



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, January 24, 2024

9:45 AM

Board Room - 1st Floor

The Metropolitan Transportation Commission is scheduled to meet at 9:45 a.m. or immediately following the 9:40 a.m. BATA meeting.

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at <https://mtc.ca.gov/whats-happening/meetings/live-webcasts>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

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.

Attendee Link: <https://bayareametro.zoom.us/j/82046445408>

iPhone One-Tap: US:

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

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Detailed instructions on participating via Zoom are available at:

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<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 and agenda item number 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.

Clerk: Kimberly Ward

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, Libby Schaaf*, James P. Sperling, Sheng Thao
*Non-Voting Members

1. Call to Order / Roll Call / Confirm Quorum

A quorum of the Commission shall be a majority of its voting members (10).

2. Chair's Report

- 2a. [24-0123](#) MTC Resolution No. 4628. Resolution of Appreciation for Leah Zippert on the occasion of her retirement from MTC.
- Action: Commission Approval

3. Policy Advisory Council Report

- 3a. [24-0062](#) Policy Advisory Council Report
- Action: Information
- Attachments: [3a 24-0062 Council Memo to Commission Jan 2024.pdf](#)

4. Executive Director's Report

- 4a. [24-0063](#) Executive Director's Report
- Action: Information

5. Commissioner Comments

6. Consent Calendar

- 6a. [24-0064](#) Approval of Commission Minutes of the December 20, 2023 Meeting
- Action: Commission Approval
- Attachments: [6a 24-0064 Dec 20 2023 Draft Commission Meeting Minutes.pdf](#)
- 6b. [24-0171](#) MTC Resolution No. 3931, Revised. Policy Advisory Council Appointment
- Action: Commission Approval
- Presenter: Ky-Nam Miller
- Attachments: [6b 24-0171 Summary Sheet MTC Resolution 3931 Council Appointment.pdf](#)
[6b 24-0171 MTC Resolution 3931.pdf](#)

Administration Committee

- 6c. [24-0053](#) MTC Resolution No. 4563, Revised. Reauthorization of MTC Investment Policy.
- Action:** Commission Approval
- Presenter:** Natalie Perkins
- Attachments:** [6c 24-0053 Summary Sheet MTC Res 4563 Revised Investment Policy.pdf](#)
 [6c 24-0053 MTC Resolution No 4563 Revised.pdf](#)

Programming and Allocations Committee

- 6d. [24-0076](#) MTC Resolution Nos. 4615 and 4585, Revised. Allocation of \$34.5 million in Regional Measure 3 (RM3) capital funds to San Francisco Municipal Transportation Agency (SFMTA) and Contra Costa Transportation Authority (CCTA).
- Action:** Commission Approval
- Presenter:** Julieth Ortiz
- Attachments:** [6d 24-0076 Summary Sheet MTC Resolutions 4615 and 4585 Allocations.](#)
 [6d 24-0076 Attachment A RM3 Capital Expenditure Plan Tracker.pdf](#)
 [6d 24-0076 Attachment B RM3 Allocation Project Summaries.pdf](#)
 [6d 24-0076 MTC Resolution 4585.pdf](#)
 [6d 24-0076 MTC Resolution 4615.pdf](#)
- 6e. [24-0079](#) MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-25.
- Action:** Commission Approval
- Presenter:** John Saelee
- Attachments:** [6e 24 0079 Summary Sheet MTC Resolution 4545 TIP Amendment 2023](#)
 [6e 24 0079 Attachment 1 Summary Report.pdf](#)
 [6e 24 0079 MTC Resolution 4545.pdf](#)

- 6f. [24-0082](#) MTC Resolution Nos. 4570, 4571 and 4626 Revised. FY2023-24 Transit Development Act (TDA), State Transit Assistance (STA) and Regional Measure 3 (RM3) Allocations to the City of Fairfield (FAST), the Transbay Joint Powers Authority (TJPA), and Metropolitan Transportation Commission (MTC).

Action: Commission Approval

Presenter: Luis Garcia

Attachments: [6f 24-0082 Summary Sheet TDA RM3 Allocations.pdf](#)
[6f 24-0082 MTC Resolution 4570.pdf](#)
[6f 24-0082 MTC Resolution 4571.pdf](#)
[6f 24-0082 MTC Resolution 4626.pdf](#)

- 6g. [24-0091](#) MTC Resolution No. 4621. Regional Measure 3 Program Amendments

A summary of public comments received and recommendation to modify five existing projects and reassign \$16.7 million in Regional Measure 3 (RM3) funds, specifically to:

(i) Redirect \$16,700,000 in funds from the Solano County I-80/I-680/SR-12 Interchange Project (RM3 project #21) to the Solano I-80 Express Lanes (Toll System) project - part of the Bay Area Corridor Express Lanes suite of projects (under RM3 project #2);

(ii) Modify scope of Sonoma-Marin Area Rail Transit (SMART) project (RM3 project #7) to clarify eligibility of the multi-use pathway along SMART right-of-way;

(iii) Modify scope of Highway 101-Marin/Sonoma Narrows (RM3 project #20) to extend the project limits approximately 4.5 miles from Petaluma Blvd. South to Petaluma Blvd. North in Petaluma and approximately three (3) miles from Atherton Ave. to State Route 37 in Novato; and

(iv) Add the Metropolitan Transportation Commission (MTC) as a joint project sponsor to State Route 37 Improvements (RM3 project #23).

