director to Take Action to Implement the Grant

Subject:

Request for authorization to grant \$43 million in REAP 2.0 funding from MTC to the BAHFA for two new housing pilot programs: the Housing Preservation Pilot and the Priority Sites Pilot and for the Executive Director to take action to implement the grant.

Background:

In July 2022, the California Department of Housing and Community Development (HCD) released the Notice of Funding Availability for its second round of REAP 2.0 grants. HCD allocated \$103 million to MTC for planning and implementation projects at the intersection of climate, housing, and equity. MTC may suballocate its funds to eligible entities in the form of grants. Of MTC's allocation, staff proposes granting to BAHFA the use of \$43 million to launch new pilot programs administered by BAHFA that would explore the strategic expansion of the BAHFA's housing funding portfolio, including a \$15 million Housing Preservation Pilot and \$28 million Priority Sites Pilot. The Commission approved staff's proposal for the REAP 2.0 formula allocation in November 2022 and submitted an application to HCD in December 2022.

Established by Assembly Bill 1487 in 2019, BAHFA's mandate is to raise, administer, and allocate regional funding for tenant protection, affordable housing preservation, and new affordable housing production. As such, BAHFA's execution of the proposed REAP housing pilot programs is well within BAHFA's mission.

Housing Preservation Pilot

If approved, the Housing Preservation Pilot would be the first in-house capital program focused on preservation of unrestricted affordable housing. The program would provide financing to non-profit developers and community land trusts for acquisition and rehabilitation of occupied properties to establish long-term affordability, with the goal of stabilizing at least 60 households. Funding would prioritize projects in systemically marginalized communities and near existing or

planned transit infrastructure. Funded projects would result in anti-displacement benefits to existing tenants, and community-controlled projects could open pathways towards residents building equity. REAP 2.0 provides a unique opportunity to provide near-term capital funds that can achieve immediate impact and demonstrate a “proof of concept” for BAHFA that supports a potential future ballot measure.

Priority Sites Pilot

The Priority Sites Pilot would accelerate regionally significant affordable or mixed-income housing projects that leverage public land or the redevelopment of aging malls/office parks – two of the most impactful Housing Strategies in Plan Bay Area 2050. In addition to establishing a pipeline of locally-prioritized, regionally significant sites in transit-rich areas, the program would deliver predevelopment funding directly to projects that advance multiple regional goals (affordability, climate, equity, etc.) and demonstrate success factors such as local support, a clear path to entitlements, and a realistic financing plan. The program could also explore alignment with other state and regional funding sources to expedite project delivery and effectively leverage other sources of capital. Similar to the Housing Preservation Pilot, this program would demonstrate the value-add of a regional approach, including the completion of large-scale projects that can deliver significant portions of jurisdictions’ lower-income RHNA targets.

Next Steps:

- Staff will seek BAHFA Board approval of program guidelines for the two housing program pilots, as well as acceptance of funds from MTC to BAHFA, on March 22, 2023.
- Staff will finalize the program guidelines by March 31, 2023, HCD’s deadline to approve MTC’s REAP 2.0 proposal.
- Notice of Funding Availability for the two pilot programs will be released in spring or summer 2023, pending HCD approval, grant agreement execution, and disbursement of funds.
- All funds must be encumbered by June 30, 2024 and spent by June 30, 2026.

Issues:

HCD's deadline to approve MTC's REAP 2.0 proposal is March 31, 2023. Terms and underwriting guidelines are subject to change until HCD has completed their review.

Recommendations:

Refer MTC Resolution 4565 to the full Commission for approval to authorize the grant of \$43 million in REAP 2.0 proceeds from MTC to BAHFA to administer the Housing Preservation and Priority Sites Pilots, subject to the terms and conditions of the HCD Grant to be executed between MTC and HCD, and to authorize the Executive Director to take action to implement the grant.

Attachments:

- Attachment A: MTC Resolution No. 4565
- Attachment B: PowerPoint



Andrew B. Fremier

Date: March 22, 2023
W.I.: 1615
Referred by: Administration

ABSTRACT

Resolution No. 4565

This resolution authorizes the grant of funding from the Metropolitan Transportation Commission (MTC) to the Bay Area Housing Finance Authority (BAHFA) for implementation of affordable housing programs using Regional Early Action Planning Grant 2.0 (REAP 2.0) proceeds issued through a formula allocation to MTC by the California Department of Housing and Community Development (HCD). By Resolution No. 4548, dated November 16, 2022, MTC authorized the request to HCD for its allocation of funds in an amount not to exceed \$102,842,103.03, which includes funds now authorized for program implementation by BAHFA as specified in Attachment A.

Further discussion of the REAP 2.0 allocation and affordable housing programs is contained in a memorandum to the Administration Committee dated March 8, 2023.

Date: March 22, 2023
W.I.: 1615
Referred by: Administration

RE: Grant REAP 2.0 Proceeds from MTC to BAHFA

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4565

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region; and

WHEREAS, the California Department of Housing and Community Development (HCD) is authorized to provide up to \$510,000,000 to Metropolitan Planning Organizations and Councils of Government (“Applicant”) listed in Health and Safety Code Section 50515.08, subdivisions (a)(1)-(6) under the Regional Early Action Planning grants program (REAP 2.0), as detailed in Health and Safety Code Section 50515.08-10; and

WHEREAS, HCD issued a Notice of Funding Availability on July 26, 2022, for REAP 2.0 grants available to MPOs and Councils of Government; and

WHEREAS, MTC authorized application for an allocation of REAP 2.0 funds in an amount not to exceed \$102,842,103.03 by Resolution 4548 on November 16, 2022; and

WHEREAS, MTC further agreed by Resolution 4548 to use all such REAP 2.0 funds only for eligible activities as set forth in California Health and Safety Code section 50515.08(c)(1) and in accordance with REAP 2.0 requirements and guidelines, which include, among other activities, affordable housing preservation and affordable housing predevelopment funding; and

WHEREAS, Title 6.8 of the Government Code, commencing with Government Code Section 64510 creates the Bay Area Housing Finance Authority (BAHFA) with jurisdiction extending throughout the nine county San Francisco Bay Area; and

WHEREAS, per Government Code Section 64510(c), BAHFA's purpose is to raise, administer, and allocate funding and provide technical assistance at a regional level for tenant protection, affordable housing preservation, and new affordable housing production; and

WHEREAS, on March 22, 2023, BAHFA adopted Resolution No. 28, establishing its Housing Preservation Pilot to provide low-interest loans to mission-driven developers and community land trusts to acquire and rehabilitate unrestricted, occupied homes and convert them to permanently affordable housing. The program aims to prevent displacement of low-income households, to create a safe, stable, permanently affordable housing stock, and to support the financial health of residents, borrowers, and properties; and

WHEREAS, Resolution No. 28 also establishes the Priority Sites Predevelopment Pilot to provide low-interest loans to developers and public agencies for predevelopment activities necessary to advance development projects that provide deed-restricted affordable homes on sites identified by the Metropolitan Transportation Commission and Association of Bay Area Government as Priority Sites. The program aims to accelerate regionally significant affordable or mixed-income housing projects that leverage public land or the redevelopment of aging malls/office parks – two impactful Housing Strategies in Plan Bay Area 2050; and

WHEREAS, in adopting Resolution No. 28, BAHFA also agreed to accept MTC's grant of REAP 2.0 funding, subject to applicable terms and conditions of the grant agreement for the REAP 2.0 funds to be executed between MTC and HCD; and now therefore be it

RESOLVED that MTC finds that BAHFA's Housing Preservation Pilot and Priority Sites Predevelopment Pilot will accelerate infill housing development by establishing and funding an affordable housing fund and authorizes the grant of REAP 2.0 proceeds to BAHFA, as outlined in Attachment A, contingent upon MTC receiving the REAP 2.0 funds as requested by MTC Resolution No. 4548 and subject to applicable terms and conditions of the grant agreement to be executed between MTC and HCD for the REAP 2.0 funds; and be it further

RESOLVED that the Executive Director is authorized to enter into, execute, and deliver any and all other documents and take all necessary actions required or incidental to the grant of REAP 2.0 funds to BAHFA, including executing any agreements or amendments to existing agreements with HCD to effectuate the grant of the REAP 2.0 to BAHFA for the Housing Preservation Pilot and Priority Sites Predevelopment Pilot.

METROPOLITAN TRANSPORTATION COMMISSION

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 March 22, 2023.

Date: March 22, 2023
W.I.: 1615
Referred by: Administration

Attachment A
Resolution No. 4565
Page 1 of 1

Attachment A

REAP 2.0 Program	Grant Amount
Housing Preservation Pilot	\$15 million
Priority Sites Predevelopment Pilot	\$28 million
Total	\$43 million

REAP 2.0 Housing Pilots

MTC Administration Committee

March 8, 2023



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION



How did we get here?

Plan Bay Area 2050

Adopted in Fall
2021

Regional Housing Needs Allocation 6th Cycle

Adopted in Winter
2021

Regional Housing TA Program

\$24M REAP 1.0
Grant in 2020

Bay Area Housing Finance Authority

Established in 2019
Staffed in 2022

Implementation Opportunity: REAP 2.0 Affordable Housing Pilots

1. Housing
Preservation Pilot
2. Priority Sites Pilot

Previous REAP 2.0 Committee Discussion:

- **January 2022** - MTC Programming and Allocations Committee
- **March 2022** - MTC Programming and Allocations Committee
- **April 2022** - Joint MTC Planning/ABAG Administrative Committee
- **November 2022** - MTC Programming and Allocations Committee and Commission



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION



What is the Regional Early Action Planning Grant (REAP) 2.0?

- \$600M statewide grant program to MPOs
- \$103M formula allocation to MTC
- Goal: accelerate progress towards housing, equity, and climate goals
- Uses: planning efforts and capital projects that implement Sustainable Communities Strategies
- Administered by HCD in collaboration with OPR, SGC, CARB

REAP 2.0 Objectives

All program uses must:

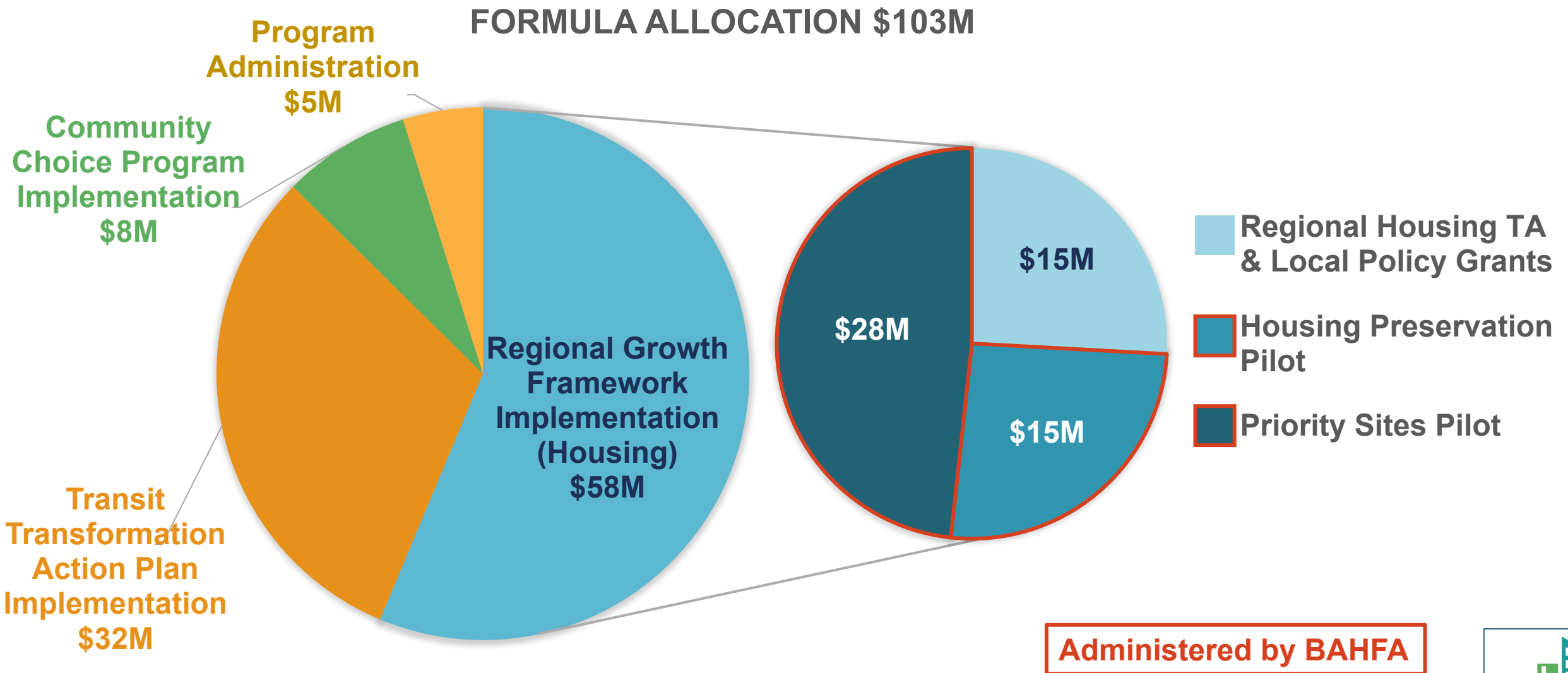
1. Accelerate infill development that facilitates housing supply, choice, and affordability
2. Affirmatively further fair housing
3. Reduce vehicle miles traveled (VMT)



REAP 2.0 Timeline

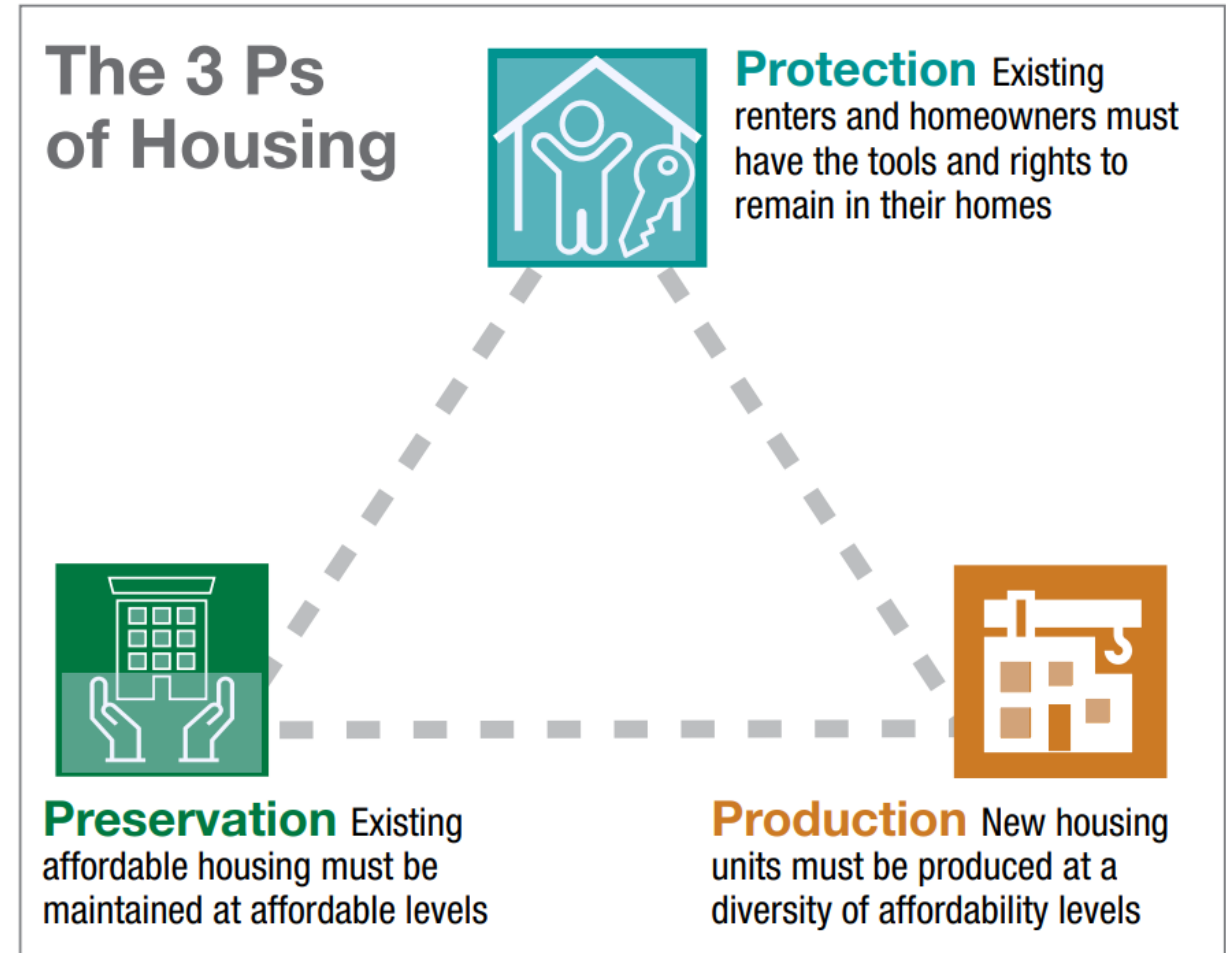


REAP 2.0 Proposed Uses



BAHFA's Role in REAP 2.0

- The Bay Area Housing Finance Authority (BAHFA) was created by Assembly Bill 1487 in 2019
- Purpose is to raise, administer, and allocate regional funding for tenant protection, affordable housing preservation, and new affordable housing production
- Launched in 2022, BAHFA brings a new set of relevant skills and development expertise to execute REAP 2.0 affordable housing pilots



REAP 2.0 Housing Pilots

1) *Housing Preservation Pilot - \$15M*

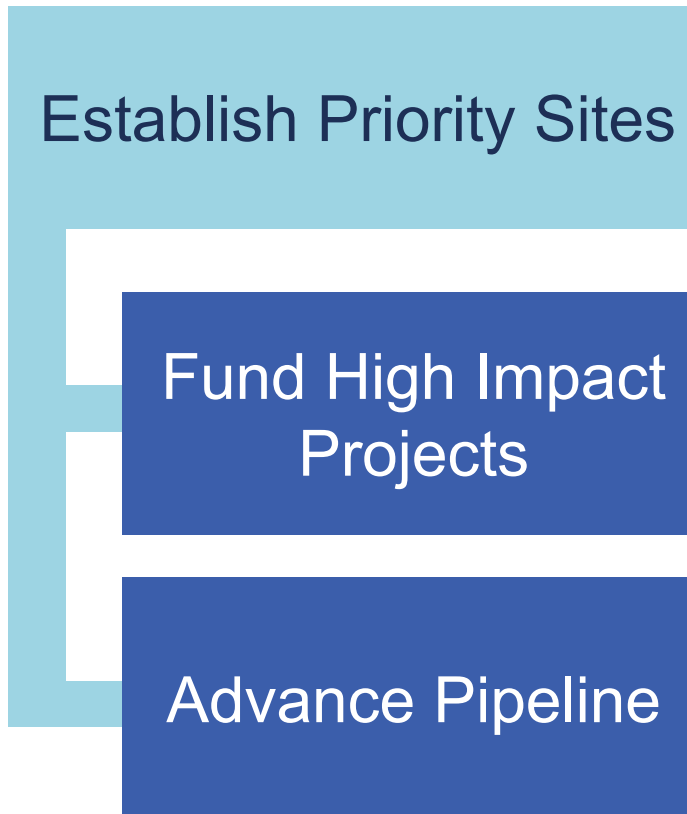
- Provide over-the-counter capital financing to non-profit developers and community land trusts for acquisition-rehab
- Prevent displacement of at least 60 families by converting unrestricted, occupied residential properties into permanently affordable housing
- Begin to fulfill PBA 2050 commitment to take lead on preservation
- Build upon existing Bay Area Preservation Pilot (BAPP)
- Strike a balance between achieving scale and helping historically disadvantaged households build equity



REAP 2.0 Housing Pilots

2) *Priority Sites Pilot - \$28M*

- Following a Priority Sites nomination and selection process, launch projects resulting in 750 - 3,000 affordable homes, bringing up to \$2 billion into the region, leveraging BAHFA expertise
- Establish network of regionally-significant, locally-nominated priority development sites
- Transform surplus public land and aging malls and offices into vibrant neighborhoods
- Make scarce local funding go farther and create pipeline for potential future BAHFA funding



REAP 2.0 Housing Pilots

Program Guidelines Approval

**February
23: BAHFA
Advisory
Committee**

**March 9:
BAHFA
Oversight
Committee**

**March 22:
BAHFA
Board**

**March 31:
HCD
deadline to
approve**



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION



MTC Resolution 4565

MTC authorizes a grant for \$43 million in REAP 2.0 proceeds to BAHFA to administer Housing Preservation and Priority Sites Pilots



Thank you.



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0285 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 1/26/2023 **In control:** Programming and Allocations Committee
On agenda: 3/8/2023 **Final action:**
Title: MTC Resolution Nos. 3989, Revised, 4202, Revised, and 4505, Revised

Various revisions to the One Bay Area Grant programs (OBAG 2 and 3) and MTC exchange program, including changing the fund source of \$15.9 million for MTC's Bay Wheels Bikeshare E-Bike Expansion project, programming \$15.3 million to various projects within the Transit Performance Initiatives (TPI) program, increasing OBAG 3 programming capacity by \$9 million to reflect to increased funding under the federal Infrastructure Investment and Jobs Act (IIJA), and programming projects on the OBAG 3 County & Local Program contingency list.