Action: Commission Approval

Presenter: Kenneth Kao

Attachments: [6g 24-0091 Summary Sheet RM3 Amendments.pdf](#)
[6g 24-0091 MTC Resolution No 4621.pdf](#)

Joint MTC Planning Committee with the ABAG Administrative Committee

- 6h. [24-0061](#) Transportation Electrification Initiatives: 2023 Transit Station Public Charging Grant Award Recommendations (\$10,000,000)
- Approval of \$10 million in grants to support the deployment of electric vehicle charging infrastructure at Bay Area transit stations as part of MTC's Climate Program transportation electrification investments to advance Plan Bay Area 2050.
- Action:** MTC Commission Approval
- Presenter:** James Choe
- Attachments:** [6h_24-0061_Summary_Sheet_Transit-Station-Charging-Grant-Awards_DRAFT](#)

Committee Report

7. Joint MTC ABAG Legislation Committee (Canepa)

- 7a. [24-0101](#) Regional Transportation Revenue Measure Enabling Legislation
- Outline of proposed legislation enabling MTC to place a future regional transportation revenue measure on the ballot.
- Action:** MTC Commission Approval
- Presenter:** Rebecca Long
- Attachments:** [7a_24-0101_Update_Summary_Sheet_Transportation_Revenue_Measure_Autho](#)
[7a_24-0101_Attachment_A_Proposed_Vision_Statement_and_Key_Provisions_Co](#)
[7a_24-0101_Committee_Summary_Sheet_Transportation_Revenue_Measure.i](#)
[7a_24-0101_Attachment_A_Rider_Focused_Outcomes_from_Regional_Measu](#)
[7a_24-0101_Attachment_B_Key_Provisions_Summary_Updated.pdf](#)
[7a_24-0101_Attachment_C_Proposed_Vision_Statement_and_Focus_Areas.pr](#)
[7a_24-0101_24-0101_Attachment_D_Description_of_Expenditure_Categories.r](#)
[7a_24-0101_Public_Comment_Findley.pdf](#)
[7a_24-0101_Public_Comment_Joint_Organizations.pdf](#)

- 7b. [23-1342](#) Proposed Final 2024 MTC/ABAG Joint Advocacy Program
- Final 2024 Joint Advocacy Program for MTC and ABAG, expressing the agencies' state and federal legislative priorities.
- Action:** ABAG Executive Board Approval
MTC Commission Approval
- Presenter:** Georgia Gann Dohrmann
- Attachments:** [7b 23-1342 Summary Sheet 2024 Joint Advocacy Program.pdf](#)
[7b 23-1342 Attachment A Final 2024 Joint Advocacy Program.pdf](#)

8. Commission Information

- 8a. [24-0107](#) Federal Highway Administration (FHWA) (California Division) MPO Certification Review - Overview of Process
- As part of its quadrennial certification review of Metropolitan Planning Organizations (MPOs), USDOT offers opportunities for members of the public to offer feedback regarding the metropolitan planning process. Federal Highway Administration (FHWA) staff will present the certification review process.
- Action:** Information
- Presenter:** Jasmin Amanin (Federal Highway Administration)
- Attachments:** [8a Summary Sheet FHWA MPO Certification Review.pdf](#)
[8a Attachment A Presentaion MTC 2024 TMA Certification Review.pdf](#)
[8a Attachment B Public Involvement Session Notice.pdf](#)

9. Closed Session

- 9a. [24-0118](#) Closed Session Public Comment
- 9b. [24-0119](#) The Commission will meet in Closed Session, pursuant to Public Employee Performance Evaluation Government Code §54957, with respect to the Executive Director and the Executive Director's compensation range of non-represented employees. The Executive Director shall not be present for discussions on compensation.

10. Open Session

11. Public Comment / Other Business

*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.*

12. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission will be held on Wednesday, February 28, 2024 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

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 interpreter services/ADA accommodation upon request to persons with disabilities and individuals with limited-English proficiency who wish to address Commission matters. To request accommodation, please call (415) 778-6757. For TDD/TTY, call 711 and ask to be relayed to (415) 778-6700. We request at least three working days' notice to accommodate your request.

Acceso y el Título VI: La MTC proporciona servicios de interprete/asistencia del ADA solo con solicitarlo a las personas con discapacidades o las personas con conocimiento limitado del inglés que quieran dirigirse a la Comisión. Para solicitar asistencia, llame al (415) 778-6757. Para servicios TDD/TTY, llame al 711 y pida que lo conecten al (415) 778-6700. Le pedimos solicitar asistencia con tres días hábiles de anticipación.

無障礙及《民權法：第六章》措施：大都會交通委員會（MTC）會根據要求，為想了解委員會事務的殘障人士或英語能力有限的民眾，提供口譯/手語翻譯服務。如果您需要相關的無障礙語言服務，請致電 (415) 778-6757，如需使用TDD/TTY，請撥打 711 並請求轉接至 (415) 778-6700。為確保能夠為您提供符合需求的安排，請至少提前三個工作日通知我們。

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0123 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 12/21/2023 **In control:** Metropolitan Transportation Commission
On agenda: 1/24/2024 **Final action:**
Title: MTC Resolution No. 4628. Resolution of Appreciation for Leah Zippert on the occasion of her retirement from MTC.
Sponsors:
Indexes:
Code sections:
Attachments:

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4628. Resolution of Appreciation for Leah Zippert on the occasion of her retirement from MTC.

Recommended Action:
Commission Approval



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0062 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 12/1/2023 **In control:** Metropolitan Transportation Commission
On agenda: 1/24/2024 **Final action:**
Title: Policy Advisory Council Report
Sponsors:
Indexes:
Code sections:
Attachments: [3a_24-0062_Council Memo to Commission_Jan_2024.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Policy Advisory Council Report

Recommended Action:
Information



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3a

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

Date: January 24, 2024
To: Metropolitan Transportation Commission (MTC)
From: MTC Policy Advisory Council Chair, Randi Kinman
Regarding: January 2024 Council Report to Commission

Summary:

This memo provides a summary of the activity of the Policy Advisory Council (Council) over the previous month.

December 2023 Meetings

The Council met on December 15, 2023. The Council received an update on the Plan Bay Area 2050+ Draft Blueprint from MTC staffer Chirag Rabari. The Council had a brief update on potential 2026 revenue measure as it ties into the financial forecast for the goals of PBA 2050+. There was a lengthy question and comment period that followed based on the following subsections:

- Revenue messaging:
 - Avoid using “baseline” services. Focus on what new or innovative cost saving measures will be taken or how services will be changed. Visionary.
 - The disability community is concerned. We have done little to put forward new or consolidated requests, their issues are always back burner.
 - We as an advisory body did not have a robust conversation about priorities for the measure. That might help with messaging.

- PBA 2050+ Transportation
 - People do not understand where “all their money” goes to when they pay licenses and fees; we need succinct messaging in our documents: there’s not enough money, we can’t count on state or Fed.
 - Focus on ongoing refinement; adapt/expand NextGen to other definition rather than boxed into one meaning. Make sure we know what words like “safety” mean when surveying transit riders.
 - Identify in PBA document that this is not MTC “taking over”, do a better job of educating in one sentence up front.
- PBA 2050+ Housing
 - Ensure that the funding and projects create accessible units up front for both seniors and families. Having units classified as accessible inside doesn’t count if there are no external ramps. Cheaper than retrofitting and higher levels of equity for seniors, families, disabled.
 - Ditto with greening of units; sustainably built/remodeled now not later.
- PBA 2050+ General
 - We talk of GHG measurement, lowering VMT, but we don’t talk in measurable terms of health or healthy communities.
 - What are we using as baseline measurements and for whom? Especially disabled.
 - Provide mapping of existing urban open space, parks, trails and add as we go. COVID showed vast discrepancies in access to simple outdoor recreational or restive space.
 - Can we look at freeway capping to create space for recreation, housing or commercial/mixed use?

The Council also was briefed on the nomination process for the 2024-2025 Chair and Vice Chair leadership elections, taking place at this month’s Council meeting on January 26, 2024.

While I told you last month it would be my last time before you, I didn’t take into account the fact we meet after you, so, here I am again. We will be finalizing elections this month, enjoying a

peaceful transfer of power and I will be finishing out my term with the rest of this cohort in two years.

Finally, the **Equity and Access Subcommittee** met on December 15, 2023. The Subcommittee heard reports on the various one seat ride programs that were initiated by agencies themselves during and after COVID along with the proposed 2024 pilot programs from MTC. Members of the public and the subcommittee provided input. The subcommittee looks forward to future conversations in developing these pilots and discussing the goals and objectives, which are key to implementing the Transformation Action Plan. The Subcommittee highlighted that MTC needs to lift up the program as an example of what complete accessibility for people with disabilities traveling across multiple jurisdictions should look like, acknowledging that much more investments are needed to meet everyone's needs.

An example of complete accessible transit includes paratransit access to SFO, OAK, SJC, and other regional airports. Committee members also requested more details about what MTC's plan for informing community members about the Regional Mapping and Wayfinding Project pilot program would look like.

If you have any questions, please do not hesitate to contact me.

Sincerely,

-Randi Kinman

Chair, Policy Advisory Council



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0063 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 12/1/2023 **In control:** Metropolitan Transportation Commission

On agenda: 1/24/2024 **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 #: 24-0064 **Version:** 1 **Name:**
Type: Minutes **Status:** Commission Consent
File created: 12/1/2023 **In control:** Metropolitan Transportation Commission
On agenda: 1/24/2024 **Final action:**
Title: Approval of Commission Minutes of the December 20, 2023 Meeting
Sponsors:
Indexes:
Code sections:
Attachments: [6a_24-0064_Dec_20_2023_Draft_Commission_Meeting_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Approval of Commission Minutes of the December 20, 2023 Meeting

Recommended Action:
Commission Approval



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

Meeting Minutes

Metropolitan Transportation Commission

Alfredo Pedroza, Chair Nick Josefowitz, Vice Chair

Wednesday, December 20, 2023

9:35 AM

Yerba Buena Conference Room - 1st Floor

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. Giacopini*, Federal D. Glover,
Matt Mahan, Nate Miley, Stephanie Moulton-Peters, Sue Noack, Gina Papan,
David Rabbitt, Hillary Ronen, Libby Schaaf*, James P. Spering, Sheng Thao**

***Non-Voting Members**

1. Call to Order / 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, Commissioner Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, and Commissioner Spering

Absent: 1 - Commissioner Thao

A quorum being present in the Yerba Buena Conference Room, Commissioner Chavez and Commissioner Ronen were authorized by the Chair to participate remotely under AB 2449 (just cause) due to illness and injury, respectively.

Non-Voting Commissioner Present: Commissioner Giacopini

Non-Voting Commissioners Absent: Commissioner El-Tawansy and Commissioner Schaaf

Commissioner Papan arrived after the roll call was taken during agenda item 1.

Vice Chair Josefowitz arrived during agenda item 4a.

Commissioner Mahan arrived during agenda item 5.

Commissioner Miley arrived during agenda item 9a.

2. Pledge of Allegiance / Acknowledgement of the Flag

3. Compensation Announcement (Clerk)

4. Chair's Report

- 4a. [23-1451](#) MTC Resolution No. 4627. Resolution of Appreciation for Carol Kuester on the occasion of her retirement from MTC.

Action: Commission Approval

Commissioner Josefowitz arrived during agenda item 4a.

Randy Rentschler was called to speak.