Sponsors:

Indexes:

Code sections:

Attachments: [14a 23-0285 MTC Resolutions 3989 4202 4505 OBAG2and3 Revisions.pdf](#)
[3a 23-0285 MTC Resolutions 3989 4202 4505 OBAG2and3 Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
3/8/2023	1	Programming and Allocations Committee		

Subject:

MTC Resolution Nos. 3989, Revised, 4202, Revised, and 4505, Revised

Various revisions to the One Bay Area Grant programs (OBAG 2 and 3) and MTC exchange program, including changing the fund source of \$15.9 million for MTC's Bay Wheels Bikeshare E-Bike Expansion project, programming \$15.3 million to various projects within the Transit Performance Initiatives (TPI) program, increasing OBAG 3 programming capacity by \$9 million to reflect to increased funding under the federal Infrastructure Investment and Jobs Act (IIJA), and programming projects on the OBAG 3 County & Local Program contingency list.

Presenter:

Thomas Arndt

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

March 8, 2023

Agenda Item 3a - 23-0285

MTC Resolution Nos. 3989, Revised, 4202, Revised, and 4505, Revised

Subject:

Various revisions to the One Bay Area Grant programs (OBAG 2 and 3) and MTC exchange program, including increasing OBAG 3 programming capacity by \$9 million to reflect the increased funding under the federal Infrastructure Investment and Jobs Act (IIJA), programming projects on the OBAG 3 County & Local Program contingency list, changing the fund source of \$15.9 million for MTC's Bay Wheels Bikeshare E-Bike Expansion project, and programming \$15.3 million to various projects within the Transit Performance Initiatives (TPI) program.

Background:

The OBAG 2 and 3 programs adopted by the Commission establish 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 2017-18 through FY 2025-26.

To provide greater flexibility to deliver select priority projects within the OBAG framework, MTC has entered into agreements, on occasion, to exchange federal STP/CMAQ funds with non-federal local funds. These exchanges do not increase the total amount of funds available to the region but enable MTC to support key investments within the OBAG policy framework that are ineligible for federal STP/CMAQ funds. MTC Resolution No. 3989, Revised, describes the procedures governing MTC's exchange program and details the agreements and commitments that have been made to date.

This month, staff recommend various revisions to the OBAG 3 County & Local Program, OBAG 2 and 3 Regional Programs, and the MTC exchange program, as described below and detailed in the attachments to this memo.

Increased Revenue Capacity

In January 2022, the Commission adopted the OBAG 3 framework which included \$750 million in STP/CMAQ programming capacity. Staff anticipate \$16 million in additional STP/CMAQ capacity from IIJA over the OBAG 3 program period, for a total of \$766 million. In June 2022, the Commission programmed \$7 million of these additional funds within the OBAG 3 Regional Program to SamTrans as part of the Caltrain right-of-way repayment arrangement. This month, staff recommend directing an additional \$1 million to the Regional Program, and \$8 million to the County & Local Program, evenly dividing the \$16 million in increased IIJA capacity between the two program components.

County & Local Program

In January 2023, the Commission programmed \$302 million to various projects within the OBAG 3 County & Local Program and adopted a contingency project list to prioritize future programming. This month, staff recommend programming a total of \$15.4 million (made up of \$8 million in additional IJA capacity and \$7.4 million made available from deprogramming funds from previously programmed projects that have since received other grant awards) to five projects on the contingency list.

Staff recommend funding contingency list projects based on their regional priority, or Tier, in addition to considerations for project deliverability and completion of funding plans. Proposed revisions to the County & Local Program are provided below and in **Attachment 1**.

Staff recommend deprogramming \$7.4 million from two County & Local Program projects:

- Reduce the OBAG 3 award for Alameda County's Mission Boulevard Phase III Corridor Improvements project from \$9.7 million to \$5 million (a \$4.7 million decrease). In January 2023, MTC awarded this project \$25 million in Regional Active Transportation Project (ATP) funds in addition to the OBAG 3 award; however, only \$5 million in OBAG 3 funds are needed to complete the scope of work presented in the County's original grant application.
- Reduce Lafayette's OBAG 3 award for School Street Class I Multiuse Facility project from \$3.4 million to \$750,000 (a \$2.7 million decrease). The City was recently awarded a \$3.1 million federal earmark to complete much of this project. This revision reflects the amount needed by the City to complete the scope of work presented in the City's original grant application.

Staff recommend programming the resulting \$7.4 million capacity from the Alameda County and Lafayette projects, along with the \$8 million in additional anticipated IJA revenues, to projects on the contingency list as follows:

- \$4.2 million to MTC/BATA's West Oakland Link (Tier 1), fully funding the grant amount requested.
- \$3 million to San Francisco County Transportation Authority's Yerba Buena Island Multi-use Pathway project (Tier 1), fully funding the grant amount requested.
- \$500,000 to NVTAs State Route 29 American Canyon Operational and Multimodal Improvements project (Tier 2), fully funding the project's environmental phase, when combined with an additional \$1 million in Regional Program funds also recommended for programming through this agenda item (see Regional Program section, below).

- \$3.1 million to Newark's Old Town Streetscape project (Tier 2), fully funding the remaining contingency amount; and
- \$4.6 million in remaining capacity to Walnut Creek's Safe Routes to School Infrastructure Improvements project (Tier 2), fully funding the most impactful elements of the original project application (improvements at four priority locations of the original six, as recommended by City and CCTA staff), and removing the project from the contingency list.

Finally, staff recommend revising the San Francisco County & Local Program to reflect a fund swap between MTC's Regional Vanpool/Carpool Program and BART's Elevator Modernization project. Of the \$13.3 million awarded to BART's in the OBAG 3 County & Local Program for this project, \$5 million will be provided in Federal Transit Administration (FTA) 5307 funds from MTC's FY2021-22 and FY2022-23 Transit Capital Priorities (TCP) program, and the remaining \$8.3 million will remain OBAG 3 County & Local Program funds (STP/CMAQ). As part of this arrangement, \$5 million currently programmed in the TCP for MTC's Regional Vanpool/Carpool Program will be reprogrammed to BART, and \$5 million in OBAG 3 County & Local Program will be reprogrammed from BART to MTC. This revision allows MTC to avoid additional administrative requirements of FTA-funded transit operators, with no net change in the federal grant awards provided either to BART or MTC. Changes to the TCP program proposed with this fund swap are presented under item 2c on today's agenda.

Regional Program

This month staff recommend the following revisions to the OBAG 2 and 3 Regional Programs:

- **Bikeshare E-bike Expansion:** Change the fund source of \$15.9 million programmed for Bay Wheels Bikeshare E-bike Expansion from STP/CMAQ to non-federal funds through MTC exchange program. In February 2023, the Commission programmed \$20 million within the OBAG 3 Climate Initiatives program to MTC for Bay Wheels Bikeshare E-bike Expansion. Changing the fund source for \$15.9 million of the total \$20 million allows MTC to use non-federal funds for the Bay Wheels contract, which is not eligible for federal reimbursement. Staff will return to the Commission in late Spring to program the remaining \$4.1 million in STP/CMAQ funds to other elements of bikeshare expansion, such as bikeshare expansion to adjacent cities.
- **Transit Performance Initiative:** In February 2023, the Commission approved the FY 2022-23 Transit Performance Initiative (TPI) call for projects, awarding both OBAG 2 and Low Carbon Transit Operations Program (LCTOP) funding to various projects. This month, staff recommend programming \$15.3 million in OBAG 2 Regional TPI funds to

ten projects. Funds recommended for programming this month reflect minor revisions to accommodate the final LCTOP allocations recently released by the State Controller's Office.

- **Multimodal Systems:** Program \$1 million in additional capacity anticipated in the OBAG 3 Regional Program from IJJA to Napa Valley Transportation Authority's (NVRTA's) State Route 29 American Canyon Operational and Multimodal Improvements project. Along with previous County & Local programming for this project and additional County & Local programming also recommended in this item, this action fully funds the environmental phase of this project at \$3 million total.
- **Other Regional Program Revisions:**
 - Program \$1.2 million within the OBAG 3 Regional Forward Programs to MTC's Bay Bridge Forward I-80/Powell Interchange Transit Access to complete the funding plan for the construction phase of this project.
 - Identify the Bay Area Air Quality Management District (BAAQMD) as a project sponsor for the OBAG 3 Regional Commuter Benefits Program. The \$1.6 million will support BAAQMD's responsibilities under this jointly administered program, including enforcement, communications, and partnership building related to program compliance.
 - Deprogram \$340,760 within the OBAG 2 Mobility Hubs Pilot Program from San Francisco Municipal Transportation Agency's Temporary Transbay Terminal, as the funds were rescinded by the sponsor for possible relocation or rescoping.
 - Revise MTC's I-880 Integrated Corridor Management (ICM) Central project within the OBAG 2 Regional Program to include San Leandro as a co-sponsor, allowing the City to implement the construction phase in partnership with MTC.
 - Revise the name of Marin County's Hicks Valley Road Rehabilitation project within the OBAG 2 Priority Conservation Area (PCA) Grant program to reflect a revised scope on fewer roadway segments (removing Wilson Hill Rd and Marshall-Petaluma Rd from the scope of work).

Issues:

This item commits \$15.9 million in MTC exchange program revenues to MTC for Bay Wheels Bikeshare E-bike Expansion. There is sufficient capacity available in the exchange program to commit these funds at this time. Previously approved exchange agreements, including agreements related to Regional Measure 3 (RM 3) loans, are anticipated to begin repayment into the exchange account in the coming months; however, for cash flow purposes, MTC may need to

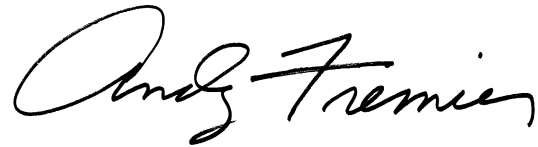
sequence the allocation of the \$15.9 million in exchange program funds for Bay Wheels Bikeshare E-bike Expansion to mirror these repayment schedules.

Recommendations:

Refer MTC Resolution Nos. 3989, Revised; 4202, Revised; and 4505, Revised to the Commission for approval.

Attachments:

- MTC Resolution No. 3989, Revised, Attachment B
- MTC Resolution No. 4202, Revised, Attachment B-1
- MTC Resolution No. 4505, Revised, Attachments A, B-1, and B-2
- Attachment 1: OBAG 3 County & Local Contingency Project List, Revised

A handwritten signature in black ink, reading "Andrew B. Fremier". The signature is written in a cursive, flowing style with a large initial "A".

Andrew B. Fremier

Date: February 23, 2011
W.I.: 1512
Referred by: PAC
Revised: 10/26/11-C 02/26/14-C 12/21/16-C
07/26/17-C 02/28/18-C 03/28/18-C
11/28/18-C 03/27/19-C 06/26/19-C
09/25/19-C 11/20/19-C 03/25/20-C
11/20/20-C 05/26/21-C 06/23/21-C
07/28/21-C 03/23/22-C 06/22/22-C
03/22/23-C

ABSTRACT

Resolution No. 3989, Revised

This resolution establishes the procedures governing the MTC Exchange Program. This resolution supersedes MTC Resolution No. 3018.

Attachment B was revised on October 26, 2011 to provide \$376,000 in Exchange Program funding to the intertribal Electric Vehicle project.

Attachments B and C were respectively revised on February 26, 2014 to include \$10 million in Exchange Program funding for Transit Oriented Affordable Housing (TOAH), and update final balances of the initial STP Exchange Program (Resolution 3018) to reflect final project close out.

Attachments A and B were revised on December 21, 2016 to program \$1.1 million to the Bay Bridge Forward Commuter Parking Initiative and update the name of the Transit Oriented Affordable Housing Program.

Attachments A and B were revised on July 26, 2017 to program \$8.2 million to the Regional Priority Conservation Area (PCA) program and \$2.8 million to the Regional Active Operational Management Program. An additional \$1 million in exchange funds will be committed to a specific project or program through a future Commission action. This action and associated agreement and programming actions are contingent upon California Transportation Commission (CTC) approval of the amendment to the baseline agreement for the Marin Sonoma Narrows project to accept STP/CMAQ funds rather than local funds.

Attachment B was revised on February 28, 2018 to program \$10 million to the Bay Area Preservation Pilot; \$1,024,000 to Richmond's Bike Share Capital and Outreach project; \$826,000 for the joint Transportation Authority of Marin/Sonoma County Transportation

ABSTRACT

MTC Resolution No. 3989

Page 2

Authority (TAM/SCTA) Bike Share Capital and Outreach project along the SMART Corridor; and redirect \$2,800,000 from Regional Active Operational Management to the Bay Bridge Forward Commuter Parking Initiative project.

Attachment B was revised on March 28, 2018 to program \$30,000 to the Bay Area Greenprint Priority Conservation Area (PCA) Improvements.

Attachments A and B were revised on November 28, 2018 to add the SCVTA SR 85 Transit Guideway Study and the CCTA I-680 NB HOV/Express Lane exchange agreements, and to program \$4,000,000 in Exchange funds to the following projects: \$619,000 to CCTA for Innovative Deployment for Enhanced Arterials; \$621,000 to the city of Walnut Creek for innovative Deployment for Enhanced Arterials; \$500,000 to the city of Richmond for the Richmond-San Rafael Bridge Bikeway Access; \$1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and \$1,100,000 to MTC for Napa Valley Transportation Demand Management Strategies.

Attachment B was revised on March 27, 2019 to change the recipient of the Concord IDEA project from CCTA to the City of Concord and reduce the funding from \$619,000 to \$589,000; and reduce the funding amount for the MTC Richmond-San Rafael Bridge Forward project from \$1,160,000 to \$1,046,000; and redirect these funds to a new project with MTC as the recipient for the Concord IDEA project for \$144,000. The matching funds for the Concord IDEA project as identified in MTC Resolution 4357, are included within the \$144,000 amount. These changes result in no net change to total funds committed to-date.

Attachment A was revised on June 26, 2019 to cancel the \$1,200,000 exchange agreement with the SCVTA for the SR 85 Transit Guideway Study as the funds provided through the exchange are no longer needed.

Attachment B was revised on September 25, 2019 to reflect MTC as the direct recipient of exchange funds for the Concord and Walnut Creek IDEA projects; funds will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

ABSTRACT

MTC Resolution No. 3989

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Attachment B was revised on November 20, 2019 to program \$6,023,000 to 13 projects as part of the Priority Conservation Area (PCA) Grant program; funds will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment B was revised on March 25, 2020 to redirect \$25,000 from MTC's Bay Bridge Forward Commuter Parking Initiative to MTC's Fruitvale Quick Build project.

Attachment B was revised on November 20, 2020 to program \$647,000 to four projects as part of the Priority Conservation Area (PCA) Grant program. For the Yerba Buena Island Multi-Use Pathway, which provides access to the San Francisco-Oakland Bay Bridge, \$1 million of federal OBAG 2 funds are being provided at this time for cash flow purposes. The Bay Area Toll Authority will repay non-federal funds to the MTC Exchange Program within three years. MTC's funds for the Twin Peaks trail will be provided to the Coastal Conservancy for management of the two fund sources for this project. Because the Conservancy is a state entity, the funds will be provided as an up-front grant rather than on a reimbursement basis. Funds for projects other than the Twin Peaks Trail will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment A was revised on May 26, 2021 to add the Transportation Authority of Marin's (TAM's) US 101 Marin-Sonoma Narrows (MSN) High-Occupancy Vehicle (HOV) Lanes project for \$75,651,097.

Attachment A was revised on June 23, 2021 to add the Solano Transportation Authority's (STA's) Solano I-80 Managed Lanes project for \$63,464,510.

Attachment A was revised on July 28, 2021 to add the Solano Transportation Authority's (STA's) Solano I-80 Managed Lanes project for \$1,845,000, and to add the Bay Area Infrastructure Financing Authority's (BAIFA's) Solano I-80 Managed Lanes Toll System project for \$2,822,000.

Attachment A and B were revised on March 23, 2022 to add the \$500,000 exchange agreement with Midpeninsula Regional Open Space District for programming an equal amount of federal funds to VTA's Highway 17 Bicycle/Pedestrian Trail and Wildlife Crossing project; and to

ABSTRACT

MTC Resolution No. 3989

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remove the \$251,000 funding commitment for Albany's Albany Hill Access Improvements project, as the sponsor will not be moving forward with the project scope as originally proposed. Attachment A was revised June 22, 2022 to add the Capitol Corridor Joint Powers Authority's (CCJPA's) State Route 84 Ardenwood Intermodal Bus Facility project for \$100,000, as part of a fund exchange agreement with CCJPA.

Attachment B was revised on March 22, 2023 to program \$15,940,000 to MTC for Bay Wheels Bikeshare E-bike Expansion.

Further discussions are contained in the Programming and Allocations Committee summary sheet dated February 9, 2011, October 12, 2011, February 12, 2014, December 14, 2016, July 12, 2017, February 14, 2018, March 7, 2018, November 14, 2018, March 6, 2019, June 12, 2019, September 4, 2019, November 8, 2019, March 11, 2020, November 4, 2020, May 12, 2021, June 9, 2021, July 14, 2021, March 9, 2022, June 8, 2022, and March 8, 2023.

Date: February 23, 2011
W.I.: 1512
Referred by: PAC

Re: MTC Exchange Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3989

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 designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region (the region) and is the recipient for various federal fund sources for the San Francisco Bay Area; and

WHEREAS, MTC develops policies and procedures to be used in the selection of projects to be funded with various federal fund sources within the region consistent with the regional Transportation Plan (RTP); and

WHEREAS, selected projects are sometimes incompatible with or ineligible for federal funding and projects are often ready for implementation in advance of funding availability; and

WHEREAS, MTC assisted the Santa Clara County Traffic Authority (SCCTA) in 1994 by providing Surface Transportation Program (STP) funds, which initiated the original Exchange program implemented through MTC Resolution 3018; and

WHEREAS, the original exchange funding under MTC Resolution 3018 is nearly exhausted and MTC has entered into new funding exchange agreements where the implementation of specific projects with federal funds in exchange for local funds can achieve regional goals and objectives; now, therefore, be it

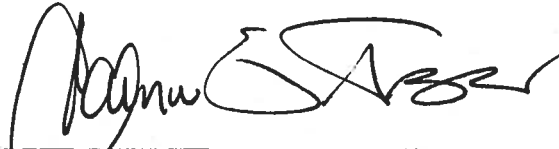
RESOLVED that Attachments A and B reflect the Exchange program balance and agreements approved by the Commission subject to this resolution; and be it further

RESOLVED, that attachment C lists the projects and amounts from the original STP Exchange program (MTC Resolution 3018) incorporated into the new MTC Exchange program; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments A, B and, C as necessary to reflect Commission actions and the on-going balances within the MTC Exchange program; and be it further

RESOLVED that MTC Resolution No. 3018 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read "Scott Haggerty", is written over a horizontal line.

Scott Haggerty, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on February 23, 2011.

MTC Exchange Program Funding Commitments Attachment B

Recipient	Project/Program	Res No.	Date	Committed by MTC	ID
MTC	Transit Oriented Affordable Housing Development (TOD)	3940	2/24/2010	\$10,000,000	1
SP Rancheria	Intertribal Electric Vehicle Implementation	3925	10/26/2011	\$376,000	2
MTC	Affordable Housing Jumpstart	4260	12/21/2016		
MTC	Alameda Jumpstart	4260	11/28/2018	\$2,000,000	3
MTC	San Francisco Jumpstart	4260	11/28/2018	\$5,000,000	3
MTC	Santa Clara Jumpstart	4260	11/28/2018	\$3,000,000	3
MTC	Bay Bridge Forward Commuter Parking Initiative	4035	12/21/2016	\$3,875,000	4
MTC	Fruitvale Quick Build	4035	3/25/2020	\$25,000	4
MTC	Regional Priority Conservation Area (PCA) Program	4202	7/26/2017		
MTC	Alameda County: Niles Canyon Trail, Phase 1	4202	11/20/2019	\$321,000	5
MTC	Livermore: Arroyo Road Trail	4202	11/20/2019	\$400,000	5
MTC	WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland	4202	11/20/2020	\$300,000	5
MTC	EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	4202	11/20/2019	\$1,000,000	5
MTC	JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	4202	11/20/2019	\$950,000	5
MTC	San Francisco: McLaren Park and Neighborhood Connections Plan	4202	11/20/2019	\$194,000	5
MTC	State Coastal Conservancy (for SF Rec & Park): Twin Peaks Trail Imps.	4202	11/20/2020	\$74,000	5
MTC	GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	4202	11/20/2019	\$200,000	5
MTC	Half Moon Bay: Pillar Point Public Access Improvements	4202	11/20/2019	\$298,000	5
MTC	Menlo Park: Bedwell Bayfront Park Entrance Improvements	4202	11/20/2019	\$520,000	5
MTC	San Mateo County: Colma Creek Adaptation Study	4202	11/20/2019	\$110,000	5
MTC	San Mateo Co.: San Bruno Mtn. Habitat Conservation Plan Grazing Pilot	4202	11/20/2020	\$137,900	5
MTC	South San Francisco: Sign Hill Conservation and Trail Master Plan	4202	11/20/2020	\$135,100	5
MTC	Point Blue: Pajaro River Watershed Habitat Rest. & Climate Resilient Imps.	4202	11/20/2019	\$379,000	5
MTC	SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	4202	11/20/2019	\$400,000	5
MTC	SCVOSA: Tilton Ranch Acquisition	4202	11/20/2019	\$1,000,000	5
MTC	PCA Grant Implementation	4202	11/20/2019	\$500,000	5
MTC	Bay Area Greenprint PCA Improvements	4202	3/28/2018	\$30,000	6
TAM/SCTA	Bike Share Capital and Outreach - SMART Corridor	3925	2/28/2018	\$826,000	7
Richmond	Bike Share Capital and Outreach - Richmond	3925	2/28/2018	\$1,024,000	8
MTC	Bay Area Preservation Pilot (BAPP)	4311	2/28/2018	\$10,000,000	9
MTC	IDEA - Concord: Concord Blvd, Clayton Rd & Willow Pass Rd	4202	11/28/2018	\$589,000	10
MTC	IDEA - Walnut Creek: Various Locations	4202	11/28/2018	\$621,000	11
Richmond	Richmond-San Rafael Bridge Bicycle Access	4202	11/28/2018	\$500,000	12
MTC	Richmond-San Rafael Bridge Forward	4202	11/28/2018	\$1,046,000	13
MTC	Napa Valley Transportation Demand Strategies	4202	11/28/2018	\$1,100,000	14
MTC	IDEA - Concord Blvd, Clayton Rd & Willow Pass Rd	4202	3/27/2019	\$144,000	15
MTC	Bay Wheels Bikeshare E-bike Expansion	4505	3/22/2023	\$15,940,000	16
Total Committed:				\$63,015,000	

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

ABSTRACT

Resolution No. 4202, Revised

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

The resolution includes the following attachments:

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

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

On October 26, 2016, Attachment A, and Attachment B-1 were revised to clarify language related to the North Bay Priority Conservation Area (PCA) Program in Attachment A and to deprogram

ABSTRACT

MTC Resolution No. 4202, Revised

Page 2

\$2,500,000 from the Water Emergency Transportation Authority (WETA) Ferry Service Enhancement Pilot within the Regional Active Operational Management Program.