Upon the motion by Commissioner Spering and seconded by Commissioner Glover, the Commission unanimously adopted MTC Resolution No. 4627. 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 Fleming, Commissioner Glover, Commissioner Moulton-Peters, Commissioner Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen and Commissioner Spering

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

5. Policy Advisory Council Report

- 5a. [23-1502](#) Policy Advisory Council Report

Action: Information

Commissioner Mahan arrived during agenda item 5.

6. Executive Director's Report

- 6a. [23-1501](#) Executive Director's Report

Action: Information

7. Commissioner Comments

8. Consent Calendar

Agenda item 8h was pulled from the Consent Calendar.

Upon the motion by Commissioner Papan and seconded by Commissioner Glover, 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 Chavez, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Mahan, Commissioner Moulton-Peters, Commissioner Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen and Commissioner Spering

Absent: 2 - Commissioner Miley and Commissioner Thao

8a. [23-1481](#) Approval of Commission Minutes of the November 15, 2023 Meeting

Action: Commission Approval

Administration Committee

8b. [24-0002](#) MTC Resolution No. 4358, Revised - ABAG Operational Advance for Liquidity and Cash Flow

Action: Commission Approval

Presenter: Derek Hansel

Programming and Allocations Committee

8c. [22-1774](#) MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-23.

Action: Commission Approval

Presenter: John Saelee

8d. [23-1413](#) MTC Resolution No. 4510, Revised. Transit Capital Priorities Policy and Program Revisions FYs 2021-22 - 2023-24.

Action: Commission Approval

Presenter: Margaret Doyle

8e. [23-1415](#) MTC Resolution Nos. 4620 and 4588, Revised. FY2023-24 STA-State of Good Repair Allocations and Project List Revision.

Action: Commission Approval

Presenter: Terence Lee

- 8f. [23-1449](#) MTC Resolution Nos. 4571, Revised, 4624, and 4626. Allocation of \$13.3 million in FY2023-24 State Transit Assistance (STA), Five Percent Unrestricted State Fund Revenue, and Regional Measure 3 funds to the San Francisco Bay Area Water Emergency Transportation Authority (WETA) and MTC to support transit operations and capital projects in the region.

Action: Commission Approval

Presenter: Luis Garcia

- 8g. [23-1416](#) MTC Resolution Nos. 4594, Revised; 4613, Revised; and 4615. Allocation of \$16.8 million in Regional Measure 3 (RM3) capital funds to Solano Transportation Authority (STA), Alameda-Contra Costa Transit District (AC Transit), and San Francisco Municipal Transportation Agency (SFMTA)

Action: Commission Approval

Presenter: Julieth Ortiz

- 8h. [23-1419](#) 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 reprogramming \$4.9 million within the OBAG 3 Regional and County and Local Programs as part of a fund source exchange for the San Francisco County Transportation Authority's (SFCTA's) Yerba Buena Island Multi-Use Path and reprogramming \$2.7 million to two projects within the OBAG 2 Solano County Program.

Action: Commission Approval

Presenter: Thomas Arndt

Commissioner Fleming and Commissioner Mahan were absent during the vote for agenda item 8h.

Upon the motion by Commissioner Papan and seconded by Commissioner Sperling, the Commission unanimously adopted MTC Resolution Nos 3989, Revised; 4202, Revised; and 4505, Revised with modifications to approved by the Commission in Agenda Item 11c to remove resolution language (in MTC Resolution No. 4505) which specified that the Commission would have an opportunity to reaffirm the one-year grace period for Housing Element certification or modify related policies as part of the June 2024 status update on Housing Element certifications and projects granted exceptions to the Housing Element grace period. The motion carried by the following vote:

Aye: 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Miley, Commissioner Moulton-Peters, Commissioner Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen and Commissioner Sperling

Absent: 4 - Commissioner Ahn, Commissioner Fleming, Commissioner Mahan and Commissioner Thao

- 8i. [23-1440](#) MTC Resolution Nos. 4519, Revised, and 4529, Revised. An update to the Transit Transformation Action Plan Program of Projects to program approximately \$1.8 million in State Transit Assistance (STA) Population-Based Funds to the Mapping & Wayfinding Standards project and \$25,000 in STA Revenue-Based Exchange Funds to support Transit Priority activities. Update to Attachment A of MTC Resolution No. 4529 to clarify eligible activities for the November 2023 allocations to AC Transit and BART, and to allocate \$25,000 to support Transit Priority activities.

Action: Commission Approval

Presenter: Allison Quach

- 8j. [23-1495](#) MTC Resolution No. 4625. Adoption of the \$11.7 million FY2023-24 Regional Measure 3 (RM3) Operating Program.

Action: Commission Approval

Presenter: Raleigh McCoy

Committee Report

9. Joint MTC ABAG Legislation Committee (Canepa)

9a. [24-0050](#) Regional Transportation Revenue Measure Update

Update on a potential 2026 regional transportation revenue measure, including results of stakeholder engagement, public outreach (as well as voter opinion research), a proposed vision, goal and focus areas, expenditure priorities, revenue source options and potential reform concepts that could accompany enabling legislation.

Action: Information

Presenter: Rebecca Long

Commissioner Miley arrived during agenda item 9a.

Written correspondence was received from Sebastian Petty (SPUR); Jim Wunderman (Bay Area Council); Caltrain Board of Directors, Nadia Naik, Amy Buckmaster, and Rosanne Foust (California Advocating Responsible Rail Design); Davina Hurt (CCAG); Josh Powell (SamTrans); Patrick Burt (Santa Clara VTA); Supervisor Warren Slocum (San Mateo County); Sebastian Petty (SPUR); and Voices for Public Transportation.