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 3

Operations Program (\$13,000,000) within the Regional Active Operational Management program; direct \$19,000,000 from the Transportation Management System (TMS) Field Equipment Devices Operations and Maintenance to TMS Implementation (\$2,910,000), Performance-Based Intelligent Transportation Systems Device Maintenance and Rehabilitation (\$5,940,000), Transportation Management Center Asset Upgrade and Replacement (\$4,000,000), I-880 Communication Upgrade and Infrastructure Gap Closures (\$4,000,000) and a Detection Technology Pilot (\$5,000,000) within the Regional Active Operational Management program; and remove \$290,556 in un-programmed balances from the Regional Active Operational Management program to address over-programming in a previous cycles of the STP/CMAQ regional programs.

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 4

program for \$2,500,000 and the Shared Use Mobility program for \$2,500,000; and program \$16,000,000 for three corridors within the Freeway Performance Program, with \$8,000,000 for I-680, \$3,000,000 for I-880, and \$5,000,000 for SR-84.

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

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

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

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

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

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On March 28, 2018, Attachment B-1 was revised to distribute the \$1.5 million Community-Based Transportation Planning Program among the nine county Congestion Management Areas (CMAs); clarify the limits of three Freeway Performance Program projects within the Regional Active Operational Management Program; and reflect the programming of \$30,000 in MTC exchange funds for Bay Area Greenprint Functionality Improvements, as part of the PCA program.

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

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

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

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On July 25, 2018, Attachment B-1 was revised to program \$1,600,000 to Santa Clara Valley Transportation Authority (VTA) for the SR 85 Transit Guideway Study as part of a fund exchange agreement; remove Rohnert Park's \$65,000 Central Rohnert Park PDA/Creekside Neighborhood Subarea Connector Path Technical Assistance grant from the Regional PDA Planning Grant program as it will be funded through a prior cycle; reduce the funding for Windsor's PDA Planning and Implementation Staffing Assistance grant by \$85,000 as this project will receive an equivalent amount of funds through a prior cycle; a total of \$150,000 balance created by these two revisions was returned to the Regional PDA Planning Grant Program un-programmed balance.

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

On November 28, 2018, Attachment B-1 was revised to make adjustments related to the MTC/SCVTA Funding Exchange Agreement MTC Resolution No. 4356 and to the MTC/CCTA

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Funding Exchange Agreement MTC Resolution No. 4357, and to program \$4,000,000 in MTC exchange funds in accordance with MTC Resolution 3989, to the following projects: \$619,000 to CCTA for Innovative Deployment for Enhanced Arterials; \$621,000 to the city of Walnut Creek for innovative Deployment for Enhanced Arterials; \$500,000 to the city of Richmond for the Richmond-San Rafael Bridge Bikeway Access; \$1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and \$1,100,000 to MTC for Napa Valley Transportation Demand.

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

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

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

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

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On June 26, 2019, Attachment B-2 was revised to program \$822,000 in unprogrammed Safe Routes to School Program (SRTS) balances within the Contra Costa County Program to six existing projects; and to redirect \$251,000 within the San Mateo County Program from Atherton's Middlefield Road Class II Bike Lanes to its James Avenue Rehabilitation.

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

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

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On October 23, 2019, Attachment B-1 was revised to redirect \$3 million from MTC's Detection Technology Pilot project to establish the InterConnect Bay Area grant program within the Connected Bay Area program; direct \$5 million (\$4 million Solano County and \$1 million other North Bay counties) within the Housing Incentive Pool program to establish the Sub-HIP program, with specific projects to be recommended through future programming actions; and program \$1 million to BART for AB2923 Implementation from unprogrammed balances within the PDA Planning & Implementation program.

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

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

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

On July 22, 2020, Attachment B-1 was revised to program \$5 million to five projects in Solano, Marin, Napa, and Sonoma Counties within the Housing Incentive Pool Pilot Program (Sub-HIP)

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and program \$1 million to the Napa Valley Forward Traffic Calming and Multimodal Improvements project within the Freeway Performance Program (FPP); and incorporate \$7,681,887 in federal Highway Infrastructure Program apportionment provided through the Department of Transportation Appropriations Act, 2020 to the Golden Gate Bridge Suicide Deterrent.

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

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

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

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

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On April 28, 2021, Attachment B-1 was revised to change the fund source of \$13,942,852 from Federal Highway Infrastructure Program (FHIP) funds to Surface Transportation Block Grant (STP) funds for the Gate Bridge Highway and Transportation District (GGBHTD) for the Golden Gate Bridge Suicide Deterrent System project; program \$61,708,245 in STP/CMAQ funds, and \$13,942,852 in FHIP funds redirected from the GGB suicide deterrent system, to the Transportation Authority of Marin (TAM) for the US-101 Marin-Sonoma Narrows Segment B7 project as part of the SB1/RMS alternative funding plan; and program \$99,840,510 in STP/CMAQ funds to the Solano Transportation Authority (STA) for the Solano I-80 Express Lanes project as part of the SB1/RMS alternative funding plan. The programmed funding to TAM and STA serves as a loan to the project sponsors to permit the projects to move to construction while Regional Measure 3 funds are unavailable. The loaned funds shall be repaid to MTC as non-federal funds and will be subject to future OBAG programming.

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

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

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

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the City of Danville's San Ramon Valley Blvd. Improvements project (in lieu of the Diablo Road Trail project which will be provided an equivalent amount of non-federal funds from CCTA) and redirect \$350,000 in project savings from the County of Contra Costa Local Streets and Roads Preservation project to the City of Pinole's Safety Improvements at Appian Way and Marlesta Rd project within the Contra Costa County program; and to cancel the \$4,655,000 El Camino Real Pedestrian Safety & Streetscape Improvements project in Palo Alto, direct \$41,428 from the cancelled project to Campbell's Harriet Avenue Sidewalk project, and leave the remaining \$4,614,572 balance unprogrammed within the Santa Clara county program.

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

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

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

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

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On February 23, 2022, Attachment B-2 was revised to redirect \$120,000 in project savings within the Contra Costa County Program, from El Cerrito's Carson Boulevard and Central Avenue Pavement Rehabilitation project to the El Cerrito's El Cerrito del Norte TOD Complete Streets Improvements project.

On March 23, 2022, Attachment B-1 was revised to redirect \$251,000 within the Priority Conservation Area grant program from Albany's Albany Hill Access Improvements project and \$249,000 in regional program balances to Santa Clara Valley Transportation Authority's (VTA's) Highway 17 Bicycle/Pedestrian Trail and Wildlife Overcrossing Project as part of a fund exchange agreement with the Midpeninsula Regional Open Space District; revise \$2,322,000 in Regional Active Operational Management program funds to reflect the amounts awarded to projects, technical advisory services, and project evaluations through the MTC's Connected Vehicles/Automated Vehicles program; and direct \$14,495 in unprogrammed balances within the Climate Initiatives program to the Bay Area Rapid Transit (BART) MacArthur BART Station Mobility Hub project as part of a fund source change between fund cycles, with no net change in the total amount programmed to the project.

On April 27, 2022, Attachments B-1 and B-2 were revised to program \$2,240,000 within the Freeway Performance Program for MTC's I-880 Optimized Corridor Operations project; reprogram \$1,800,000 in Safe & Seamless Mobility Quick-Strike funds from Vallejo's Bay Trail/Vine Trail Gap Closure Segment to Vallejo's Springs Road Pavement Preservation project as part of a local funding exchange; revise MTC's \$1.4 million Blue Ribbon Centralized Program Eligibility project within the Safe & Seamless Mobility Quick-Strike program to redirect \$900,000 to Clipper for Regional Transit Connection contract expenses in support of the project; rename MTC's Interconnect Bay Area Program project to Regional Communications Infrastructure Upgrade; reprogram \$2,206,000 within the Napa County Program to NVTAs Vine Trail Calistoga to St. Helena project from St. Helena's \$1,206,000 Main Street Pedestrian Improvements project and American Canyon's \$1,000,000 Green Island Road Improvements; and rename the City of Alameda's City-Wide Pavement Rehabilitation project within the Alameda County Program to Grand Street Pavement Resurfacing and Safety Improvements.

On May 25, 2022, Attachment B-2 was revised to redirect funds within the Santa Clara County Program, including \$2,449,000 from Santa Clara's San Tomas Aquino Creek Trail Underpass and \$790,000 Hetch Hetchy Trail Phase 1 projects, and \$919,000 from Palo Alto's Waverly Multi-Use Path, East Meadow Drive and Fabian Way Enhanced Bikeways project, and

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reprogram \$3,351,000 of these funds to Los Gatos' Creek Trail to Highway 9 Trailhead Connection and \$807,000 to Cupertino's new Stevens Creek Boulevard Class IV Bike Lanes project; redirect funds within the Alameda County Program, including \$1,662,000 from Hayward's Winton Avenue Complete Streets project and \$225,000 from Emeryville's Slurry Seal of Frontage Road, 65th Street, and Powell Street projects, and reprogram \$620,000 of these funds to ACTC's Alameda County Safe Routes to School Non-Infrastructure Program, leaving an unprogrammed balance of \$1,267,000 within the Alameda County Program.

On June 22, 2022, Attachment B-1 was revised to deprogram \$400,000 from Cupertino's VTA Cores and Corridors PDA Plan, leaving an unprogrammed balance of \$400,000 within the PDA Planning & Implementation program; program \$100,000 in regional program balances to the Capitol Corridor Joint Powers Authority's (CCJPA's) State Route 84 Ardenwood Intermodal Bus Facility project within the Regional Strategic Investments program as part of a fund exchange agreement with CCJPA; and reprogram \$1,250,000 within the Safe and Seamless Mobility Quick-Strike program to MTC's Bay Bridge Forward project's preliminary engineering phase, including \$500,000 from MTC's Blue Ribbon Centralized Program Eligibility project and \$750,000 in remaining program balance from the Blue Ribbon Transit Recovery Action Plan.

On September 28, 2022, Attachments A, A-11, and B-1 were revised to extend project obligation deadlines, and program a \$380,000 balance within the Regional Active Operational Management program and \$145,000 in prior cycle savings to MTC's Priority Conservation Area (PCA) Grant Implementation.

On October 26, 2022, Attachments B-1 and B-2 were revised to program \$9,012,406 in unprogrammed balances within the Regional Climate Initiatives program to MTC's Parking Management Program and \$1,267,000 in unprogrammed balances within the Alameda County Program to Alameda County Transportation Commission (ACTC) for Safe Routes to School (SRTS) Non-Infrastructure programs.

On November 16, 2022, Attachment B-2 was revised to reprogram \$1,657,000 within the Solano County Program from Vacaville's Vaca Valley/I-505 Roundabouts project to Solano Transportation Authority's Vacaville Jepson Parkway Phase 3 Bike Path project.

On March 22, 2023, Attachment B-1 was revised to program \$15,283,000 in unprogrammed balances to various projects within the Transit Performance Initiatives (TPI) Program;

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deprogram \$340,760 for San Francisco Municipal Transportation Agency's Temporary Transbay Terminal within the Mobility Hubs Pilot Program; revise MTC's I-880 Integrated Corridor Management (ICM) Central project to include San Leandro as a co-sponsor; and revise the project names of Marin County's Priority Conservation Area (PCA) Grant Program projects to Hicks Valley Road Rehabilitation.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; the Planning Committee dated April 6, 2018; the Programming and Allocations Committee dated May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, November 14, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, February 12, 2020, May 13, 2020, July 8, 2020, September 9 2020, November 4, 2020, January 13, 2021, February 10, 2021, April 14, 2021, and May 12, 2021; the Planning Committee dated May 14, 2021; the Programming and Allocations Committee dated June 9, 2021, July 14, 2021; and September 8, 2021; the Planning Committee dated September 10, 2021; and the Programming and Allocations Committee dated November 10, 2021, December 8, 2021, January 12, 2022, February 9, 2022; Operations Committee dated February 11, 2022; and the Programming and Allocations Committee dated March 9, 2022, April 13, 2022, May 11, 2022, June 8, 2022, September 14, 2022, October 12, 2022, November 9, 2022, and March 8, 2023.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
March 2023

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

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

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$652,511,187	\$131,433,260
1. REGIONAL PLANNING ACTIVITIES			
Regional Planning	MTC	\$9,555,000	
1. REGIONAL PLANNING ACTIVITIES		\$9,555,000	
2. PAVEMENT MANAGEMENT PROGRAM			
Pavement Management Program	MTC	\$1,500,000	
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$250,000	
2. PAVEMENT MANAGEMENT PROGRAM		\$9,250,000	
3. PDA PLANNING & IMPLEMENTATION			
PDA Planning and Implementation			
PDA Implementation	MTC	\$2,000,000	
PDA Supportive Studies	MTC	\$587,000	
PDA Planning			
Berkeley: San Pablo Avenue PDA Plan	MTC	\$750,000	
Oakland: MacArthur Transit Village PDA; North Oakland/Golden Gate PDA Plan	MTC	\$800,000	
Oakland: Eastmont Town Center/International Blvd; Fruitvale & Dimond; MacArthur Blvd Corridor	MTC	\$800,000	
Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0	MTC	\$800,000	
El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments	MTC	\$308,000	
Moraga: Moraga Center Specific Plan Implementation Project	MTC	\$140,000	
Richmond: Hilltop PDA Plan	MTC	\$750,000	
San Pablo: Rumrill Blvd PDA Plan	MTC	\$250,000	
Marin County: Urbanized Corridor/Marin City PDA Plan	MTC	\$300,000	
San Rafael: Downtown Precise Plan	MTC	\$500,000	
San Francisco: HUB Area EIR	MTC	\$500,000	
San Francisco: Transit Corridors Study	MTC	\$500,000	
Burlingame: Broadway Planning Area PDA Plan	MTC	\$400,000	
South San Francisco: Downtown Station Area PDA Plan	MTC	\$500,000	
Milpitas: Midtown PDA Plan	MTC	\$500,000	
Palo Alto: University Ave/Downtown PDA Plan	MTC	\$800,000	
San Jose/VT: Diridon Integrated Station Area Concept Plan	MTC	\$800,000	
San Jose: SW Expressway/Race Street Light Rail Urban Village Plans	MTC	\$500,000	
Santa Clara: Downtown PDA Plan	MTC	\$400,000	
Vacaville: Downtown Specific Plan	MTC	\$350,000	
Santa Rosa: Downtown Station Area Specific Plan Update/Amendment	MTC	\$800,000	
Unprogrammed balance		\$400,000	
Staffing Assistance			
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Mngmt	MTC	\$180,000	
Fremont: SB743 Implementation	MTC	\$150,000	
Hayward: SB743 Implementation	MTC	\$150,000	
Oakland: ADU Initiative	MTC	\$200,000	
Oakland: Innovative Construction Initiative	MTC	\$200,000	
Concord: VMT-based Transportation Impact Standards	MTC	\$150,000	
Concord: Galindo Street Corridor Plan	MTC	\$200,000	
Lafayette: Updated Parking Ordinance and Strategies	MTC	\$150,000	
San Jose: PDA/Citywide Design Guidelines	MTC	\$200,000	
Windsor: Parking Management and Pricing	MTC	\$35,000	
Technical Assistance			
Marin/Sonoma VMT Implementation Group	MTC	\$170,000	
Napa/Solano VMT Implementation Group	MTC	\$170,000	
Various Jurisdictions: VMT Implementation Group	MTC	\$140,000	
Emeryville: Developing the Highest and Best Use of the Public Curb	MTC	\$65,000	
Hayward: Micro Mobility/Safety Program	MTC	\$75,000	
Oakland: General Plan Framework - PDA Community Engagement Program	MTC	\$65,000	
San Leandro: BayFair TOD Infrastructure Design/Finance	MTC	\$150,000	
San Francisco: Mission-San Jose PDA Housing Feasibility Analysis	MTC	\$65,000	
San Francisco: PDA Density Bonus Program	MTC	\$65,000	
Belmont: Transportation Demand Management Program	MTC	\$65,000	
San Mateo: TDM Ordinance	MTC	\$150,000	
Santa Rosa/Sonoma County: Renewal Enterprise District	MTC	\$150,000	
San Jose: Urban Villages District Parking & Rezoning	MTC	\$120,000	

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
March 2023

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$652,511,187	\$131,433,260
BART AB2923 Implementation	BART	\$1,000,000	
Community-Based Transportation Plan (CBTP) Updates	MTC		
ACTC: CMA Planning (for Community-Based Transportation Plans)	MTC	\$300,000	
CCTA: Community-Based Transportation Plans	MTC	\$215,000	
TAM: Community-Based Transportation Plans	MTC	\$75,000	
NVTA: Community-Based Transportation Plans	MTC	\$75,000	
SFCTA: Community-Based Transportation Plans	MTC	\$175,000	
C/CAG: Community-Based Transportation Plans	MTC	\$120,000	
VTA: Community-Based Transportation Plans	MTC	\$300,000	
STA: Community-Based Transportation Plans	MTC	\$95,000	
SCTA: Community-Based Transportation Plans	MTC	\$110,000	
CBTP Program Evaluation	MTC	\$35,000	
3. PDA PLANNING & IMPLEMENTATION		\$20,000,000	
4. CLIMATE INITIATIVES			
Climate Initiatives			
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	BAAQMD	\$10,000,000	
Parking Management Program	MTC	\$9,012,406	
Mobility Hubs Pilot Program			
Mobility Hubs Technical Assistance	MTC	\$150,000	
BART: MacArthur BART Station	BART	\$539,084	
San Ramon: Bishop Ranch Business Park	San Ramon	\$387,600	
SFMTA: Temporary Transbay Terminal (Vacant Site) (Removed)	SFMTA	\$340,760	
Burlingame: Caltrain Station - Burlingame Square Transit Hub	Burlingame	\$500,000	
Millbrae: BART and Caltrain Station - Millbrae Transit Center	Millbrae	\$345,150	
Mountain View: Caltrain Station - Mountain View Transit Center	Mountain View	\$200,000	
Vallejo: Vallejo Ferry Terminal	Vallejo	\$200,000	
Mobility Hubs Unprogrammed Balance (Added)	TBD	\$340,760	
Targeted Transportation Alternatives	MTC	\$325,000	
Spare the Air Youth Program - 2	MTC	\$1,417,000	
4. CLIMATE INITIATIVES		\$23,417,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
Active Operational Management			
AOM Implementation	MTC	\$23,737,000	
Bay Area 511 Traveler Information			
511 Next Gen	MTC	\$26,148,000	
511 Implementation	MTC	\$7,450,000	
Rideshare			
Rideshare Implementation	MTC	\$720,000	
Carpool Program	MTC	\$7,280,000	
Vanpool Program	MTC	\$2,000,000	
Commuter Benefits Implementation	MTC	\$674,000	
Commuter Benefits Program	MTC	\$1,111,000	
Napa Valley Transportation Demand Strategies (Fund Exchange)	MTC/NVTA		\$1,100,000
Bay Bridge Forward 2018			
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	AC Transit	\$1,200,000	
Pilot Transbay Express Bus Routes	AC Transit	\$800,000	
Eastbay Commuter Parking	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	WestCat	\$2,000,000	
Bay Bridge Forward 2020			
Preliminary Engineering	MTC	\$12,000,000	
Dumbarton Forward			
SR 84 (US 101 to I-880) Dumbarton Forward	MTC	\$4,375,000	
Richmond-San Rafael Bridge Forward			
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond		\$500,000
Richmond-San Rafael Bridge Forward (Fund Exchange)	MTC		\$1,160,000
Freeway Performance Program			
Freeway Performance Program	MTC		
FPP: I-880 (I-80 to I-280)	MTC	\$3,000,000	
FPP: I-880 Optimized Corridor Operations	MTC	\$2,240,000	
FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL & ENV Only	MTC	\$625,000	

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OBAG 2 Regional Programs Project List