The following members of the public were called to speak: Charley Lavery (CA Alliance Engineers); Sam Sargent (Caltrain); Val Menotti (BART); Sebastian Petty (SPUR); Don Cecil (SAMCEDA); Laurel Paget-Seekins; Peter Strauss; Haleema Bharoocha-Jobe; Ryan Williams (SEIU 102); Emily Wheeler (Public Advocates); Ian Griffiths (Seamless Bay Area); Bryan Culbertson; Darton Ito (SFMTA); Zack Deutsch-Gross (TransForm); Elizabeth Alexis (CARRD); Greg Greenway; Marjorie Alvord; Cody Vaughn; Mike C; Howard Wong (Policy Advisory Councilmember); Bob Allen (Urban Habitat); Sara Greenwald (350 Bay Area); Cyrus Hall; Aleta Dupree; Vinay Pimple (Policy Advisory Councilmember); Adina Levin (Friends of Caltrain); Jordan Grimes, Greenbelt Alliance; Audrey Liu; David Zurell; Mitch Mankin; and Jane Kramer.

10. Regional Network Management Committee (Rabbitt)

- 10a. [23-1422](#) MTC Resolution No. 4622: Regional Network Management (RNM) Council Charter

Initial work to stand up the Regional Network Management (RNM) Council includes the approval of a Charter.

Action: Commission Approval

Presenter: Melanie Choy

Ryan Williams (SEIU 102) was called to speak.

Upon the motion by Commissioner Rabbitt and seconded by Commissioner Noack, the Commission unanimously adopted MTC Resolution No. 4622 with an amended motion to provide quarterly progress reports. The motion carried by the following vote:

Aye: 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Miley, Commissioner Moulton-Peters, Commissioner Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen and Commissioner Spring

Absent: 4 - Commissioner Ahn, Commissioner Fleming, Commissioner Mahan and Commissioner Thao

11. Programming and Allocations Committee (Chavez)

- 11a. [23-1446](#) MTC Resolution 4619, Revised, and Approval of Regional Short-Term Financial Plan for Senate Bill 125 Transit Funding

A request for approval of the Short-Term Financial Plan for the MTC region, which provides documentation required under Senate Bill 125 to the California State Transportation Agency (CalSTA) in exchange for the release of \$1.1 billion in Transit and Intercity Rail Capital Program (TIRCP) and Zero-Emission Transit Capital Program (ZETCP) funding to MTC between FY 2023-24 and FY 2026-27, and associated revision to MTC Resolution 4619.

Action: Commission Approval

Presenter: Theresa Romell

Upon the motion by Commissioner Chavez and seconded by Commissioner Papan, the Commission unanimously adopted MTC Resolution 4619, Revised, and approved the Regional Short-Term Financial Plan for Senate Bill 125 Transit Funding. The motion carried by the following vote:

Aye: 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Miley, Commissioner Moulton-Peters, Commissioner Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen and Commissioner Spering

Absent: 4 - Commissioner Ahn, Commissioner Fleming, Commissioner Mahan and Commissioner Thao

11b. [23-1443](#) MTC Resolution No. 4603, Revised. Regional Transportation Improvement Program (RTIP) Policies and Procedures and Program of Projects for the 2024 RTIP

Updates to the 2024 Regional Transportation Improvement Program (RTIP) Policies and Procedures and Program of Projects for the 2024 RTIP, totaling \$226 million in new programming for the Bay Area.

Action: Commission Approval

Presenter: Karl Anderson

Upon the motion by Commissioner Chavez and seconded by Commissioner Dutra-Vernaci, the Commission unanimously adopted MTC Resolution No. 4603, Revised. The motion carried by the following vote:

Aye: 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Miley, Commissioner Moulton-Peters, Commissioner Noack, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen and Commissioner Spering

Absent: 4 - Commissioner Ahn, Commissioner Fleming, Commissioner Mahan and Commissioner Thao

- 11c. [23-1417](#) Housing Incentive Pool and Housing Element:
- (i) MTC Resolution No. 4505, Revised. Revisions to MTC's One Bay Area Grant (OBAG 3) Program to update Housing Element compliance requirements.
 - (ii) MTC Resolution Nos. 4202, Revised and 4348, Revised. Revisions to MTC's Housing Incentive Pool (HIP) to adopt eligibility and programming guidelines, an update of the final year of the program (2022), and the preliminary list of HIP program standings by jurisdiction (2018-2022).

Action: Commission Approval

Presenter: Thomas Arndt

Written correspondence was received from Mayor Matt Mahan (City of San Jose).

Justine Marcus was called to speak.

Upon the motion by Commissioner Papan and seconded by Commissioner Noack, the Commission adopted MTC Resolution Nos. 4505, Revised; 4202, Revised; and 4348, Revised with modifications to remove resolution language (in MTC Resolution No. 4505) which specified that the Commission would have an opportunity to reaffirm the one-year grace period for Housing Element certification or modify related policies as part of the June 2024 status update on Housing Element certifications and projects granted exceptions to the Housing Element grace period. The motion carried by the following vote:

Aye: 11 - Chair Pedroza, Commissioner Abe-Koga, Commissioner Canepa, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Miley, Commissioner Moulton-Peters, Commissioner Noack, Commissioner Papan, Commissioner Rabbitt and Commissioner Spering

Nay: 3 - Vice Chair Josefowitz, Commissioner Chavez and Commissioner Ronen

Absent: 4 - Commissioner Ahn, Commissioner Fleming, Commissioner Mahan and Commissioner Thao

12. Closed Session

- 12a. [24-0088](#) Closed Session Public Comment
- 12b. [24-0089](#) Closed Session - CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION The Commission met in closed session pursuant to Government Code Section 54956.9(a) and paragraph (2) of subdivision (d) of Government Code Section 54956.9 to confer with counsel regarding significant exposure to litigation: one case.
- 12c. [24-0090](#) Open Session
- The Commission reconvened in Open Session and General Counsel, Kathleen Kane, announced that there is no reportable action.