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OBAG 2 REGIONAL PROGRAMS		\$652,511,187	\$131,433,260
FPP: I-80 (Carquinez Bridge to Fremont St., SF) PL only	MTC	\$3,000,000	
FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)	MTC	\$10,000,000	
FPP: I-80 Central Ave Interchange Improvements	Richmond	\$2,000,000	
FPP: SR 37 (US 101 to I-80) PL only	MTC	\$1,000,000	
FPP: Napa Valley Forward Traffic Calming & Multimodal Imps.	MTC	\$1,000,000	
FPP: US 101 (SR 85 to San Francisco Co. Line)	MTC	\$3,000,000	
FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	SCTA	\$1,000,000	
Program for Arterial System Synchronization (PASS)	MTC	\$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)			
IDEA Technical Assistance	MTC	\$1,532,000	
IDEA Category 1			
AC Transit: Dumbarton Express Route (SR84)	MTC	\$2,300,000	
Alameda: Webster & Posey Tubes (SR 260), Park St	MTC	\$276,000	
Hayward: Various Locations	MTC	\$302,000	
Oakland: Bancroft Ave	MTC	\$310,000	
Pleasanton: Various Locations	MTC	\$290,000	
Union City: Union City Blvd & Decoto Rd	MTC	\$710,000	
San Ramon: Bollinger Canyon Rd & Crow Canyon Rd	MTC	\$563,000	
San Rafael: Downtown San Rafael	MTC	\$830,000	
South San Francisco: Various Locations	MTC	\$532,000	
San Jose: Citywide	MTC	\$1,400,000	
IDEA Category 2			
LAVTA/Dublin: Citywide	MTC	\$385,000	
Emeryville: Powell, Shellmound, Christie & 40th St	MTC	\$785,000	
Concord: Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		\$589,000
MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		\$30,000
Walnut Creek: Various locations (Fund Exchange)	MTC		\$621,000
Los Gatos: Los Gatos Blvd	MTC	\$700,000	
VTA: Veterans Admin. Palo Alto Medical Center	VTA	\$845,000	
Connected Vehicles/Automated Vehicles (CAV)	MTC	\$178,000	
VTA: Palo Alto Advanced Transit Passenger Management	MTC	\$826,000	
SFCTA/TIMMA: Treasure Island Automated Shuttle Pilot	MTC	\$828,000	
Technical Advisory Services	MTC	\$268,000	
Project Evaluations	MTC	\$400,000	
Shared Use Mobility	MTC	\$2,500,000	
Connected Bay Area			
TMS Implementation	MTC	\$2,910,000	
TMC Asset Upgrade and Replacement	MTC	\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	MTC/Caltrans	\$11,940,000	
Regional Communications Infrastructure Upgrade	MTC	\$3,000,000	
Incident Management			
Incident Management Implementation	MTC	\$4,160,000	
I-880 ICM Northern	MTC	\$6,200,000	
I-880 ICM Central (Revised)	MTC/San Leandro	\$2,640,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT		\$172,620,000	\$4,000,000
6. TRANSIT PRIORITIES			
BART Car Replacement/Expansion	BART	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	GGBH&TD	\$9,760,668	\$30,239,332
Clipper	MTC	\$34,200,000	
Transit Performance Initiative			
Foothill Corridor Planning Study (Added)	AC Transit	\$1,500,000	
MacDonald Avenue Transit Signal Priority - Phase 1 (Added)	AC Transit	\$2,237,000	
Transit Corridors Study (Added)	CCCTA	\$400,000	
Marin County Hwy 101 Part-Time Transit Lane (Added)	MCTD/TAM	\$1,107,000	
Napa Valley Transit Safety and Efficiency Improvements (Added)	NVTA	\$1,060,000	
29 Sunset Improvements - Phase 2 (Added)	SFMTA	\$2,959,000	
Muni Forward Five-Minute Network Corridor Planning Program (Added)	SFMTA	\$3,038,000	
Third Street Dynamic Traffic Signal Optimization (Added)	SFMTA	\$2,000,000	
El Camino Real Mid-County Transit and Multimodal Corridor Plan (Added)	SMCTA	\$407,000	
Monterey Road Transit Lane (Added)	VTA	\$575,000	
Unprogrammed Balance (Removed)		\$15,283,000	

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OBAG 2 REGIONAL PROGRAMS		\$652,511,187	\$131,433,260
6. TRANSIT PRIORITIES		\$159,043,668	\$30,239,332
7. PRIORITY CONSERVATION AREA (PCA)			
<i>Regional Peninsula, Southern and Eastern Counties PCA Grant Program</i>			
Bay Area GreenPrint: PCA Functionality Imps	MTC/GreenInfo Network		\$30,000
PCA Grant Implementation	MTC/Coastal Conservar	\$525,000	\$500,000
Alameda County: Niles Canyon Trail, Phase 1	Alameda County		\$321,000
Livermore: Arroyo Road Trail	Livermore		\$400,000
WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland	WOEIP/Urban Biofilter		\$300,000
EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	EBRPD		\$1,000,000
JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	John Muir Land Trust		\$950,000
SFCTA: Yerba Buena Island Multi-Use Pathway (PE/ENV)	SFCTA	\$1,000,000	
San Francisco: McLaren Park and Neighborhood Connections Plan	SF Recreation and Parks		\$194,000
San Francisco/Coastal Conservancy: Twin Peaks Trail Improvement	SF Rec and Park/Conservancy		\$74,000
GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	National Parks Service		\$200,000
SMCHD: Pillar Point Public Access Improvements	San Mateo Co. Harbor District		\$298,000
Menlo Park: Bedwell Bayfront Park Entrance Improvements	Menlo Park		\$520,000
San Mateo Co.: Colma Creek Adaptation Study (Colma Creek Connector)	San Mateo Co.		\$110,000
San Mateo Co.: San Bruno Mtn. Habitat Conservation Plan Grazing Pilot	San Mateo Co.		\$137,900
South San Francisco: Sign Hill Conservation and Trail Master Plan	South San Francisco		\$135,100
Point Blue: Pajaro River Watershed: Habitat Restoration and Climate Resilient Imps.	Point Blue Conservation Science		\$379,000
SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	Point Blue Conservation Science		\$400,000
SCVOSA: Tilton Ranch Acquisition	Santa Clara Valley Open Space Auth.		\$1,000,000
VTA: SR17 Bicycle/Ped Trail & Wildlife Overcrossing (Fund Exchange)	VTA	\$251,000	
<i>North Bay PCA Grant Program</i>			
Marin Co: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera: Paradise Dr MUP) (Revised)	Marin County	\$312,000	
Marin Co: Hicks Valley/Wilson Hill/Marshall-Petaluma Rd Rehab (Revised)	Marin County	\$869,000	
Novato: Nave Dr/Bell Marin Keys Rehabilitation (for Hill Recreation Area Imps.)	Novato	\$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps.)	Novato	\$265,000	
National Parks Service: Fort Baker's Vista Point Trail	NPS	\$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	NVTA	\$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa	\$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa County	\$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps	Solano County	\$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma County	\$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma County	\$770,000	
7. PRIORITY CONSERVATION AREA (PCA)		\$9,976,000	\$6,949,000
8. BAY AREA HOUSING INITIATIVES			
Bay Area Preservation Pilot (BAPP)	MTC		\$10,000,000
Housing Incentive Pool	TBD	\$25,000,000	
<i>Sub-HIP Pilot Program</i>			
Fairfield: Pavement Preservation/Rehabilitation (for One Lake Apts. Linear Park Trail)	Fairfield	\$2,100,000	
Vacaville: Pavement Preservation/Rehabilitation (for Allison PDA Affordable Housing)	Vacaville	\$1,900,000	
Marin County: Marin City Pedestrian Crossing Imps.	Marin County	\$300,000	
NVTA: Imola Park and Ride	NVTA	\$300,000	
Santa Rosa: Downtown Multi-modal and Fiber Improvements	Santa Rosa	\$400,000	
8. BAY AREA HOUSING INITIATIVES		\$30,000,000	\$10,000,000
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE			
<i>County & Local</i>			
<i>Alameda</i>			
CTA planning & programming (for Youth and Adult Bicycle Promotion & Education)	ACTC	\$160,000	
Alameda County Safe Routes to Schools	ACTC	\$1,500,000	
CTA planning & programming	ACTC	\$354,000	
AC Transit Tempo Quick Build Transit Lane Delineation	AC Transit	\$300,000	
AC Transit Quick Builds Transit Lanes	AC Transit	\$954,000	
Anita Avenue Safe and Accessible Route to School and Transit	Alameda County	\$2,000,000	
BART Fare Collection Equipment (for Oakland East Bay Greenway Segment II)	BART/Oakland		\$1,000,000
Fremont Boulevard/Walnut Avenue Protected Intersection	Fremont	\$1,271,000	
Fremont Boulevard/Grimmer Boulevard Protected Intersection	Fremont	\$1,415,000	

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OBAG 2 REGIONAL PROGRAMS		\$652,511,187	\$131,433,260
LAVTA Passenger Facilities Enhancements	LAVTA		\$2,000,000
Oakland 14th Street Complete Streets	Oakland		\$1,000,000
Contra Costa			
CTA planning & programming	CCTA	\$242,000	
BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART Bike Station Pr	BART / Lafayette		\$1,825,000
BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at Pittsburg/Bay Point	BART		\$1,510,000
East Downtown Concord PDA Access & Safe Routes to Transit	Concord	\$2,164,000	
Richmond 13th Street Complete Streets	Richmond		\$2,821,000
Marin			
CTA planning & programming	TAM	\$141,000	
Marin County Bus Stop Improvements	Marin Transit	\$1,200,000	
SMART Pathway - San Rafael McInnis Pkwy to Smith Ranch Road	SMART	\$1,858,000	
Napa			
CTA planning & programming	NVTA	\$162,000	
Napa Valley Safe Routes to School	NVTA	\$100,000	
Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts	MTC	\$1,000,000	
San Francisco			
CTA planning & programming	SFCTA	\$180,000	
Downtown San Francisco Congestion Pricing Study	SFCTA	\$200,000	
Embarcadero Station Platform Elevator Capacity & Redundancy	BART	\$3,144,302	
San Francisco Folsom Streetscape	SFMTA		\$5,000,000
Safe Routes to School Non-Infrastructure Program	SFMTA	\$2,100,000	
San Mateo			
CTA planning & programming	C/CAG	\$183,000	
Planning and Programming of safe and seamless mobility	C/CAG	\$200,000	
Burlingame City-Wide Pedestrian Safe Routes and Mobility Imps	Burlingame	\$200,000	
San Bruno Transit Corridor Pedestrian Connection Phase 4	San Bruno	\$385,000	
Broadmoor SRTS Pedestrian Safety & Mobility Imps	San Mateo County	\$1,419,000	
El Camino Real Grand Boulevard Initiative Phase III	South San Francisco	\$2,120,000	
East of 101 Transit Expansion Project	South San Francisco	\$49,924	\$430,076
Santa Clara			
CTA planning & programming	VTA	\$419,000	
Evaluating on-demand shuttle strategies for improved transit access	VTA	\$200,000	
VTA Electronic Locker Upgrade and Replacement	VTA	\$1,987,000	
Mountain View Stierlin Road Bicycle and Pedestrian Improvements	Mountain View	\$2,521,000	\$1,486,000
San Jose Julian Street & McKee Road Vision Zero Complete Streets	San Jose		\$705,000
San Jose Bascom Avenue Protected Bike Lanes & Complete Street	San Jose		\$690,000
En Movimiento Quick Build Network for East San Jose	San Jose		\$1,325,000
San Jose - Downtown Bikeways	San Jose		\$4,025,000
Saratoga Blue Hills Elementary Pedestrian Crossing at UPRR	Saratoga	\$1,800,000	
Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements	Sunnyvale		\$1,900,000
Solano			
CTA planning & programming	STA	\$110,000	
STA Mobility Planning	STA	\$200,000	
Solano Safe Routes to School Non-Infrastructure Program	STA	\$600,000	
Fairfield/Vacaville Hannigan Station Capacity Improvements	Fairfield	\$1,900,000	
Vallejo Springs Rd Pavement Preservation	Vallejo	\$1,800,000	
Sonoma			
CTA planning & programming	SCTA	\$135,000	
Countywide Active Transportation Plan	SCTA	\$200,000	
Cotati Downtown- Civic Center Connectivity and Safety Improvements	Cotati	\$242,000	\$1,008,000
Healdsburg Bike Share	Healdsburg	\$250,000	
Rohnert Park Pedestrian and Bicycle Safety Improvements	Rohnert Park	\$522,000	
Santa Rosa Transit Mall Roadbed Rehabilitation	Santa Rosa		\$868,000
Sebastopol SR 116 and Bodega Ave Pedestrian Access and Mobility Enhancements	Sebastopol	\$476,000	
SMART Pathway - Petaluma Payran to Lakeville	SMART	\$806,000	
Regional & Corridor			
Regional Planning			
FasTrak START Pilot Evaluation Study	MTC	\$900,000	
Diridon Station Planning & Studies	MTC	\$1,000,000	

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
March 2023

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

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

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$652,511,187	\$131,433,260
Regional and Corridor			
Bay Bridge Forward: I-580 WB HOV Lane Extension	MTC/ACTC		\$7,000,000
San Pablo Giant Road Cycletrack Quick-Build	San Pablo	\$700,000	
Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts	MTC	\$6,000,000	
Redwood City Roosevelt Avenue Quick-Build	Redwood City	\$755,000	
Transit Recovery Blue Ribbon Task Force			
East Bay Integration and Coordination Implementation Planning	CCTA	\$500,000	
Solano Integration and Coordination Implementation Planning	STA	\$500,000	
Accessibility: Clipper for Centralized Program Eligibility Verification	MTC	\$900,000	
Bay Bridge Forward: Preliminary Engineering	MTC	\$1,250,000	
Customer Information: Mapping & Wayfinding	MTC	\$2,791,538	
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE		\$54,466,764	\$34,593,076
10. REGIONAL STRATEGIC INVESTMENTS (RSI)			
AC Transit Bus Purchase (for Solano I-80 Express Lanes)	AC Transit	\$4,667,000	
SR 84 Ardenwood Intermodal Bus Facility PA&ED (Fund Exchange)	CCJPA	\$100,000	
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	CCTA/MTC	\$4,000,000	
GGB Suicide Deterrent System	GGBHTD	\$7,910,000	
Pavement Rehab (for Downtown Novato SMART Station)	Novato	\$617,000	
Old Redwood Highway Multi-Use Pathway	Larkspur	\$1,120,000	
Grand Ave Bridge	San Rafael	\$763,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	San Rafael	\$1,000,000	
US 101 Marin-Sonoma Narrows	TAM	\$2,000,000	
US 101 Marin-Sonoma Narrows (MSN) B7 (Loan for RM3)	TAM	\$61,708,245	\$13,942,852
Diridon Station Planning & Studies	MTC	\$1,000,000	
VTA: Highway 17 Bicycle/Pedestrian Trail and Wildlife Overcrossing (Fund Exch.)	VTA	\$249,000	
Broadmoor SRTS Pedestrian Safety & Mobility Imps	San Mateo County	\$184,000	
I-80 Express Lanes in Solano County (Loan for RM3)	STA	\$63,464,510	\$3,255,000
I-80 Express Lanes in Solano County (Toll System)	BAIFA		\$28,454,000
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	SCTA	\$15,400,000	
10. REGIONAL STRATEGIC INVESTMENTS (RSI)		\$164,182,755	\$45,651,852
OBAG 2 REGIONAL PROGRAMS	TOTAL:	\$652,511,187	\$131,433,260

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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 03/22/23-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; and revise the name of

ABSTRACT

MTC Resolution No. 4505, Revised

Page 3

MTC's Regional Carpool Program to Regional Carpool/Vanpool Program to reflect the full scope of the program.

On March 22, 2023, Attachments A, B-1, and B-2 were revised to change the fund source of \$15,940,000 programmed to MTC's Bay Wheels Bikeshare E-Bike Expansion from STP/CMAQ to non-federal funds in the MTC exchange program; reprogram \$1,600,000 in Regional Commuter Benefits Program funds from MTC to the Bay Area Air Quality Management District; program \$1,000,000 to Napa Valley Transportation Authority's State Route 29 American Canyon Operational and Multimodal Improvements project; program \$1.2 million within the Regional Forward Programs to MTC's Bay Bridge Forward I-80/Powel Interchange Transit Access project; revise County & Local Program awards for Alameda County's Mission Boulevard Phase III Corridor Improvements and Lafayette's School Street Class I Multiuse Facility from \$9,657,000 to \$4,950,000 and \$3,435,000 to \$750,000, respectively; add \$8,000,000 in additional anticipated revenues to the County & Local Program and \$1 million to the Regional Program; and program \$15,392,000 in available capacity to various projects on the County & Local Program contingency list.

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, February 8, 2023, and March 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.

Date: January 26, 2022
W.E.: 1512
Referred by: PAC
Revised: 06/22/22-C 01/25/23-C 03/22/23-C

Attachment A
Resolution No. 4505

One Bay Area Grant (OBAG 3) Program

Project Selection and Programming Policies

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

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Appendices

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

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

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

Background

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

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

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

Program Principles

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

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

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

Revenue Estimates

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

Over the four year OBAG 3 period, ~~\$766 \$757~~ million in STP/CMAQ programming capacity is estimated, ~~including additional. Additional~~ STP/CMAQ apportionments ~~beyond that amount are anticipated~~ from the recently enacted Infrastructure Investment and Jobs Act (IIJA). ~~If When actual STP/CMAQ apportionments from IIJA are made available, or if~~ additional federal programs are authorized or appropriated during the OBAG 3 period, the Commission may adjust the programming capacity accordingly. Such adjustments include increasing or decreasing funding amounts to one or more programs, postponement of projects, expansion of existing programs, development of new programs, or adjustments to subsequent program cycles.

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

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

Program Categories

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

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

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

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

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

REGIONAL PROGRAMS

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

Planning & Program Implementation

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

Growth Framework Implementation

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

Climate, Conservation, and Resilience

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

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

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

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

Complete Streets and Community Choice

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

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

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

Multimodal Systems Operations and Performance

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

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

COUNTY & LOCAL PROGRAMS

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

Planning & Program Implementation

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

Growth Framework Implementation

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

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

- **Housing Element:** Cities and counties must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-2031 Regional Housing Needs Allocation (RHNA), and maintain certification throughout the OBAG 3 program period to remain eligible for County & Local Program funding. Projects that are awarded funding to a jurisdiction through the call for projects process will not be programmed into the TIP until the jurisdiction's housing element has been certified. After December 31, 2023, MTC will deprogram County & Local Program funds awarded to jurisdictions that do not yet have a certified housing element or have not maintained certification. After this date, MTC, in coordination with CTAs, will reprogram these funds to projects located in compliant jurisdictions.

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

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

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

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

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

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

Climate, Conservation, and Resilience

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

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

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

Complete Streets and Community Choice

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

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

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

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

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

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

(Continued)

- guardrails, safety features, signals, signage, sidewalks, ramps, complete streets elements, and features that bring the facility to current standards.
- Federal Aid Secondary (FAS) funding distributions described in California statute (California Code § 2200-2214) will no longer be suballocated to counties through the OBAG 3 program. Counties remain eligible for OBAG 3 funding for rural road projects on the federal-aid system.
- Projects and programs prioritized in CBTPs and PB processes, which may include any of the above project types and project elements, as well as a variety of transit capital improvements.
- Community-based transportation plans or participatory budgeting processes in Equity Priority Communities (in addition to CBTP and PB processes administered through the Regional Programs)

Multimodal Systems Operations and Performance

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

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

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

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

Project Lists

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

Programming Policies

GENERAL POLICIES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

11. Fund Exchanges: Federal STP and CMAQ funding may be exchanged with non-federal funds for projects that are consistent with the OBAG 3 programming policy but are ineligible or poorly suited to federal funding. Development and implementation of a funding exchange is the responsibility of the project sponsors and CTAs. Exchanges must be consistent with MTC's fund exchange policy for regional discretionary funds (MTC Resolution No. 3331), which also requires the locally-funded project to be included in the TIP for tracking purposes. Projects involved in a local fund exchange must comply with applicable federal, state, and regional project delivery requirements. Projects programmed with federal STP and/or CMAQ funds (Recipient Projects) must comply with applicable federal and state requirements and OBAG 3 General Programming Policies. Projects that receive non-federal funds as part of a fund exchange (Target Projects) must adhere to all other OBAG 3 program requirements, including local policy compliance.

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

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

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

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

13. Advanced Construction: When certain federal funds are not available for obligation due to an insufficient balance of apportionment or obligation authority project sponsors may request authorization from FHWA and Caltrans to proceed with the project under advance construction (AC) procedures. AC procedures allow FHWA to authorize work to begin on a project without

obligating federal funds. Project sponsors given the federal authorization to proceed with a project under AC procedures use local funds to perform work eligible for future federal reimbursement. Once federal apportionment or obligation authority becomes available, the sponsor may then seek to convert the amount authorized through AC into a real obligation of federal funds.

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

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

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

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

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

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

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

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

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

- 15. Project Delivery Policy:** Once programmed in the TIP, the funds must be obligated by FHWA or transferred to the Federal Transit Administration (FTA) within the federal fiscal year the funds are programmed in the TIP. Additionally, all OBAG 3 funds must be obligated no later than January 31, 2027.

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

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

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

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

COUNTY & LOCAL PROGRAM POLICIES

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

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

place administrative burdens on project sponsors, CTAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff.

On a case by case basis, MTC may program a grant award that is below the county minimum, but no less than \$150,000. These exceptions are subject to MTC staff discretion, but may be limited to non-infrastructure projects, safety projects, or projects that are already federalized.

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

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

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

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

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

- Project deliverability within program deadlines.
- Emissions reductions benefit and cost effectiveness calculation (for projects eligible for CMAQ).

In addition to these criteria, final project selection will also reflect the relative PDA investment targets per county and the regionwide investment target of \$200 million in active transportation (as described in Program Categories section, above). Consideration will also be given to overall project mix, equity, geographic spread, and to available fund sources and amounts.

POLICY CONSISTENCY

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

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

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

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

The One Bay Area Grant (OBAG 3) County & Local Program funding is available to projects through a competitive call for projects process, administered and selected by MTC in coordination with the nine Bay Area County Transportation Agencies (CTAs). MTC is responsible for call for projects oversight and final project selection.

To receive County & Local Program funding, CTAs and project sponsors must adhere to all OBAG 3 programming policies, including the call for projects guidelines. In the case of any conflict or inconsistency between these guidelines (MTC Resolution No. 4505, Appendix A-1) and the OBAG 3 Project Selection and Programming Policies (MTC Resolution No. 4505, Attachment A), the Project Selection and Programming Policies will be given precedence.

Program Requirements

Sponsor Requirements

Bay Area cities, counties, transit agencies, federally-recognized Tribal governments, and CTAs are eligible to apply for OBAG 3 County & Local Program funds. Cities and counties must meet the following requirements to receive program funding:

- Have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-31 Regional Housing Needs Allocation (RHNA) cycle by December 31, 2023, and maintain certification throughout the OBAG 3 program period;
- Submit Housing Element Annual Reports to HCD each year by the April 1 deadline throughout the OBAG 3 program period;
- Adopt a resolution self-certifying compliance with state housing laws related to surplus lands, accessory dwelling units, and density bonuses by December 31, 2023;
- Maintain ongoing compliance with the Housing Accountability Act (as determined by MTC staff) throughout the OBAG 3 program period;
- **Complete Adopt** a Local Roadway Safety Plan (LRSP) or equivalent safety plan, as defined by the California Highway Safety Improvement Program (HSIP) guidelines, by December 31, 2023;
- Maintain a certified Pavement Management Program (StreetSaver® or equivalent), updated as prescribed by MTC staff;
- Fully participate in statewide local streets and road needs assessment surveys (including any assigned funding contribution); and
- Provide traffic count data to MTC to support FHWA's Highway Performance Monitoring System (HPMS) on an annual basis, or as directed by MTC staff.

The above requirements do not apply to sponsors with no general plan or land use authority, such as CTAs or transit agencies under a Joint Powers Agreement (JPA) or special district.

In addition, all recipients of OBAG 3 funding, including public agencies without land use authority as well as federally-recognized Tribal governments, are required to:

- Comply with MTC's Complete Streets Policy, and its successor, including the requirement to complete a Complete Streets Checklist for each project applying for OBAG 3 funding; and

- Comply with MTC's Regional Project Delivery Policy (MTC Resolution No. 3606), including identification of a staff position to serve as the single point of contact (SPOC) for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out.

Project Requirements

Sponsors may apply to receive funding through the call for projects process for eligible project types, as detailed by program category in the County & Local Programs section of Attachment A. Projects must comply with OBAG 3 General Programming Policies, in addition to the programming policies specific to the County & Local Program.

For each project, sponsors must provide the following:

- A Complete Streets Checklist for each distinct project location using the Complete Streets web application (located at <https://completestreets.mtc.ca.gov/>). This checklist will be updated as part of MTC's Active Transportation Plan and Complete Streets Policy update, and sponsors will be required to complete the revised version, available by May 1, 2022. CTAs must make checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to project nomination. For projects that have already submitted a Complete Streets checklist for prior cycles of regional discretionary funding, sponsors may be required to complete an updated checklist or complete a second checklist review with their BPAC, as determined on a case-by-case basis by MTC staff.
- For projects eligible for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, the inputs necessary to assess the emissions benefits and cost-effectiveness of air quality improvements resulting from project implementation. Air quality calculation input forms are provided by project type on the OBAG 3 webpage (available at www.mtc.ca.gov/obag3) under "Partner Agency Resources."
- All projects selected by MTC for funding must provide a Resolution of Local Support, approved by the sponsor's governing body (template resolutions are available at <https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bayarea-grant-obag-3>).
- All projects selected by MTC for funding must submit a project application, through MTC's Fund Management System (FMS), including a copy of the approved Resolution of Local Support.

PDA Minimum Investments

CTA nomination lists must meet or exceed the minimum threshold established for PDA supportive investments. For the North Bay counties of Marin, Napa, Solano, and Sonoma, the overall PDA supportive nominations must total 50% or more of the CTA's total funding request for that county. For the remaining counties of Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara, 70% or more of each CTA's funding request must consist of PDA supportive projects.

To be credited towards each county's PDA minimum investment threshold, a project must be located within or connected to a PDA, or be within one mile of a PDA boundary. Projects that are not physically located within one mile of a PDA but have a clear and direct connection to PDA implementation, such as

transit maintenance facility improvements, may also be credited towards the PDA minimum investment thresholds. Determinations for such projects will be provided by MTC staff on a case-by-case basis.

Projects which consist of countywide programs or activities, including funds dedicated to CTA planning and programming, are given partial credit towards each county's minimum investment threshold calculations (70% or 50%, in line with each county's minimum threshold).

Nomination Targets

County nomination targets establish the maximum funding request that each CTA may make through County & Local Program project nominations. Similar to prior OBAG cycles, these targets are based on population, recent housing production and planned growth, and housing affordability. However, the OBAG 3 nomination targets do not commit or imply a guaranteed share of funding to any individual county or jurisdiction.

To ensure a sufficient pool of projects for regional selection, MTC is soliciting nominations for 120% of the available funding capacity for the County & Local Program. Each CTA's nomination target is calculated as a percent share of this overall nomination total, using the following factors:

- **Population:** 50% of the nomination target is based on a county's share of the regional population, using 2021 population estimates from the California Department of Finance.
- **Housing Production:** 30% of the nomination target is based on a county's share of regional housing production during the current and previous Regional Housing Needs Allocation (RHNA) cycles (2007 to 2019), using building permit data compiled by the Association of Bay Area Governments (ABAG).
- **Planned Growth:** 20% of the nomination target is based on a county's share of regional housing allocations through the 2023-31 RHNA cycle.
- **Housing Affordability:** For housing production and RHNA factors, 60% of each factor is calculated based on the production or planned growth in affordable housing alone, while the remaining 40% considers all housing types. Affordable housing is defined as housing for very low-, low-, or moderate-income households, categories established by the California Department of Housing and Community Development (HCD) based on housing cost as a proportion of local area median income (AMI). For the purposes of calculating nomination targets, county-specific AMI values are used.
- **Planning and Implementation Balance:** Nomination targets may be further adjusted to ensure that no county receives a nomination target below the base planning amount programmed for that county. No such adjustments were necessary in developing the proposed nomination targets for OBAG 3.

The resulting nomination targets are detailed in the table below by county. CTAs may only nominate County & Local Program projects up to the target amounts listed below.

County	CTA	Nomination Share	Nomination Target
Alameda	Alameda County Transportation Commission	20.3%	\$82,827,000
Contra Costa	Contra Costa Transportation Authority	13.9%	\$56,775,000

Marin	Transportation Authority of Marin	2.8%	\$11,544,000
Napa	Napa Valley Transportation Authority	1.5%	\$6,143,000
San Francisco	San Francisco County Transportation Authority	15.2%	\$62,138,000
San Mateo	City/County Association of Governments of San Mateo County	9.1%	\$37,054,000
Santa Clara	Santa Clara Valley Transportation Authority	26.8%	\$109,385,000
Solano	Solano Transportation Authority	4.7%	\$19,159,000
Sonoma	Sonoma County Transportation Authority	5.6%	\$22,975,000
CTA Nomination Totals (120% available funds)			\$408,000,000
Funds Available (County & Local Program)			\$340,000,000

In addition, CTAs are encouraged (but not required) to submit project nomination lists that align with the following regionwide County & Local Program funding targets and constraints:

- **Active Transportation Investment Target:** OBAG 3 establishes a regionwide target of \$200 million for active transportation projects, including bicycle, pedestrian, and Safe Routes to School (SRTS) programs and projects. Bicycle and pedestrian elements included on projects that are not solely focused on active transportation (such as sidewalk or bike lane improvements included in a local road preservation project) also contribute to this regionwide investment target.
- **SRTS Investment Target:** OBAG 3 carries forward ongoing commitments to SRTS programming, by establishing a \$25 million regionwide target for SRTS programs and projects. Qualifying projects also contribute to the broader active transportation investment target described above.
- **Fund Source Eligibility:** Fund source targets for the County & Local Program are proportional to the overall composition of OBAG 3 funding, estimated to be 60% Surface Transportation Block Grant Program (STP) funds and 40% CMAQ funds. As CMAQ is the more restrictive fund source, in effect this constraint requires that at least 40%, or \$150 million, of County & Local Program funds be allocated to CMAQ-eligible projects.

Outreach Requirements

MTC partners with CTAs to conduct public engagement and local agency outreach for the County & Local Program call for projects, consistent with Title VI of the Civil Rights Act and associated federal requirements. The existing relationships CTAs have with local jurisdictions, elected officials, transit agencies, federally-recognized Tribal governments, community organizations and stakeholders, and members of the public within their respective counties make them well suited to assist MTC in this role.

CTAs should develop outreach plans consistent with this section, and each CTA must have their plan approved by MTC staff prior to initiating the call for projects activities in their respective county. In addition, CTAs are required to submit documentation to MTC demonstrating compliance with this section during the project nomination process. A list of acceptable outreach compliance documentation can be found below (page 7).

Public Engagement

As part of their call for projects process, CTAs are required to conduct countywide outreach and engagement with stakeholders and the public to solicit project ideas. CTAs are expected to implement their public outreach and engagement efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 4174), which can be found at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>. CTAs should make every effort to follow current best practices related to virtual and in-person public participation, outreach, and engagement. CTAs should also make meaningful efforts to lower participation barriers for hard-to-reach populations, Limited English Proficient (LEP) speakers, people with disabilities, and those who are historically challenged from weighing in on public decision making processes.

At a minimum, MTC and CTAs are required to:

- Execute effective and meaningful local outreach and engagement efforts during the call for projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, other relevant stakeholders, and the public through the project solicitation process;
- Explain the local call for projects process, informing stakeholders and the public about methods for public engagement; relevant key milestones; the timing and opportunities for public comments on project ideas, including all standing public meetings and any County & Local Program call for projects-specific events and/or meetings; and when decisions are to be made on the list of projects to be submitted to MTC;
- Hold public meetings and/or workshops at times that are conducive to public participation to solicit public input on project ideas to submit;
- When possible, schedule meetings/events at times and locations that prioritize participation from Equity Priority Communities and other communities that have historically been systematically left out of the decision-making process;
- Post notices of public meetings and hearing(s) on their agency website; include information on how to request language assistance for individuals with limited English proficiency, as well as reasonable accommodations for persons with disabilities. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations at mtc.ca.gov/about-mtc/public-participation/get-language-assistance or the Americans with Disabilities Act;
- Offer language assistance¹ and accommodations for people with disabilities on all collateral materials and meeting notices. Establish a reasonable amount of time to request assistance in advance and include this information in materials and meeting notices;
- Hold in-person public meetings, when health protocols allow for in-person meetings to be safely held, in central locations that are accessible via multiple transportation modes,

¹ The Regional Housing Technical Assistance program has developed a useful reference document that outlines best practices for offering language translation services:
[https://abag.ca.gov/sites/default/files/documents/2021-11/Best Practices Multilingual Engagement 10-2021.pdf](https://abag.ca.gov/sites/default/files/documents/2021-11/Best_Practices_Multilingual_Engagement_10-2021.pdf).

especially public transit, and ensure all locations are accessible to persons with disabilities; and

- Respond to written public comments, and whenever possible, post all written comments to the agency's website and summarize how public feedback impacted the decision-making process.

CTAs with recent public engagement efforts relevant to the County & Local Program call for projects are encouraged to incorporate the results of these efforts into their project prioritization process, provided that such efforts are:

- Completed recently or concurrently (up to 12 month prior to the County & Local Program call for projects, with older but relevant outreach considered by MTC staff on a case-by-case basis);
- Sufficiently comprehensive to determine public support and priorities for transportation project types eligible for funding under OBAG 3 (for example, development of a Countywide Transportation Plan or Countywide Capital Improvement Program);
- Conducted in an accessible, equitable manner consistent with federal Title VI nondiscrimination requirements; and
- Supplemental to other, dedicated opportunities for public input on OBAG 3 County & Local Program funding specifically that meet the minimum outreach requirements detailed in the paragraph above.

Agency Coordination

CTAs are expected to work closely with regional stakeholders during the call for project process, including MTC, Caltrans, and potential project sponsors. At a minimum, MTC and CTAs are required to communicate the call for projects and solicit applications from all local jurisdictions, transit agencies, and federally recognized Tribal governments within their county boundaries. For counties with federally recognized Tribal governments within their jurisdictions, MTC and CTAs are required to offer opportunities for government-to-government consultation to the Tribes.

Title VI Responsibilities

Call for projects processes must be consistent with Title VI of the Civil Rights Act, and the associated Executive Order on Environmental Justice (EO 12898), which together prohibit discrimination in federally-assisted programs on the basis of race, ethnicity, or income. Public outreach to, and involvement of, individuals in low income and communities of color covered under Title VI is critical to both local and regional decisions. MTC and CTAs are required to ensure that underserved communities are provided opportunities for access and input to the project submittal process. This may include, but is not limited to, the following:

- Assisting community-based organizations, Equity Priority Communities, and any other underserved community interested in having projects submitted for funding; and
- Removing barriers for persons with limited-English proficiency and other communities that have historically been systematically left out of the decision-making process to have access to the project submittal process.

Resources and Documentation

CTAs may refer to MTC's Public Participation Plan for further guidance on Title VI outreach strategies, found at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>. Additional

resources related to Title VI, civil rights compliance, and virtual participation are available from these agencies:

- FHWA at <http://www.fhwa.dot.gov/civilrights/programs/tvi.htm>;
- Caltrans at http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI;
- MTC at http://www.mtc.ca.gov/get_involved/rights/index.htm; and
- ABAG webinar: "Engage How To! Introduction to Remote Meeting Tools" at <https://abag.ca.gov/our-work/housing/regional-housing-technical-assistance/training>

Additionally, CTAs are encouraged to use the following resources to source MTC pre-approved consultant services for their outreach efforts:

- **Equity Consultant Bench:** for general support with outreach activities, available at https://mtc.ca.gov/sites/default/files/documents/2021-07/Equity_Bench_Consultant_Catalog_2021.pdf; and
- **Translation and Interpreter Services Consultant Bench:** for translation, interpretation, and American Sign Language (ASL) services to ensure meaningful access by Limited English Proficiency (LEP) populations (as required under Title VI) and provide accessibility accommodations (as required by the Americans with Disabilities Act), available at <http://mtc.legistar.com/gateway.aspx?M=F&ID=5b527bad-4840-4614-8ce8-72d94770e4e6.pdf>.

Both consultant benches include consultant firms pre-qualified by MTC through Request for Qualifications (RFQ) processes which included "Cooperative Use" language, allowing other agencies to use MTC's processes to satisfy their own contracting and procurement guidelines.

To demonstrate compliance with outreach requirements, CTAs are required to submit the following documentation to MTC staff by September 30, 2022:

- A copy of the CTA's public outreach and engagement plan, developed in coordination with MTC;
- Copies or text of public notice(s) of opportunities for members of the public to provide input on County & Local Program criteria and/or project nominations, which must include information on how to request language assistance and accessibility accommodations;
- A list of CBOs or other organizations representing potentially impacted groups that the CTA contacted for input on the County & Local Program;
- Dates, times, and locations of public meetings, hearings, and/or workshops where opportunity for public input on the County & Local Program was afforded;
- A summary of public input received during the call for projects process, and how such feedback, and the results of any relevant prior outreach, was used in the CTA evaluation and decision-making process;
- A description of correspondence and/or meetings with all applicable local jurisdictions, transit agencies, and federally-recognized tribal governments informing each of the call for projects opportunity; and
- If information from prior or concurrent outreach efforts was incorporated into the CTA's call for projects process, a narrative description of these efforts, how the results informed project prioritization, and how the CTA met the minimum public involvement requirements for the OBAG 3 call for projects described above.

County Screening and Evaluation

CTAs, in coordination with MTC, will solicit and collect project applications, screening applicants and projects for program eligibility, and initial scoring and/or ranking of projects. CTAs will develop individual application materials, deadlines, and processes for their county's call for projects, consistent with these overall program guidelines and subject to approval by MTC staff. At minimum, CTAs must incorporate the following regional criteria into their project evaluations.

- **Eligibility:** CTAs should screen potential sponsors and applications for eligibility with federal and regional requirements. Projects must be:
 - Eligible for STP or CMAQ funds, as detailed in 23 USC Sec. 133 and at <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm> (STP), and in 23 USC Sec. 149 and at http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/ (CMAQ);
 - Consistent with *Plan Bay Area 2050*, available at <https://www.planbayarea.org/>; and
 - Meet all OBAG 3 programming policy requirements described in these guidelines and in MTC Resolution 4505.
- **Alignment:** CTAs should evaluate projects for alignment with relevant federal and regional plans and policies. Additional weight should be given to projects that:
 - Are located in PDAs or Transit-Rich Areas (TRAs), identified in locally-adopted plans (e.g. Specific Plans) for PDAs, or support preservation of Priority Production Areas (PPAs), as defined in Chapter 1 of *Plan Bay Area 2050* and available for viewing or download at <https://opendata.mtc.ca.gov/datasets/MTC::plan-bay-area-2050-growth-geographies/about>;
 - Invest in historically underserved communities, which may include projects prioritized in a Community-Based Transportation Planning (CBTP) or Participatory Budgeting process, or projects located within Equity Priority Communities with demonstrated community support. Equity Priority Communities are defined in Chapter 1 *Plan Bay Area 2050* and described at <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>;
 - Are located in jurisdictions with affordable housing protection, preservation, and production strategies, including an emphasis on community stabilization and anti-displacement policies with demonstrated effectiveness;
 - Implement multiple *Plan Bay Area 2050* strategies, described throughout the Plan (in particular, Chapters 2-5), or implementation actions (Chapter 7);
 - Advance Federal Performance Management Goals for safety, asset management, environmental sustainability and system performance, as detailed in 23 USC Sec. 105(b) and at <https://www.fhwa.dot.gov/tpm/about/goals.cfm>;
 - Demonstrate consistency with one or more of the following regional plans and policies:
 - Regional Safety/Vision Zero Policy (MTC Resolution No. 4400): <https://mtc.ca.gov/tools-resources/digital-library/10a-20-0788-resono-4400-regional-safety-vz-policy.pdf>
 - Equity Platform: <https://mtc.ca.gov/about-mtc/what-mtc/equity-platform>
 - Regional Active Transportation Plan (in development): <https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/regional-active-transportation-plan>

- Transit Oriented Communities Policy (update pending):
<https://mtc.ca.gov/planning/land-use/transit-oriented-development-tod-policy>
- Blue Ribbon Transit Transformation Action Plan:
https://mtc.ca.gov/sites/default/files/documents/2021-09/Transit_Action_Plan_1.pdf
- **Community Support:** CTAs must prioritize project applications with demonstrated public support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low-income and communities of color. Community support may be determined through a variety of means, including (but not limited to):
 - Responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, etc.; and
 - Endorsement by a Community-Based Organization (CBO) representing historically and potentially impacted populations.
- **Deliverability:** CTAs must evaluate applicants and projects for potential deliverability issues, deprioritizing or excluding projects as needed based on risk. CTAs should ensure that project sponsors have sufficient agency capacity and technical expertise to complete projects in accordance with MTC's Regional Project Delivery Policy (available at <https://mtc.ca.gov/funding/federal-funding/project-delivery>) and meet OBAG 3 deadlines. Project sponsors must be able to obligate OBAG 3 funds no later than January 31, 2027.

CTA project evaluation criteria must be approved by both MTC staff and the CTA's governing board prior to initiating the call for projects activities in their respective county. CTAs may develop separate evaluation frameworks by project type, but each such framework must meet the requirements of this section.

Project Nominations

After completing initial project screening and evaluations, CTAs will submit project nominations and associated documentation to MTC for regional evaluation and project selection. Nomination lists must be approved by the CTA's governing board prior to submission to MTC. CTA project nomination packets are due to MTC by September 30, 2022, and must include the following elements:

- **Nomination List:** list(s) of eligible candidate projects for the OBAG 3 County & Local Program, ranked or scored according to the evaluation criteria developed by the CTA and approved by MTC staff. Nomination lists must comply with all OBAG 3 programming policies, including sponsor and project requirements, PDA minimum investments, and CTA nomination targets.
- **Board Approval:** signed resolution documenting CTA governing board action approving the County & Local Program project nomination list.
- **Outreach Documentation:** materials verifying CTA compliance with outreach requirements as described above.
- **Compliance Checklists:** completed checklists and supporting documentation affirming compliance with County & Local Program programming policies for both the CTA and each sponsor with a project on the nomination list. Checklists should be completed by the CTA, and must be signed by a signatory authority for the concerned agency. CTA and sponsor checklists

are provided through the OBAG 3 webpage (available at www.mtc.ca.gov/obag3) under “Partner Agency Resources.”