13. Public Comment / Other Business

14. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission will be held on Wednesday, January 24, 2024 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0171 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Consent
File created: 1/12/2024 **In control:** Metropolitan Transportation Commission
On agenda: 1/24/2024 **Final action:**
Title: MTC Resolution No. 3931, Revised. Policy Advisory Council Appointment
Sponsors:
Indexes:
Code sections:
Attachments: [6b 24-0171 Summary Sheet MTC Resolution 3931 Council Appointment.pdf](#)
[6b 24-0171 MTC Resolution 3931.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 3931, Revised. Policy Advisory Council Appointment

Presenter:
Ky-Nam Miller

Recommended Action:
Commission Approval

Metropolitan Transportation Commission

January 24, 2024

Agenda Item 6b - 24-0171

MTC Resolution No. 3931, Revised - Policy Advisory Council Appointment

Subject:

Redesignating Pamela Campos as an at-large Economy representative, and Jeffrey Rhoads as an Older Adult representative for Marin County on MTC's Policy Advisory Council

Background:

Jeffrey Rhoads has been selected by Commissioner Moulton-Peters to fill an opening as a Marin County representative for Older Adults on the Policy Advisory Council (Council). This opened up an at-large economy position on the Council. Staff recommends that Council Vice Chair Pamela Campos be redesignated to fill that at-large economy slot on the Council.

Since being selected to represent San Mateo County on the Council in 2021, Ms. Campos has changed her job duties and no longer works in San Mateo County. Vice Chair Campos resides and primarily works in Santa Clara County. Ms. Campos has requested to be moved from her current post as a San Mateo representative to an at-large position based in Santa Clara County. Ms. Campos' professional background focuses on the economic and social impacts of "child-care deserts" which prevent parents, and particularly low-income households, from fully joining the workforce, impairing their ability to contribute to and benefit from the Bay Area's dynamic economy.

MTC Resolution No. 3931, Revised (Attachment A), which created the Policy Advisory Council, specifies that appointments for advisors representing a particular county will be made by that county's Commissioner, and that at-large appointments be made by the Commission's Chair and Vice Chair. Commissioner Moulton-Peters has endorsed appointing Mr. Rhoads as the Older Adult representative for Marin County, and MTC Chair Pedroza and Vice Chair Josefowitz have endorsed appointing Ms. Campos to the at-large economy position.

Recommendations:

Staff requests the Commission appoint Jeffrey Rhoads to as Marin's Older Adult representative on the Council, and appoint Pamela Campos to serve the remainder of the Policy Advisory Council's term for the At-Large economy slot 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
 06/28/23-C 09/27/23-C
 01/24/24-C

ABSTRACT

Resolution No. 3931, Revised

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

This resolution was revised on March 22, 2023, to include revisions to Attachment B and Attachment C.

ABSTRACT

MTC Resolution No. 3931, Revised

Page 4

This resolution was revised on June 28, 2023, to include revisions to Attachment A.

This resolution was revised on September 27, 2023, to include revisions to Attachment B and Attachment C.

This resolution was revised on January 24, 2024, to include a revisions to Attachment B.

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 06/28/23-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. Advisors are allowed to attend remotely provided they coordinate with staff and comply with the public notice and access provisions of the Ralph M. Brown Act. 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
 09/27/23-C 01/24/24-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
Carline Au	Economy	At-Large	Chair Pedroza and Vice Chair Josefowitz
Charley Lavery	Older Adult	San Mateo	Papan, Canepa
Chris Fitzgerald	Disabled	Santa Clara	Chavez, Abe-Koga, and Liccardo
Diana Benitez	Environment	At-Large	Chair Pedroza and Vice Chair Josefowitz
Dwayne Hankers	Disabled	Solano	Spering
Gabriel Borden	Environment	At-Large	Chair Pedroza and Vice Chair Josefowitz
Gabriela Yamilet	People of Color	Sonoma	Fleming, Rabbitt
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
Jeff Rhoads	Older Adult	Marin	Moulton-Peters
Michael Baldini	Low-Income/Environmental Justice	Napa	Chair Pedroza (for Napa County)
Pamela Campos	Economy	At-Large	Chair Pedroza and Vice Chair Josefowitz
Phil Pierce	Environment	At-Large	Chair Pedroza and Vice Chair Josefowitz
Randi Kinman	Low-Income/Environmental Justice	Santa Clara	Chavez, Abe-Koga, and Liccardo
Roland Wong	Disabled	Alameda	Dutra-Vernaci, Miley and Thao
Terrence (Terry) Scott	Older Adult	Napa	Chair Pedroza (for Napa County)
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	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
 03/22/23-C 09/27/23-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 Korve, Equity	March 23, 2022
Benjamin Schweng	July 2013 – December 2021	Environment	Rachel Zack, Environment	January 12, 2022
Hans Korve	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
Frank Welte	March 24, 2021 – May 1, 2023	Equity	Roland Wong, Equity	September 27, 2023
Rodney K. Nickens	January 2022 – August 17, 2023	Economy	Jeff Rhoads, Economy	September 27, 2023
Genay Markham	January 2022 - July 11, 2023	Environment	Diana Benitez, Environment	September 27, 2023
Rachel Zack	January 2022 – August 9, 2023	Environment	Carline Au, Economy	September 27, 2023
Walter Wilson	February 2020 – August 23, 2023	Economy	Gabriel Borden, Environment	September 27, 2023



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0053 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Consent
File created: 11/30/2023 **In control:** Administration Committee
On agenda: 1/10/2024 **Final action:**
Title: MTC Resolution No. 4563, Revised. Reauthorization of MTC Investment Policy.