Regional Project Evaluation

Using the nomination packets provided by the CTAs, MTC staff will form a review committee composed of multidisciplinary group of staff members to complete a regional project evaluation process and develop a recommended subset of projects for adoption by the Commission. This process will consist of the following steps:

- **Eligibility Review:** MTC staff will review submitted documentation and ensure CTA, sponsor, and project compliance with applicable federal and regional policies. Any issues identified will be communicated to CTA staff, and projects with unresolved issues will be excluded from further consideration.
- **Regional Criteria:** members of the review committee will score projects using the following rubric:
 - CTA Prioritization (75 points): relative CTA project rank or score, scaled to a range of 0-75 and normalized across CTAs.
 - Regional Impact (15 points): project alignment with *Plan Bay Area 2050* strategies, anticipated effectiveness in advancing regional objectives, and contribution to regionally significant networks or facilities.
 - Deliverability (10 points): sponsor capacity to deliver the specified project, including consideration of prior performance on MTC-funded projects, and any anticipated risk to the project development schedule or funding plan.
 - Air Quality Improvement (10 points): for CMAQ-eligible projects relative cost-effectiveness of projects in reducing emissions for criteria air pollutants for the San Francisco Bay Area Air Basin and additional consideration for PM2.5 reducing projects.
- **Project Ranking Process:** candidate projects will be ranked according to their average review committee score. To ensure that high performing air quality improvement projects are prioritized for CMAQ funding, MTC staff will first develop a recommended list of eligible projects for CMAQ funding using the comprehensive rubric rankings (all eligible projects scored with a maximum possible score of 110 points and ranked from highest to lowest score). All remaining projects, including CMAQ-eligible projects not recommended for funding using this first method, will then be ranked with the air quality improvement portion of the rubric score excluded (all remaining projects scored with a maximum possible score of 100 points and ranked from highest to lowest score). The latter rankings will be used by MTC staff to develop a recommended list of projects for STP funding.
- **Program Balancing:** candidate projects will be initially prioritized according to their ranking as described above. However, to achieve programmatic investment thresholds, and ensure a balanced program of projects, MTC staff may adjust project prioritization based on the following factors:
 - County PDA investment targets;
 - Regionwide investment targets, including Active Transportation and SRTS investments;
 - Relative STP and CMAQ availability; and

- Overall program balancing for a variety of project types, equitable investments, and geographic spread.

Using this process, MTC staff will develop a draft program of recommended projects for Commission adoption. MTC staff will coordinate with CTA staff to provide comments and feedback on the draft program of projects, and may refine the recommended program of projects accordingly.

Program Approval

The Commission will consider the recommended OBAG 3 County & Local Program projects in January 2023. Projects approved by the Commission for funding will be eligible for programming into the TIP starting in February 2023. Approved County & Local Program projects and any subsequent revisions by the Commission will be detailed in Attachment B-2.

Projects nominated by CTAs but not selected for funding by the Commission will automatically be considered for future eligible funding opportunities through the OBAG 3 Regional Program, or as additional programming capacity becomes available for the County & Local Program.

Attachment B-1
MTC Resolution No. 4505
OBAG 3 Regional Programs
FY 2022-23 through FY 2025-26
March 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 03/22/23-C

OBAG 3 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 3 REGIONAL PROGRAMS		\$383,000,000	\$75,940,000
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	TBD	\$5,000,000	\$40,000,000
Bay Wheels Bikeshare E-bike Expansion (Revised)	MTC	\$4,060,000	\$15,940,000
Parking Management	TBD	\$6,000,000	
Regional Transportation Demand Management (TDM)			
Commuter Benefits Program (Revised)	MTC	\$8,400,000	
Commuter Benefits Program - Air District (Added)	BAAQMD	\$1,600,000	
Regional Carpool/Vanpool 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		\$82,060,000	\$75,940,000
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	

Attachment B-1
MTC Resolution No. 4505
OBAG 3 Regional Programs
FY 2022-23 through FY 2025-26
March 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 03/22/23-C

OBAG 3 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 3 REGIONAL PROGRAMS		\$383,000,000	\$75,940,000
C/CAG: Community-Based Transportation Plans	MTC	\$245,000	
VTa: Community-Based Transportation Plans	MTC	\$600,000	
STA: Community-Based Transportation Plans	MTC	\$190,000	
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 (Revised)	MTC	\$21,800,000	
Bay Bridge Forward I-80/Powell I/C Transit Access (Added)	MTC	\$1,200,000	
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	
SR 29 American Canyon Operational and Multimodal Imps (Added)	NVTA	\$1,000,000	
SamTrans Preventative Maintenance (for SamTrans ROW Repayment)	SamTrans	\$7,000,000	
5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE		\$156,500,000	
NON-FEDERAL EXCHANGE ADJUSTMENT		\$15,940,000	
OBAG 3 REGIONAL PROGRAMS	TOTAL:	\$383,000,000	\$75,940,000

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

MTC Res. No. 4505 Attachment B-2

Adopted: 01/26/22-C

Revised: 06/22/22-C 09/28/22 10/26/22-C 01/25/23-C 03/22/23-C

OBAG 3 County & Local Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ
OBAG 3 COUNTY & LOCAL PROGRAMS		\$383,000,000
ALAMEDA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$4,905,000
Planning Activities Supplemental	ACTC	\$2,600,000
County/Local Program		
Fruitvale Corridor	AC Transit	\$2,000,000
San Pablo Avenue Bus and Bike Lanes	ACTC	\$10,000,000
San Pablo Avenue Parallel Bike Network	ACTC	\$10,000,000
San Pablo Avenue Safety/Bus Bulbs Project	ACTC	\$10,000,000
SRTS Non-Infrastructure Program	ACTC	\$8,883,000
Central Avenue/Fourth Street/Ballena Blvd Roundabout	Alameda	\$2,325,000
Mission Boulevard Phase III Corridor Improvements (Revised)	Alameda County	\$4,950,000
West Oakland Link (Added)	MTC/BATA	\$4,200,000
Upper San Lorenzo Creekway Trail	Alameda County	\$9,621,000
Old Town Streetscape (Revised)	Newark	\$5,141,000
ALAMEDA COUNTY		\$74,625,000
CONTRA COSTA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$4,087,000
County/Local Program		
Countywide Smart Signals	CCTA	\$26,555,000
SRTS Non-Infrastructure Program	CCTA	\$3,665,000
Galindo Street Multimodal Corridor	Concord	\$3,361,000
Willow Pass Road Bikeway Connection	Concord	\$830,000
School Street Class I Multiuse Facility (Revised)	Lafayette	\$750,000
Bay Trail Gap Closure at Tennent Avenue	Pinole	\$1,020,000
Delta De Anza Multimodal Trail Safety Improvements	Pittsburg	\$4,427,000
Bayview to BART	Richmond	\$1,675,000
McBryde Avenue Safe Routes to Parks	Richmond	\$1,028,000
Safe Routes to School Infrastructure Improvements (Revised)	Walnut Creek	\$7,050,000
CONTRA COSTA COUNTY		\$54,448,000
MARIN COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
Planning Activities Supplemental	TAM	\$400,000
County/Local Program		
Paradise Drive	Corte Madera	\$2,056,000
Transit Corridor Improvements	MCTD	\$1,600,000
North San Rafael/Northgate Area PDA Study	San Rafael	\$797,000
SE San Rafael/Canal Area PDA Study	San Rafael	\$797,000
Second and Fourth Street Intersection Improvements	San Rafael	\$3,051,000
Bridgeway Bike Lane Project – Princess Street to Richardson	Sausalito	\$505,000
SMART Pathway: Great Redwood Trail – Novato	SMART	\$1,000,000
MARIN COUNTY		\$13,652,000
NAPA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
County/Local Program		

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

MTC Res. No. 4505 Attachment B-2

Adopted: 01/26/22-C

Revised: 06/22/22-C 09/28/22 10/26/22-C 01/25/23-C 03/22/23-C

OBAG 3 County & Local Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ
OBAG 3 COUNTY & LOCAL PROGRAMS		\$383,000,000
Green Island Road Class 1	American Canyon	\$1,000,000
Silverado Trail Five-Way Intersection Improvements	Napa	\$2,000,000
SR 29 American Canyon Operational and Multimodal Imps (Revised)	NVTA	\$2,000,000
Main Street St. Helena Pedestrian Improvements	St. Helena	\$1,206,000
NAPA COUNTY		\$9,652,000
SAN FRANCISCO COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,624,000
Planning Activities Supplemental	SFCTA	\$2,200,000
County/Local Program		
Elevator Modernization, Phase 1.3	BART	\$8,300,000
Regional Carpool/Vanpool (for BART Elevator Modernization Phase 1.3)	MTC	\$5,000,000
Yerba Buena Island Multi-use Pathway (Added)	SFCTA	\$3,000,000
SFMTA Light Rail Vehicles (for SFCTA West Side Bridges)	SFMTA	\$14,899,000
SRTS Non-Infrastructure Program	SFMTA	\$7,082,000
29 Sunset Improvement	SFMTA	\$5,976,000
Central Embarcadero Safety	SFMTA	\$6,320,000
SAN FRANCISCO COUNTY		\$56,401,000
SAN MATEO COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,450,000
Planning Activities Supplemental	C/CAG	\$2,300,000
County/Local Program		
Rollins Road Bicycle and Pedestrian Improvement	Burlingame	\$3,100,000
El Camino Real Complete Street, Mission Rd to SSF	Colma	\$4,640,000
SRTS Non-Infrastructure Program	C/CAG	\$2,120,000
Middle Ave Caltrain Pedestrian and Bicycle Undercrossing	Menlo Park	\$5,000,000
Roosevelt Avenue Traffic Calming Project	Redwood City	\$3,400,000
Bay Road Complete Street Rehabilitation	San Mateo County	\$3,807,000
19th Ave/Fashion Island Blvd Complete Street Class IV	SMCTA	\$3,375,000
School St/Spruce Ave and Hillside Blvd Safety and Access Imps	South San Francisco	\$3,128,000
SAN MATEO COUNTY		\$34,320,000
SANTA CLARA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$5,307,000
Planning Activities Supplemental	VTA	\$4,693,000
County/Local Program		
N San Antonio Road Protected Bikeway	Los Altos	\$7,298,000
Monterey Road Traffic, Bicycle, & Pedestrian Improvements	Morgan Hill	\$3,921,000
El Camino Real / El Monte / Escuela Intersection Imps	Mountain View	\$2,400,000
Middlefield Road Complete Streets	Mountain View	\$2,406,000
Moffett Boulevard Complete Streets	Mountain View	\$3,500,000
Jackson Avenue Complete Streets	San Jose	\$3,300,000
Julian & St. James Livable Streets Couplet Conversion	San Jose	\$12,974,000
Signalized Intersections Pedestrian Safety Improvements	San Jose	\$6,300,000
Story-Keyes Complete Streets	San Jose	\$32,730,000
White Road Pedestrian Safety Improvements	San Jose	\$3,382,000
Central Santa Clara Bicycle and Pedestrian Improvement	Santa Clara	\$9,029,000

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

MTC Res. No. 4505 Attachment B-2

Adopted: 01/26/22-C

Revised: 06/22/22-C 09/28/22 10/26/22-C 01/25/23-C 03/22/23-C

OBAG 3 County & Local Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ
OBAG 3 COUNTY & LOCAL PROGRAMS		\$383,000,000
SANTA CLARA COUNTY		\$97,240,000
SOLANO COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
Planning Activities Supplemental	STA	\$4,044,000
County/Local Program		
East Fifth Street PDA - Affordable Housing Streetscape Imps	Benicia	\$261,000
Linear Park Node 4 Safe Routes to School and Transit	Fairfield	\$2,239,000
Travis Safe Routes to School and Transit	Fairfield	\$3,960,000
Solano 360 Transit Center Phase 1	Solano County	\$2,101,000
Solano Mobility Call Center and Employer Commuter Program	STA	\$1,500,000
SRTS Non-Infrastructure Program	STA	\$1,000,000
Sacramento Street Road Diet – Phase II	Vallejo	\$850,000
SOLANO COUNTY		\$19,401,000
SONOMA COUNTY		
CTA Planning Activities		
Planning Activities Base	MTC	\$3,446,000
Planning Activities Supplemental	SCTA	\$2,229,000
County/Local Program		
Grove Street Neighborhood Plan Implementation	Healdsburg	\$2,217,000
Hwy 101 Bike/Ped Overcrossing at Copeland Creek	Rohnert Park	\$3,350,000
Downtown Connectivity for Housing Density Intensification	Santa Rosa	\$2,588,000
Hwy 101 Hearn Ave Multi-Use Pathway and Pavement Rehab	Santa Rosa	\$1,321,000
SRTS Non-Infrastructure Program	SCTA	\$1,910,000
SMART Pathway: Great Redwood Trail – Santa Rosa	SMART	\$2,000,000
Todd Rd and Standish Ave Intersection Improvements	Sonoma County	\$2,200,000
Downtown Bike/Ped US 101 Crossing - Underpass Widening	Windsor	\$2,000,000
SONOMA COUNTY		\$23,261,000
UNPROGRAMMED BALANCE		
OBAG 3 COUNTY & LOCAL PROGRAMS	TOTAL:	\$383,000,000

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OBAG 3 County & Local Program: Contingency Projects

Attachment 1

Rank	Sponsor	Project Name	Previously Awarded (January 2023)	Additional Capacity (Proposed)	Revised Award Total (Proposed)	Remaining Contingency
1 - Regional priority	MTC/BATA	West Oakland Link Project	-	4,200	4,200	-
1 - Regional priority	SFCTA	Yerba Buena Island Multi-use Pathway	-	3,000	3,000	-
Rank 1 Subtotal			-	7,200	7,200	-
2 - Partial awards	NVTA	SR 29 American Canyon Operational & Multimodal Imps	1,500	500	2,000	-
2 - Partial awards	Newark	Old Town Streetscape	2,000	3,141	5,141	-
2 - Partial awards	Walnut Creek	Safe Routes to School Infrastructure Improvements	2,499	4,551	7,050	-
2 - Partial awards	San Jose	Jackson Avenue Complete Streets	3,300	-	-	6,700
Rank 2 Subtotal			9,299	8,192	14,191	6,700
3 - High scoring	Atherton	Adelante Selby Spanish Immersion SRTS	-	-	-	3,115
3 - High scoring	BART	Elevator Modernization, Design	-	-	-	4,945
3 - High scoring	Benicia	Military West Pedestrian and Bicycle Safety Imps.	-	-	-	1,400
3 - High scoring	Campbell	Hamilton Avenue Precise Plan	-	-	-	500
3 - High scoring	Windsor	Old Redwood Hwy Complete Streets and Pavement Rehab	-	-	-	1,540
Rank 3 Subtotal			-	-	-	11,500
Grand Total			9,299	15,392	21,391	18,200

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

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 23-0301 **Version:** 1 **Name:**

Type: Report **Status:** Commission Approval

File created: 1/30/2023 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 3/8/2023 **Final action:**

Title: MTC Resolution No. 4567: Priority Sites Nomination Criteria

Background information on the Priority Sites program and request that the Committee refer MTC Resolution No. 4567 to the Commission for approval. Following approval, staff will solicit local nominations for eligible Priority Sites and bring recommendations for approved Priority Sites to the Committees in the summer. Thereafter, projects on adopted Priority Sites will be eligible for pilot funding and technical assistance, subject to funding availability and further programmatic guidance by the Commission, the ABAG Executive Board, and/or the Bay Area Housing Finance Authority (BAHFA) Board as applicable.

Sponsors:

Indexes:

Code sections:

Attachments: [15a 23-0301 MTC Resolution 4567 Priority Sites Nomination Criteria.pdf](#)
[7ai 23-0301 Summary Sheet Priority Sites Nomination Criteria.pdf](#)
[7aii 23-0301 Powerpoint Priority Sites Nomination Criteria.pdf](#)
[7aiii 23-0301 MTC TEMP RES-4567.pdf](#)
[7aiv 23-0301 ABAG Resolution No 10-2023.pdf](#)

Date	Ver.	Action By	Action	Result
3/10/2023	1	Joint MTC Planning Committee with the ABAG Administrative Committee		

Subject:

MTC Resolution No. 4567: Priority Sites Nomination Criteria

Background information on the Priority Sites program and request that the Committee refer MTC Resolution No. 4567 to the Commission for approval. Following approval, staff will solicit local nominations for eligible Priority Sites and bring recommendations for approved Priority Sites to the Committees in the summer. Thereafter, projects on adopted Priority Sites will be eligible for pilot funding and technical assistance, subject to funding availability and further programmatic guidance by the Commission, the ABAG Executive Board, and/or the Bay Area Housing Finance Authority (BAHFA) Board as applicable.

Presenter:

Mark Shorett

Recommended Action:

Commission Approval

Attachments:

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC Planning Committee with the ABAG Administrative Committee**

March 10, 2023

Agenda Item 7a

**MTC Resolution No. 4567 and ABAG Resolution No. 10-2023: Priority Sites Nomination
Criteria**

Subject:

Background information on the Priority Sites program and request that the Committee refer **MTC Resolution No. 4567** and **ABAG Resolution No. 10-2023** to the Commission and ABAG Executive Board, respectively, for approval. Following approval, staff will solicit local nominations for eligible Priority Sites and bring recommendations for approved Priority Sites to the Committees in the summer. Thereafter, projects on adopted Priority Sites will be eligible for pilot funding and technical assistance, subject to funding availability and further programmatic guidance by the Commission, the ABAG Executive Board, and/or the Bay Area Housing Finance Authority (BAHFA) Board as applicable.

Background:

Based upon a yearlong initiative involving research, consultation, and collaborative concept development, in 2022 staff introduced the Priority Sites Program, designed to accelerate implementation of both Plan Bay Area 2050 and RHNA through regional-local collaboration, for regionwide discussion and refinement. This included a [concept paper](#), webinars, meetings with local staff, community-based organizations, developers, and community land trusts, as well as presentations to the Joint MTC Planning Committee with the ABAG Administrative Committee, the Programming and Allocations Committee, the BAHFA Oversight Committee, and the ABAG Housing Committee. The result of this process is the proposed program summarized in this memo and the presentation in Attachment A.

Priority Sites Program Overview

The Priority Sites Program is intended to support jurisdictions seeking to do their part to meet the region's shared housing needs by transforming public land and aging commercial sites into community anchors with a large number of affordable homes. The program has five components, the first of which is before the Joint Committee for approval:

- 1) **Establish Priority Sites**—Following Commission and ABAG Executive Board approval of the eligibility criteria in Resolutions 4567 (Attachment B) and 10-2023 (Attachment

C), respectively, solicit local nominations of Priority Sites. Once established, Sites would be eligible for the funding and technical assistance resources outlined below and would become part of a pipeline of sites that is integrated into the region's planning activities (e.g. Plan Bay Area 2050+) and informs funding strategies.

- 2) **Fund Pilot Projects**—Provide competitive predevelopment funding to accelerate Pilot projects located on a handful of Priority Sites. Projects poised to deliver the greatest affordability, climate, and equity benefits that demonstrate success factors such as local support, a clear path to entitlements, and a realistic financing plan will receive funding. In December 2022, the Commission programmed \$28 million to support these pilot projects through the Regional Early Action Program 2 (REAP 2.0), complementing the Preservation Pilot program that will make at-risk affordable homes permanently affordable. Subject to approvals by the relevant bodies this month, the \$28 million in pilot funding is expected to be administered by BAHFA. A series of parallel items have been agendized at other Committees this month to effectuate this approach, including a grant from MTC to BAHFA for the \$28 million as well as a Term Sheet and underwriting guidelines for the Priority Sites Pilot funding.
- 3) **Deliver technical assistance**—For early-stage Priority Sites not positioned to apply for predevelopment pilot funding, the program anticipates providing roughly \$1 million in targeted technical assistance, complemented by regionally applicable tools to enable local governments and emerging developers to conduct the work necessary to envision and entitle projects. For projects that have completed predevelopment work but have yet to break ground, the program will offer resources for identifying and pursuing additional financing where needed and coordinating with other public agencies and utilities.
- 4) **Integrate Sites into Plan Bay Area 2050+**—All eligible Priority Sites will be incorporated into Plan Bay Area 2050+, sharpening its projected growth pattern and strengthening the connection between the Mall and Office Reuse and Public Land Reuse strategies to local priorities.

- 5) **Set up Sites for future success**— In addition to providing short-term funding and technical assistance, the program is intended to expand the pipeline of equitable housing projects in the Bay Area positioned to utilize existing and future funding, including a potential 2024 regional housing measure.

Priority Sites Nomination Criteria Proposed for Approval

To launch the Priority Sites program, staff requests that the Committee refer Resolutions 4567 and 10-2023 establishing eligibility criteria for Priority Sites to the ABAG Executive Board and Commission for approval. These eligibility criteria balance minimum standards that ensure all sites advance shared regional goals with adequate flexibility to enable communities throughout the region to participate in the program, responding to stakeholder feedback:

- **Applicant:** Local government or developer of project entitled by local government with land use authority.
- **Location:** Within a Plan Bay Area 2050 Growth Geography (e.g., a locally nominated Priority Development Area) or a Transit Priority Area, which includes all areas subject to the Transit Oriented Communities (TOC) Policy adopted by the Commission in November 2022.
- **Affordability:** Commitment to maximize the share of the homes built on the site that are deed-restricted affordable to low- or moderate-income households, exceeding any applicable local inclusionary requirement.
- **Site Type and Capacity:** Meet the criteria for one of the three types below:
 - **Regionally Significant Sites:** Development capacity¹ for at least 500 homes. Potential examples include a rail station parking lot, former military base, or a sparsely occupied shopping center.

¹ Capacity is defined as the maximum total homes permitted in an applicable local planning document or development agreement, including zoning, a Specific Plan, or an entitlement.

- **Community Anchor:** Capacity for at least 100 homes, or at least 25% of a jurisdiction's very low- or low-income 2023-2031 RHNA allocation; and planned for either 10,000 square feet or more of community facilities. Potential examples include a former brownfield planned for a cultural center and mixed-income housing or surplus public land envisioned for affordable housing.
- **Public Sites Portfolio:** Two or more publicly-owned sites with total capacity for at least 200 homes that will be developed in concert to enhance impact and/or achieve economies of scale. Examples include a cluster of city-owned parking lots identified in a recently adopted Housing Element update, or multiple underutilized county-owned parcels targeted for mixed-use redevelopment incorporating 200+ housing units.

Next Steps:

Pending Committee, Commission, and Executive Board approval, staff will solicit applications for Priority Sites that meet eligibility criteria summarized above and defined in MTC Resolution 4567 (Attachment B) and ABAG Resolution 10-2023 (Attachment C). Staff will perform outreach to local governments and housing developers operating in every Bay Area county and will expand engagement through webinars and virtual office hours.