Sponsors:

Indexes:

Code sections:

Attachments: [6c 24-0053 Summary Sheet MTC Res 4563 Revised Investment Policy.pdf](#)
[6c 24-0053 MTC Resolution No 4563 Revised.pdf](#)
[2d 24-0053 1 Summary Sheet MTC Res 4563 Revised Investment Policy.pdf](#)
[2d 24-0053 2 MTC Resolution No 4563 Revised.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4563, Revised. Reauthorization of MTC Investment Policy.

Presenter:

Natalie Perkins

Recommended Action:

Commission Approval

Attachments: List any attachments.

**Metropolitan Transportation Commission
Administration Committee**

January 10, 2024

Agenda Item 2d-24-0053

MTC Resolution No. 4563, Revised – Reauthorization of MTC Investment Policy

Subject:

Staff requests that the Committee authorize the referral of MTC Resolution No. 4563, Revised to the Commission for the annual reauthorization of the MTC Statement of Investment Policy.

Background:

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

The Policy also includes requirements for audit of internal controls, investment reports on a quarterly basis at minimum, and the requirement for annual review and approval by the Commission.

There are no proposed changes to the Policy as adopted by the Committee last year.

Issues:

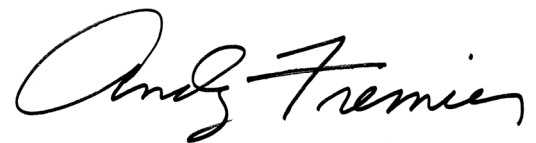
None identified.

Recommendations:

Refer MTC Resolution No. 4563, Revised to the Commission for reauthorization.

Attachments:

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



Andrew B. Fremier

Date: January 25, 2023
W.I.: 15.2.1
Referred by: Admin. Committee
Revised: 01/24/24 – C

ABSTRACT

Resolution No. 4563

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

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

Attachment A to this resolution was revised on January 24, 2024 to renew the Statement of Investment Policy.

Further discussion of this resolution is contained in the Executive Director's memoranda to the Administration Committee dated January 11, 2023 and January 10, 2024.

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

RE: Establishment of a Statement of Investment Policy.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4563

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission at a
duly called and noticed meeting held in
San Francisco, California and at other remote
locations, on January 25, 2023.

Date: January 25, 2023
W.I.: 15.2.1
Referred by: Admin. Committee
Revised: 01/24/24-C

Attachment A
Resolution No. 4563
Page 1 of 8

Statement of Investment Policy

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

1.0 Prudent Investor Rule:

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

1.1 Safety: Preservation and safeguard of capital.

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

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

2.0 Permitted Investments:

Investments authorized under this policy shall be limited to:

- 2.1 United States treasury notes, bonds or bills for which the full faith and credit of the United States are pledged for the payment of principal and interest.
- 2.2 Bonds, notes, bills, warrants or obligations issued by an agency of the United States.
- 2.3 Commercial Paper of “prime” quality of the highest ranking or of the highest letter and numerical rating provided by Moody’s Investor Services or Standard & Poor’s Corporation.
 - Eligible paper is further limited to issuing corporations organized and operating in the United States and having total assets in excess of five hundred million dollars (\$500,000,000) and having an “A” or higher rating for the issuers’ debt, other than commercial paper, if any, as provided by Moody’s Investor Services or Standard & Poor’s Corporation or the equivalent of other nationally recognized rating services that may be allowed by statute. Purchases shall not exceed 270 days maturity, 10% of the outstanding commercial paper of a single issuing corporation and 10% of the agency’s funds.

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

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

3.0 Prohibited Investments:

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

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

4.0 Sales Prior to Maturity:

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

5.0 Investment Pools:

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

6.0 Fund and Liquidity Levels:

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

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

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

- 6.2 Reserve Funds:

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

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

7.0 Brokerage Firms:

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

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

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

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

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

8.0 Bond Repurchase Accounts

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

9.0 Investment Management Services:

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

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

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

10.0 Safekeeping:

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

11.0 Internal Controls:

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

12.0 Investment Reports:

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

13.0 Financial Accounts:

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

14.0 Authorized Signers:

The following positions are authorized to sign on all accounts:

Executive Director

Deputy Executive Directors - all

Treasurer/Chief Financial Officer

Deputy Treasurer/ Director of Treasury

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

15.0 Renewal:

This investment policy shall be subject to review annually.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0076 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Consent
File created: 12/5/2023 **In control:** Programming and Allocations Committee
On agenda: 1/10/2024 **Final action:**
Title: MTC Resolution Nos. 4615 and 4585, Revised. Allocation of \$34.5 million in Regional Measure 3 (RM3) capital funds to San Francisco Municipal Transportation Agency (SFMTA) and Contra Costa Transportation Authority (CCTA).

Sponsors:

Indexes:

Code sections:

Attachments: [6d 24-0076 Summary Sheet MTC Resolutions 4615 and 4585 Allocations.pdf](#)
[6d 24-0076 Attachment A RM3 Capital Expenditure Plan Tracker.pdf](#)
[6d 24-0076 Attachment B RM3 Allocation Project Summaries.pdf](#)
[6d 24-0076 MTC Resolution 4585.pdf](#)
[6d 24-0076 MTC Resolution 4615.pdf](#)
[2b 24-0076 Summary Sheet MTC Resolutions 4615 and 4585 Allocations.pdf](#)
[2b 24-0076 Attachment A RM3 Capital Expenditure Plan Tracker.pdf](#)
[2b 24-0076 Attachment B RM3 Allocation Project Summaries.pdf](#)
[2b 24-0076 MTC Resolution 4585.pdf](#)
[2b 24-0076 MTC Resolution 4615.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4615 and 4585, Revised. Allocation of \$34.5 million in Regional Measure 3 (RM3) capital funds to San Francisco Municipal Transportation Agency (SFMTA) and Contra Costa Transportation Authority (CCTA).