Issues:

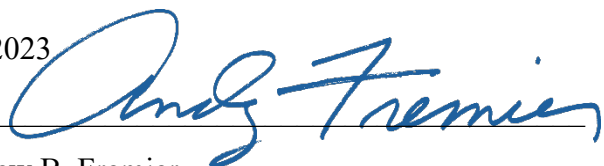
None identified.

Recommendations:

Refer MTC Resolution No. 4567 and ABAG Resolution No. 10-2023, to the Commission and ABAG Executive Board, respectively, for approval.

Attachments:

- Attachment A: Presentation
- Attachment B: MTC Resolution No. 4567
- Attachment C: ABAG Resolution No. 10-2023



Andrew B. Fremier

Priority Sites

Joint MTC Planning Committee with the
ABAG Administrative Committee

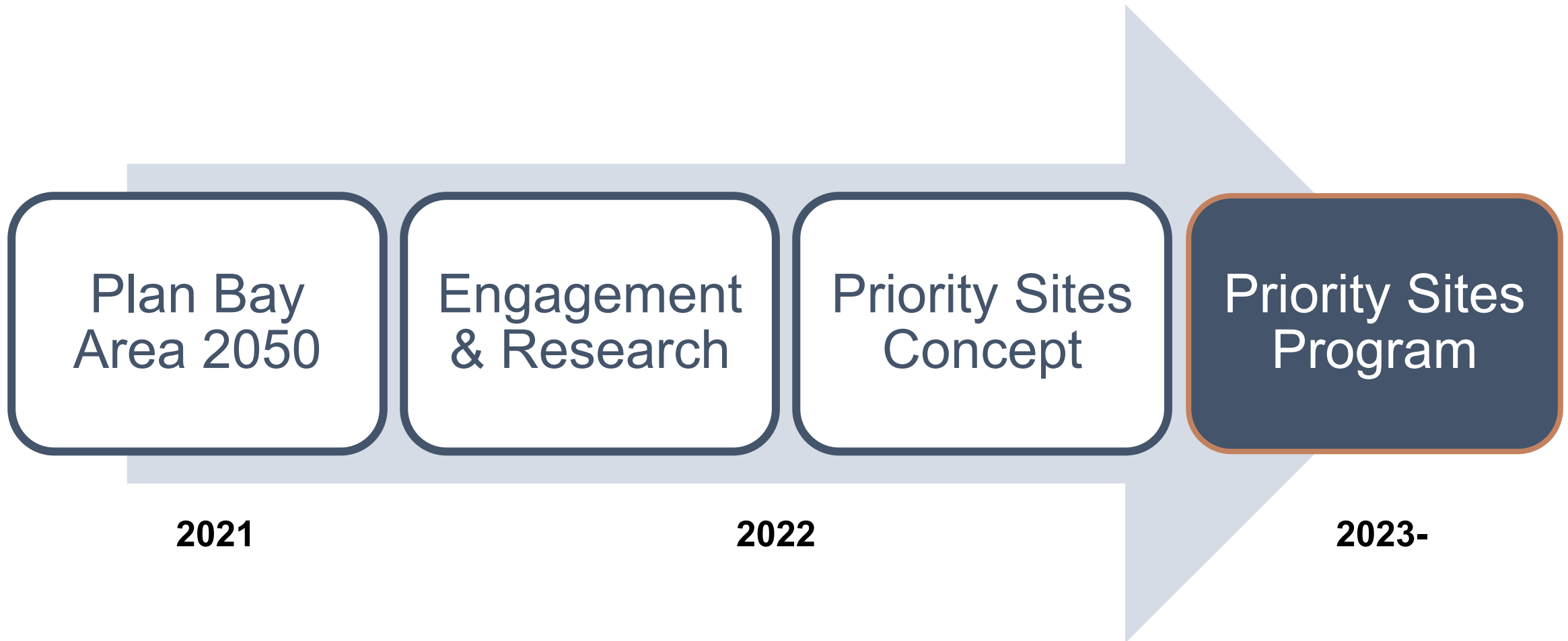
March 10, 2023



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION



Background: How we got here

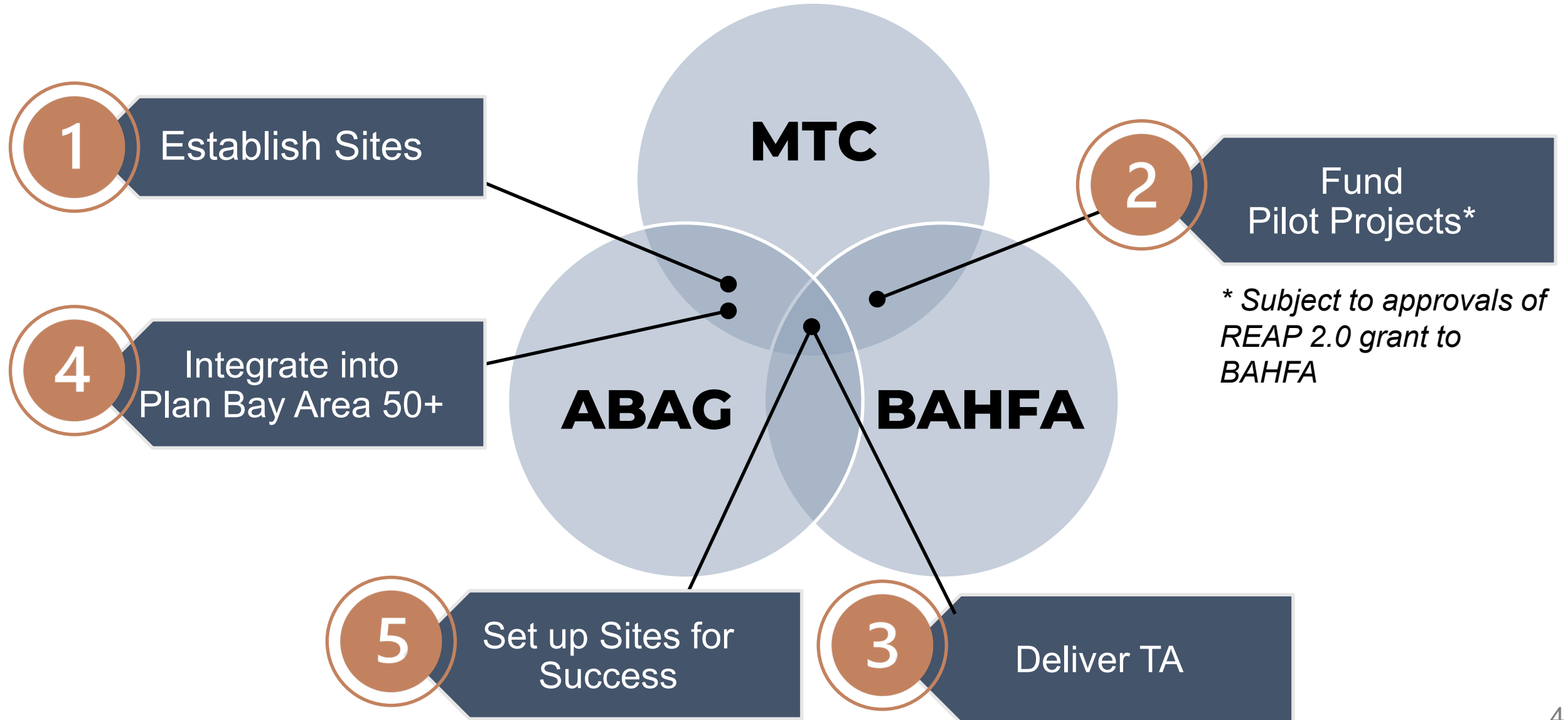


Priority Sites Program

- 1 Establish Sites & Pipeline  Focus of today's presentation
- 2 Fund Pilot Projects
- 3 Deliver Technical Assistance
- 4 Integrate into Plan Bay Area 2050+
- 5 Set up sites for future success



Agency Roles



Establish Sites: Eligibility Criteria



Applicant

- Local Government, or
- Developer of entitled project



Location

- Plan Bay Area 2050 Growth Geography, or
- Transit Priority Area (includes areas covered by MTC's Transit Oriented Communities Policy)



Affordability

- Commitment to maximize share of affordable units, exceeding local inclusionary requirement*

*Funding and technical assistance will prioritize projects on eligible sites with highest levels of affordability, supported by measures to address displacement risk

Continued on Next Slide

Establish Sites: Eligibility Criteria

Continued from Previous Slide



**Site
Type &
Capacity**

**Regionally
Significant**

- At least 500 homes

**Community
Anchor**

- At least 100 homes, or at least 25% of jurisdiction’s very low- or low-income RHNA
- and
- At least 10,000 square feet of community facilities

**Public Sites
Portfolio**

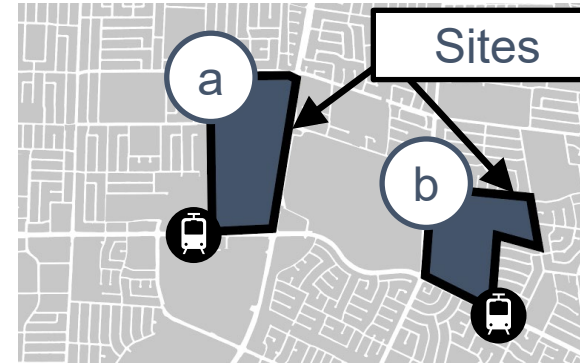
- Two or more publicly-owned sites to be developed in concert with total capacity for at least 200 homes

Establish Sites: Site Type Examples

Maps and images are for illustrative purposes only

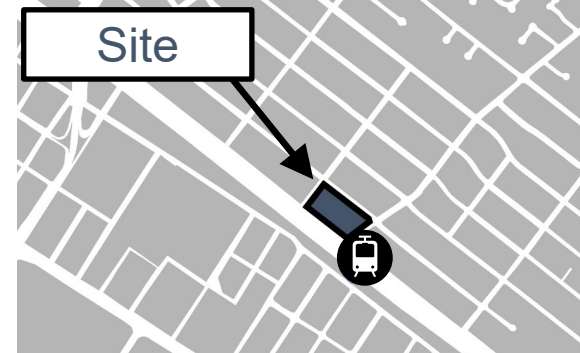
Regionally Significant

- a. County airport planned for closure
- b. Aging shopping center



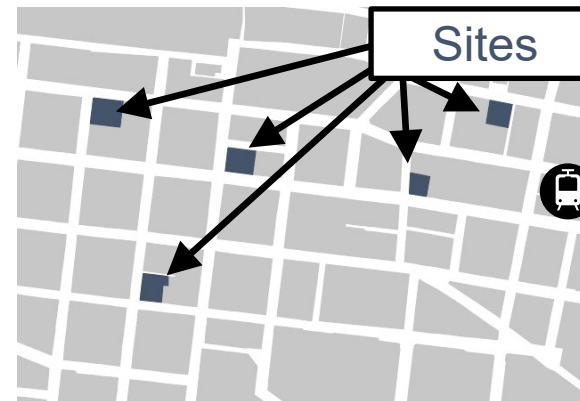
Community Anchor

Site planned for cultural center and 120 affordable homes

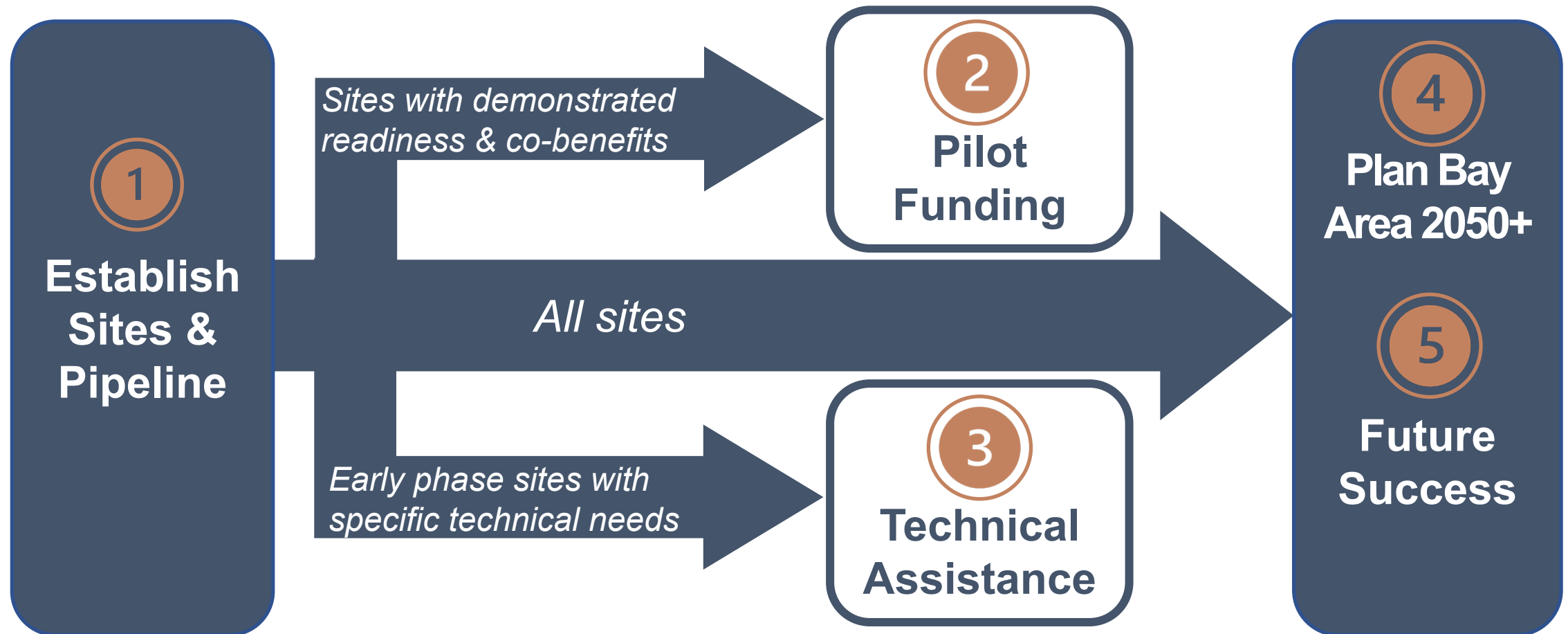


Public Sites Portfolio

Downtown parking lots identified in Housing Element



How the Priority Sites Program will work



Fund Pilot Projects: Near-Term Action

- **\$28 million to accelerate Pilot Projects** on select Priority Sites through the predevelopment phase toward groundbreaking
- **BAHFA administers funds**, in coordination with MTC staff (subject to approvals listed below)
- **Outcome:** precedent-setting projects that leverage BAHFA expertise, implement Plan Bay Area and local Housing Elements, and offer proof of concept for potential 2024 regional bond measure.
- **Other related requested approvals this month:**
 - **March 8:** MTC Administrative Committee recommends granting \$28 million pilot funding from REAP 2.0 to BAHFA
 - **March 9:** BAHFA Oversight Committee recommends accepting REAP 2.0 grant; recommends approval of Term Sheet for pilot program funding
 - **March 22:** Commission and BAHFA Board finalize REAP 2.0 grant to BAHFA; BAHFA Board approves Term Sheet for pilot program funding



Next Steps

- **Today:** Refer Reso. 4567 to the Commission and Reso. 10-2023 to the ABAG Executive Board for approval
- **April 2023:** Call for Priority Site Nominations
*(Concurrent action: BAHFA NOFA for Pilot Program)**
- **July 2023:** Adopt first set of Priority Sites, Identify Technical Assistance Needs
*(Concurrent action: BAHFA awards Pilot Program funding)**
- **September 2023:** Adopt additional Priority Sites
- **Fall-Winter 2023-4:** Launch Pilot Projects & refine technical assistance
- **2024 Onwards:** Program evaluation and updates to Committees; additional nomination windows and funding opportunities (as available), and requested action on program refinements or expansion, if applicable

Requested Action

ABAG Administrative Committee: Refer ABAG Resolution No. 10-2023, Priority Sites Criteria, to the Executive Board for approval.

MTC Planning Committee: Refer MTC Resolution No.4567, Priority Sites Criteria, to the Commission for approval.



Thank You

Staff Contact

Mark Shorett, mshorett@bayareametro.gov



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Date: March 22, 2023

W.I.: 1611

Referred by: PLNG

ABSTRACT

MTC Resolution No. 4567

This Resolution sets forth nomination criteria for Priority Sites. Priority Sites are places planned for mixed-income and affordable housing, complemented by on-site or nearby essential services and served by frequent transit. The Priority Sites program is rooted in Plan Bay Area 2050, and enhances the ability of MTC and ABAG to partner with local governments to complete the projects that are central to realizing Plan Bay Area 2050 and achieving the visions embodied in local plans for Priority Development Areas. Further discussion of the nomination criteria and broader Priority Sites program is contained in the Joint MTC Planning with the ABAG Administration Committee summary sheet dated March 10, 2023.

Date: March 22, 2023

W.I.: 1611

Referred by: PLNG

Re: Adoption of Priority Sites Nomination Criteria

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4567

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

WHEREAS, MTC adopted Resolution No. 3434 in 2001 which set forth MTC's Regional Transit Expansion Program of Projects, which was amended to add the Transit-Oriented Development Policy in 2005; and

WHEREAS, the TOD Policy successfully increased zoned capacity for residential development in key transit expansion corridors and initiated the regional Station Area Planning Program by requiring major transit expansion projects to meet minimum housing density thresholds around stations in new transit corridors before programming regional discretionary funds for project construction; and

WHEREAS, the TOD Policy applied to a specific set of transit expansion projects listed in Resolution No. 3434, the majority of which have been completed or are under construction; and

WHEREAS, the Station Area Planning program was expanded to become the Priority Development Area Program in 2008 which has resulted in over 61 completed plans with zoning for more than 100,000 housing units and more than 75 million square feet of commercial development near transit to date; and

WHEREAS, in 2021, MTC unanimously adopted Plan Bay Area 2050, the region's long-range plan, which meets a large share of the region's future housing need through two key strategies, public land reuse (H-6) and aging mall and office park reuse (H-8), which would produce mixed-income and affordable housing, supported by local services, in Growth Geographies; and

WHEREAS, in 2022, MTC adopted Resolution 4530, the Transit Oriented Communities (TOC) Policy, updating the TOD Policy to align with Plan Bay Area 2050, encompass a broader range of regional policy objectives, and promote transit-supportive development around all of the region's fixed guideway transit stops; and

WHEREAS, in 2021 and 2022, MTC and ABAG completed initiatives identified in the Plan Bay Area 2050 Implementation Plan to advance the public land reuse and aging mall and office park reuse strategies, which included surveys and interviews of local staff, developers, community-based organizations, and other stakeholders throughout the Bay Area, as well as analysis of best practice guides, plans and peer-reviewed literature; and

WHEREAS, in 2022, MTC, ABAG, and BAHFA staff presented the findings and recommendations emerging from this initiative, which included a Priority Sites Program to implement the public land reuse and mall and office reuse strategies, strengthen the ability of regional programs to deliver affordable housing, and enhance the connection between regional and local priorities in future iterations of Plan Bay Area, to MTC, ABAG, and BAHFA committees, local jurisdiction staff, developers, community-based organizations, and other stakeholders; and

WHEREAS, MTC, ABAG, and BAHFA staff responded to feedback received during presentations and outreach and incorporated that feedback into a detailed program design, including criteria for Priority Site nominations; and

WHEREAS, in November 2022, MTC approved the inclusion of \$28 million for the Priority Sites Program, including program development and funding for pilot projects, in its application to the California Department of Housing and Community Development for the second Regional Early Action Program (REAP 2.0), that included preliminary criteria aligned with Plan Bay Area 2050, supporting the region's transit investments, implementing the Transit-Oriented Communities Policy, and reducing GHG emissions; and

WHEREAS, incentivizing planning and partnerships to accelerate the completion of large-scale projects delivering affordable and mixed-income housing, supported by essential services and other amenities, in Regional Growth Geographies and Transit Priority Areas, including all areas subject to the Transit-Oriented Communities Policy, supports the region's transit investments, advances its Equity Platform, and implements key GHG reduction strategies from Plan Bay Area 2050; now, therefore, be it

RESOLVED, that MTC adopts the Priority Sites nomination criteria, as detailed in Attachment A, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California on March 22, 2022.

Attachment A

Date: March 22, 2023
W.I.: 1611
Referred by: PLNG

Attachment A
MTC Resolution No. 4567

PRIORITY SITES NOMINATION CRITERIA

The following criteria shall determine the eligibility of nominations for a Priority Site:

(a) Eligible Applicants. Priority Sites shall be nominated by:

- (1) The local jurisdiction with land use authority over the site; or
- (2) The project sponsor for a development project on the site that is either:
 - (A) Entitled; or
 - (B) For which a pre-application or application has been filed, and the nomination is accompanied by a letter of support from the local planning official.

(b) Minimum Eligibility Requirements. Areas eligible for nomination as Priority Sites shall meet the following location, site type and development capacity, and local commitment criteria:

- (1) Location. Within the boundaries of either:
 - (A) Priority Development Area (PDA) in Plan Bay Area 2050; or
 - (B) If outside a Plan Bay Area 2050 PDA:
 - i. Transit-Rich or High-Resource Area in a Plan Bay Area 2050 Growth Geography; or
 - ii. Transit Priority Area, including all areas to which the Transit-Oriented Communities (TOC) policy applies
- (2) Site Type and Development Capacity. One of the following:
 - (A) Regionally Significant Site: Development capacity for 500 or more homes in a locally adopted plan,¹ zoning, or project entitlement; or
 - (B) Community Anchor: Site with both of the following:
 - i. Development capacity in a locally adopted plan, zoning, or project entitlement (or a project application that satisfies (a)(2)(B) above) equivalent to either 100 or more homes or at least 25% of the jurisdiction's very low- or low-income 2023-2031 RHNA, and

¹ May include a Specific, Precise, or other area-specific land use plan, a General Plan Housing Element or General Plan Land Use Element.

- ii. Identified in a locally adopted plan, capital improvement program, zoning, or project entitlement (or a project application that satisfies (a)(2)(B) above) as the location for 10,000 or more square feet of community facilities.
- (C) Public Sites Portfolio: Multiple parcels owned by a single public agency that have a cumulative development capacity for 200 or more homes in a locally adopted plan, zoning, or project entitlement, and for which there is a meaningful linkage between projects on the parcels to enhance impact and/or achieve economies of scale.²
- (3) Affordability. Commitment to maximize share of new homes that are deed-restricted affordable to very low-, low-, and moderate-income households, exceeding any applicable local inclusionary housing requirement.
- (4) Local Commitment. A completed application signed by the planning official or adopted through resolution by the governing body of the local government with land use authority over the site.
- (c) **Priority Sites Pipeline.** For the purposes of funding and technical assistance, eligible Priority Sites shall be categorized into one of three Pipeline categories based upon the following criteria:
 - (1) Prioritization: Sites that do not meet the criteria for (c)(2) Predevelopment, or (c)(3) Production, below.
 - (2) Predevelopment: Sites on which an entitlement has been issued for a residential or mixed-use development project that comprise part or all of the total development capacity of the site.
 - (3) Production: Sites that meet the requirements of (c)(2), Predevelopment, above, and for which a building permit has been issued.
- (d) **Funding and Technical Assistance.** Competitive funding, technical assistance, and other resources supporting Priority Sites shall prioritize projects that deliver the highest levels of affordability, address racial disparities, reverse displacement or do not contribute to displacement, reduce greenhouse gas emissions, affirmatively further fair housing, and implement Plan Bay Area 2050, or the San Francisco Bay Area's most recently adopted Sustainable Communities Strategy/Regional Transportation Plan.
- (e) **Exceptions.** Certain minimum eligibility requirements may be waived if nominated sites otherwise present compelling affordability, racial equity, neighborhood revitalization, or economic and environmental sustainability elements.

² Publicly owned sites with development capacity greater than 500 homes shall be categorized as "Regionally Significant."

ASSOCIATION OF BAY AREA GOVERNMENTS

EXECUTIVE BOARD

RESOLUTION NO. 10-2023

ABSTRACT

This Resolution sets forth nomination criteria for Priority Sites. Priority Sites are places planned for mixed-income and affordable housing, complemented by on-site or nearby essential services and served by frequent transit. The Priority Sites program is rooted in Plan Bay Area 2050, and enhances the ability of MTC and ABAG to partner with local governments to complete the projects that are central to realizing Plan Bay Area 2050 and achieving the visions embodied in local plans for Priority Development Areas. Further discussion of the nomination criteria and broader Priority Sites program is contained in the Joint MTC Planning with the ABAG Administration Committee summary sheet dated March 10, 2023.

ASSOCIATION OF BAY AREA GOVERNMENTS

EXECUTIVE BOARD

RESOLUTION NO. 10-2023

ADOPTION OF PRIORITY SITES NOMINATION CRITERIA

WHEREAS, the Association of Bay Area Governments (ABAG) is the council of government (COG) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

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

WHEREAS, MTC adopted Resolution No. 3434 in 2001 which set forth MTC's Regional Transit Expansion Program of Projects, which was amended to add the Transit-Oriented Development Policy in 2005; and

WHEREAS, the TOD Policy successfully increased zoned capacity for residential development in key transit expansion corridors and initiated the regional Station Area Planning Program by requiring major transit expansion projects to meet minimum housing density thresholds around stations in new transit corridors before programming regional discretionary funds for project construction; and

WHEREAS, the TOD Policy applied to a specific set of transit expansion projects listed in Resolution No. 3434, the majority of which have been completed or are under construction; and

WHEREAS, the Station Area Planning program was expanded to become the Priority Development Area Program in 2008 which has resulted in over 61 completed plans with zoning for more than 100,000 housing units and more than 75 million square feet of commercial development near transit to date; and

WHEREAS, in 2021, ABAG and MTC unanimously adopted Plan Bay Area 2050, the region's long-range plan, which meets a large share of the region's future housing need through two key strategies, public land reuse (H-6) and aging mall and office park reuse (H-8), which would produce mixed-income and affordable housing, supported by local services, in Growth Geographies; and

WHEREAS, in 2022, MTC adopted Resolution 4530, the Transit Oriented Communities (TOC) Policy, updating the TOD Policy to align with Plan Bay Area 2050, encompass a broader range of regional policy objectives, and promote transit-supportive development around all of the region's fixed guideway transit stops; and

ASSOCIATION OF BAY AREA GOVERNMENTS

RESOLUTION NO. 10-2023

WHEREAS, in 2021 and 2022, MTC and ABAG completed initiatives identified in the Plan Bay Area 2050 Implementation Plan to advance the public land reuse and aging mall and office park reuse strategies, which included surveys and interviews of local staff, developers, community-based organizations, and other stakeholders throughout the Bay Area, as well as analysis of best practice guides, plans and peer-reviewed literature; and

WHEREAS, in 2022, MTC, ABAG, and BAHFA staff presented the findings and recommendations emerging from this initiative, which included a Priority Sites Program to implement the public land reuse and mall and office reuse strategies, strengthen the ability of regional programs to deliver affordable housing, and enhance the connection between regional and local priorities in future iterations of Plan Bay Area, to MTC, ABAG, and BAHFA committees, local jurisdiction staff, developers, community-based organizations, and other stakeholders; and

WHEREAS, MTC, ABAG, and BAHFA staff responded to feedback received during presentations and outreach and incorporated that feedback into a detailed program design, including criteria for Priority Site nominations; and

WHEREAS, in November 2022, MTC approved the inclusion of \$28 million for the Priority Sites Program, including program development and funding for pilot projects, in its application to the California Department of Housing and Community Development for the second Regional Early Action Program (REAP 2.0), that included preliminary criteria aligned with Plan Bay Area 2050, supporting the region's transit investments, implementing the Transit-Oriented Communities Policy, and reducing GHG emissions; and

WHEREAS, incentivizing planning and partnerships to accelerate the completion of large-scale projects delivering affordable and mixed-income housing, supported by essential services and other amenities, in Regional Growth Geographies and Transit Priority Areas, including all areas subject to the Transit-Oriented Communities Policy, supports the region's transit investments, advances its Equity Platform, and implements key GHG reduction strategies from Plan Bay Area 2050; now, therefore, be it

NOW, THEREFORE, BE IT RESOLVED, that the Executive Board of the Association of Bay Area Governments adopts the Priority Sites nomination criteria, as detailed in Attachment A, attached hereto and incorporated herein as though set forth at length.

The foregoing was adopted by the Executive Board this 16th day of March, 2023.

Jesse Arreguin
President

ASSOCIATION OF BAY AREA GOVERNMENTS

RESOLUTION NO. 10-2023

CERTIFICATION OF EXECUTIVE BOARD APPROVAL

I, the undersigned, the appointed and qualified Clerk of the Board of the Association of Bay Area Governments (Association), do hereby certify that the foregoing resolution was adopted by the Executive Board of the Association at a duly called and noticed meeting held in San Francisco, California, and at other remote locations, on the 16th day of March, 2023.

Frederick Castro
Clerk of the Board

ASSOCIATION OF BAY AREA GOVERNMENTS

RESOLUTION NO. 10-2023

EXHIBIT A

PRIORITY SITES NOMINATION CRITERIA

The following criteria shall determine the eligibility of nominations for a Priority Site:

(a) Eligible Applicants. Priority Sites shall be nominated by:

- (1) The local jurisdiction with land use authority over the site; or
- (2) The project sponsor for a development project on the site that is either:
 - (A) Entitled; or
 - (B) For which a pre-application or application has been filed, and the nomination is accompanied by a letter of support from the local planning official.

(b) Minimum Eligibility Requirements. Areas eligible for nomination as Priority Sites shall meet the following location, site type and development capacity, and local commitment criteria:

- (1) Location. Within the boundaries of either:
 - (A) Priority Development Area (PDA) in Plan Bay Area 2050; or
 - (B) If outside a Plan Bay Area 2050 PDA:
 - i. Transit-Rich or High-Resource Area in a Plan Bay Area 2050 Growth Geography; or
 - ii. Transit Priority Area, including all areas to which the Transit-Oriented Communities (TOC) policy applies
- (2) Site Type and Development Capacity. One of the following:
 - (A) Regionally Significant Site: Development capacity for 500 or more homes in a locally adopted plan,¹ zoning, or project entitlement; or
 - (B) Community Anchor: Site with both of the following:
 - i. Development capacity in a locally adopted plan, zoning, or project entitlement (or a project application that satisfies (a)(2)(B) above) equivalent to either 100 or more homes or at least 25% of the jurisdiction's very low- or low-income 2023-2031 RHNA, and
 - ii. Identified in a locally adopted plan, capital improvement program, zoning, or project entitlement (or a project application that satisfies (a)(2)(B) above) as the location for 10,000 or more square feet of community facilities.

¹ May include a Specific, Precise, or other area-specific land use plan, a General Plan Housing Element or General Plan Land Use Element.

ASSOCIATION OF BAY AREA GOVERNMENTS

RESOLUTION NO. 10-2023

(C) Public Sites Portfolio: Multiple parcels owned by a single public agency that have a cumulative development capacity for 200 or more homes in a locally adopted plan, zoning, or project entitlement, and for which there is a meaningful linkage between projects on the parcels to enhance impact and/or achieve economies of scale.²

(3) Affordability. Commitment to maximize share of new homes that are deed-restricted affordable to very low-, low-, and moderate-income households, exceeding any applicable local inclusionary housing requirement.

(4) Local Commitment. A completed application signed by the planning official or adopted through resolution by the governing body of the local government with land use authority over the site.

(c) Priority Sites Pipeline. For the purposes of funding and technical assistance, eligible Priority Sites shall be categorized into one of three Pipeline categories based upon the following criteria:

(1) Prioritization: Sites that do not meet the criteria for (c)(2) Predevelopment, or (c)(3) Production, below.

(2) Predevelopment: Sites on which an entitlement has been issued for a residential or mixed-use development project that comprise part or all of the total development capacity of the site.

(3) Production: Sites that meet the requirements of (c)(2), Predevelopment, above, and for which a building permit has been issued.

(d) Funding and Technical Assistance. Competitive funding, technical assistance, and other resources supporting Priority Sites shall prioritize projects that deliver the highest levels of affordability, address racial disparities, reverse displacement or do not contribute to displacement, reduce greenhouse gas emissions, affirmatively further fair housing, and implement Plan Bay Area 2050, or the San Francisco Bay Area's most recently adopted Sustainable Communities Strategy/Regional Transportation Plan.

(e) Exceptions. Certain minimum eligibility requirements may be waived if nominated sites otherwise present compelling affordability, racial equity, neighborhood revitalization, or economic and environmental sustainability elements.

² Publicly owned sites with development capacity greater than 500 homes shall be categorized as "Regionally Significant."

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0298 **Version:** 1 **Name:**
Type: Senate Bill **Status:** Commission Approval
File created: 1/30/2023 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 3/10/2023 **Final action:**
Title: Senate Bill 225 (Caballero): Community Anti-Displacement and Preservation Program
New state program to invest in affordable housing preservation and anti-displacement strategies.

Sponsors:

Indexes:

Code sections:

Attachments: [16a 23-0298 Senate Bill 225 Caballero Community Anti-](#)
[3c 23-0298 Summary Sheet Senate Bill 225-Caballero Community Anti-](#)

Date	Ver.	Action By	Action	Result
3/10/2023	1	Joint MTC ABAG Legislation Committee		

Subject:

Senate Bill 225 (Caballero): Community Anti-Displacement and Preservation Program

New state program to invest in affordable housing preservation and anti-displacement strategies.

Presenter:

Julie Snyder

Recommended Action:

Support / Commission Approval

Attachments:

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

March 10, 2023

Agenda Item 3c

Senate Bill 225 (Caballero): Community Anti-Displacement and Preservation Program

Subject:

New state program to invest in affordable housing preservation and anti-displacement strategies.

Background and Bill Provisions:

According to *Affordable Homes at Risk - 2022 Report* from California Housing Partnership Corporation, more than 1.1 million unsubsidized apartments across California provide an affordable place to live for low-income households, primarily people of color. But this housing is becoming less affordable as rent increases outpace wage growth, leading to the displacement of people from their homes and communities and, in the worst cases, homelessness. The trend is visible across the state; the Bay Area alone lost 160,000 unsubsidized affordable homes between 2012 and 2017. New affordable home production is not keeping pace with this loss, leaving fewer and fewer options for low-income Californians.

Acquisition of unsubsidized affordable homes by affordable housing developers and the subsequent restriction on the property's deed to guarantee future affordability to low-moderate-income renters (i.e., "preservation") is a proven model to prevent displacement and homelessness and increase the supply of permanently affordable homes. This strategy delivers affordability within months, providing residents with immediate stability and expanding the stock of deed-restricted homes. However, few resources are available to fund it, with state-level programs focused on other aspects of preservation and only a patchwork of local programs.

Senate Bill (SB) 225 creates the Community Anti-Displacement and Preservation Program (CAPP) to provide, upon appropriation, both short-term capital and long-term subsidy to acquire unsubsidized homes and preserve them as affordable for at least 55 years. Local jurisdictions, regional housing authorities (including the Bay Area Housing Finance Authority), community organizations, and affordable housing developers will be eligible to apply for project-specific loans and grants. In addition, local jurisdictions and regional entities can apply to serve as a lender of program funds within their geography.

In conjunction with SB 225, Senator Anna Caballero and Assemblymember Matt Haney are spearheading an ambitious one-time \$500 million budget ask to fund the program.

(Assemblymember Haney is also the principal co-author of SB 225.)

Recommendation:

Support / ABAG Executive Board Approval

Support / MTC Commission Approval

Discussion:

Plan Bay Area 2050 – the Bay Area’s state-mandated sustainable communities strategy – identifies preservation of unsubsidized affordable housing as a key strategy for achieving the Bay Area’s greenhouse gas reduction and access to opportunity goals. Preservation combined with *production* of new deed-restricted affordable homes and *protections* for renters constitute “the 3Ps” framework around which many Bay Area jurisdictions’ housing policies and programs are built. With substantial evidence that rising rents are the primary cause of homelessness, preserving apartments’ affordability also serves as an effective approach to prevent Bay Area households from becoming homeless (See, e.g., *Homelessness is a Housing Problem*, Colburn and Page, 2022).

Given the importance of preservation strategies in achieving the Bay Area’s housing goals, Bay Area Housing Finance Authority (BAHFA) recently launched two pilot programs to test different models of financing projects: Welfare Tax Exemption Preservation Program and Regional Early Action Program (REAP) 2.0 Housing Preservation Pilot. The results will shape BAHFA’s future preservation programs.

Last year, MTC and ABAG supported a General Fund appropriation for CAPP, which was not included in the final Fiscal Year 2022-23 budget. Our 2023 Joint MTC/ABAG Advocacy Platform includes CAPP as a continuing priority in Item 5A. SB 225 and the companion budget ask are the primary vehicles for advancing this priority in the 2023 legislative session. Under SB 225, BAHFA and cities and counties throughout the Bay Area could access substantial resources to fund existing and new preservation programs tailored to local needs. Even if the state budget situation precludes funding a new program this year, establishing CAPP in statute cements preservation as an effective statewide strategy and creates an opening for funding in future years.

Known Positions:

Support

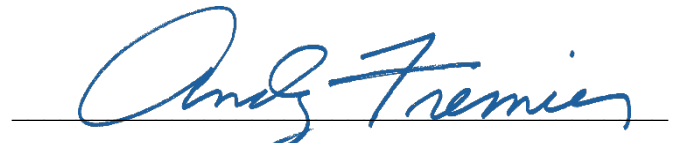
Enterprise Community Partners (Co-sponsor)	Habitat for Humanity Yuba/Sutter
Housing California (Co-sponsor)	Housing Now!
Public Advocates (Co-sponsor)	Inner City Law Center
ACCE	LA Forward
Alameda County Democratic Party	Monterey County Renters United
Bay Area Community Services	National Housing Law Project
Beverly-Vermont Community Land Trust	Nonprofit Housing Association of Northern California
California Coalition for Rural Housing	San Francisco Housing Accelerator Fund
CADEM Renters Council	San Francisco Housing Development Corporation
California Housing Partnership	San Luis Obispo County Democratic Party Executive Committee
California ReLeaf	South Bay Community Land Trust
California Rural Legal Assistance Foundation	Southern California Association of Nonprofit Housing
Community HousingWorks	STAND Affordable Housing
Community Land Trust Association of West Marin (CLAM)	Strategic Actions for a Just Economy (SAJE)
Community Power Collective	Tenants Together
Faith in the Valley	Tenderloin Neighborhood Development Corporation
Fideicomiso Comunitario Tierra Libre	Venice Community Housing
Greenbelt Alliance	Western Center on Law and Poverty

Oppose

None on file

Attachments:

None



Andrew B. Fremier



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0300 **Version:** 1 **Name:**
Type: Assembly Bill **Status:** Commission Approval
File created: 1/30/2023 **In control:** Legislation Committee
On agenda: 3/10/2023 **Final action:**
Title: Assembly Bill 350 (Aguiar-Curry): Sacramento Area Regional Plan Update
Delays until 2025 the Sacramento Area Council of Governments'(SACOG) next sustainable communities strategies update.

Sponsors:

Indexes:

Code sections:

Attachments: [16b 23-0300 Assembly Bill 350 Aguiar-Curry Sacramento Area Regional Plan Update.pdf](#)
[3d 23-0300 Summary Sheet Assembly Bill 350 Aguiar-](#)

Date	Ver.	Action By	Action	Result
3/10/2023	1	Joint MTC ABAG Legislation Committee		

Subject:
Assembly Bill 350 (Aguiar-Curry): Sacramento Area Regional Plan Update

Delays until 2025 the Sacramento Area Council of Governments'(SACOG) next sustainable communities strategies update.

Presenter:
Georgia Gann Dohrmann

Recommended Action:
Support / Commission Approval

Attachments:

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

March 10, 2023

Agenda Item 3d

Assembly Bill 350 (Aguiar-Curry): Sacramento Area Regional Plan Update

Subject:

Delays until 2025 the Sacramento Area Council of Governments' (SACOG) next sustainable communities strategies update.

Background:

Federal transportation planning law requires federally designated metropolitan planning organizations (MPOs) and regional transportation planning agencies to adopt a long-range regional transportation plan (RTP) at least every four to five years. State law further requires that, as part of the RTP, California's 18 metro areas complete a sustainable communities strategy (SCS) to reduce greenhouse gas emissions from cars and light truck travel, including planning for adequate housing to accommodate expected population growth. SACOG is responsible for adopting the Sacramento area's RTP/SCS.

Assembly Bill (AB) 350 would change the deadline for SACOG's next state-mandated RTP/SCS update from November 2023 to December 2025, with updates required every four years thereafter. The bill would provide for the following adjustments to ensure SACOG would remain in compliance with state and federal law through this adjustment period:

- Allows SACOG's existing RTP/SCS to remain in effect until December 2025 for the purposes of complying with state law and maintaining eligibility for state funding programs that require the region to have an adopted SCS.
- Allows SACOG to adopt and submit to the federal government an interim RTP update by the November 2023 deadline, which would serve as SACOG's federally mandate RTP through December 2025, when their next RTP/SCS would be adopted.

Recommendation:

Support / MTC Commission Approval

Discussion:

MTC since 2016 has been a partner in the Northern California Megaregion Working Group (Megaregion Working Group), a forum in which MTC, SACOG and the San Joaquin Council of Governments (SJCOG) convene to seek solutions to our megaregion's shared transportation challenges and achieve shared goals. Among other items, the group serves as a forum to coordinate on our respective long-range planning work.

AB 350 will support greater interregional collaboration by aligning SACOG's next SCS update with those of MTC (November 2025) and SJCOG (August 2026) and ensure that future RTP/SCS updates will better align with its megaregion partners. Importantly, this would enable more collaboration on key technical assumptions, an important statutory phase of the Senate Bill 375 process that involves engagement with the California Air Resources Board. Furthermore, this timing shift would support improved coordination on transportation and land use strategies (and associated investments) at regional boundaries, including along the Interstate 80 corridor between Solano and Yolo counties. For these reasons, staff recommends MTC adopt a support position on AB 350.

Known Positions:**Support**

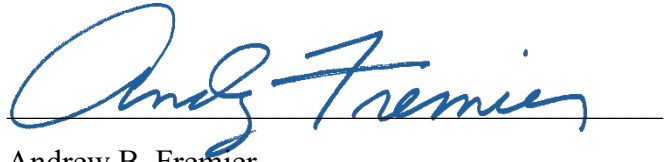
Sacramento Area Council of Governments (SACOG) – Sponsor	San Joaquin Joint Powers Authority
Cities of Elk Grove, Sacramento, Roseville, and Woodland	San Joaquin Regional Rail Commission
Environmental Council of Sacramento	Sacramento Regional Transit Agency
Greater Sacramento Economic Council	Sacramento Transportation Authority
Metro Chamber of Commerce	Sacramento Asian Pacific Chamber of Commerce
Placer County Transportation Agency	Sacramento Clean Cities Coalition
San Joaquin Council of Governments	Yuba County

Oppose

None on file

Attachments:

None



Andrew B. Fremier