Presenter:

Julieth Ortiz

Recommended Action:

Commission Approval

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 10, 2024

Agenda Item 2b - 24-0076

MTC Resolution Nos. 4615, Revised and 4585 Revised. Allocation of \$34.5 million in Regional Measure 3 (RM3) capital funds to San Francisco Municipal Transportation Agency (SFMTA) and Contra Costa Transportation Authority (CCTA)

Subject:

Recommended allocation of a total \$34.5 million in RM3 capital funds to San Francisco Municipal Transportation Agency and Contra Costa Transportation Authority.

Background:

Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018, and on December 19, 2018, the Bay Area Toll Authority (BATA) adopted a toll schedule phasing in the resulting toll increase. BATA implemented the first and second dollars of the toll increase on January 1, 2019, and January 1, 2022, respectively.

MTC Resolution No. 4404, Revised, establishes policies and procedures to guide the delivery of capital projects funded by RM3. The overall RM3 capital expenditure program in statute is listed in Attachment A, including Commission-programmed subprojects, Letters of No Prejudice (LONPs), and allocations.

Litigation challenging RM3 was resolved in January 2023. BATA subsequently released the toll funds held in escrow and terminated the escrow agreement in March 2023. Prior to the release of funds from escrow, MTC approved LONPs for 21 projects, allowing those projects to proceed with local funds in place of the RM3 funds while preserving eligibility for reimbursement with RM3 funds when they became available.

In May 2023, the Commission directed staff to begin collecting RM3 allocation requests, starting with projects that have LONPs and have begun expending funds. Initial allocations were made in June 2023. To date, the RM3 Capital Program has made a total of \$870.3 million dollars in allocations.

January RM3 Allocation Recommendation

Staff recommends approval of \$34.5 million in RM3 allocations to three projects, including one with a previously approved LONP of \$13 million. The table below shows the recommended

projects for allocation this month; summaries of each request are included in Attachment B, and further detail is found in each allocating resolution.

Project Sponsor	RM3 Proj. #/ MTC Res. No.	Project Title	LONP Amount (\$millions)	Allocation Request Amount (\$millions)
SFMTA	4615 #10.2	Light Rail Vehicle (LRV) Procurement	\$-	\$6.5
SFMTA	4615 #10.2	40’/60’ hybrid buses	\$-	\$27
CCTA	4585 #34.1	Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR-4	\$13	\$1
		Total	\$13	\$34.5

Issues:

Approval of the Initial Project Report and Allocation Request for the 40’/60’ hybrid buses project must be made by the SFMTA Board of Directors, which is expected on January 16th, 2024.

Recommendations:

Refer MTC Resolution Nos. 4615, Revised and 4585 Revised to the Commission for approval.

Attachments:

- Attachment A: RM3 Capital Expenditure Plan Tracker
- Attachment B: RM3 Allocation Project Summaries
- MTC Resolution Nos. 4615, Revised and 4585 Revised



Andrew B. Fremier

Regional Measure 3 Capital Expenditure Plan (with Current-Month Proposed Allocations in Bold)

Project No.	Project Title ^{1,2}	Funding Amount (\$M)	Project Sponsor/ Implementing Agency ^{1,2}	LONP Issued ³ (\$M)	Allocated Amount ⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date ⁴
1	BART Expansion Cars	\$ 500	BART				
2	Bay Area Corridor Express Lanes	\$ 300	MTC				
2.1	<i>I-80 Express Lanes in Solano County</i>	\$ 85	STA	\$ 70.4	\$ 70.4	4591	6/26/2023
2.2	<i>I-80 Express Lanes in Solano County (Toll System)</i>		BAIFA	\$ 31.3	\$ 14.6	4592	6/26/2023
2.3	<i>I-680 Southbound Express Lanes in Alameda County</i>	\$ 80	ACTC	\$ 80.0	\$ 80.0	4597	7/26/2023
2.4	<i>US 101 Express Lanes: I-380 to Santa Clara County Line</i>	\$ 75	SMCTA				
2.X	<i>Reserve</i>	\$ 60	ACTC				
3	Goods Movement and Mitigation	\$ 160	MTC/ACTC				
3.1	<i>GoPort 7th St Grade Separation East</i>	\$ 55	ACTC	\$ 55.0	\$ 55.0	4598	7/26/2023
3.2	<i>Railroad Safety Enhancement Program</i>	\$ 25	ACTC				
3.3	<i>Neighborhood and Railroad Safety Improvements Near the Port of Oakland</i>	\$ 55	City of Oakland				
3.X	<i>Remaining GoPort projects</i>	\$ 25					
4	San Francisco Bay Trail / Safe Routes to	\$ 150	MTC				
5	Ferry Enhancement Program	\$ 300	WETA				
5.1	<i>Mission Bay Ferry Landing</i>	\$ 25	WETA	\$ 25.0	\$ 0.7	4614	11/15/2023
6	BART to San Jose Phase 2	\$ 375	VTA				
7	Sonoma-Marin Area Rail Transit (SMART)	\$ 40	SMART	\$ 5.0			
8	Capitol Corridor	\$ 90	CCJPA				
9	Caltrain Downtown Extension	\$ 325	TJPA		\$ 100.7	4612	11/15/2023
10	Muni Fleet Expansion & Facilities	\$ 140	SFMTA				
10.1	<i>Potrero Modernization Project</i>		SFMTA		\$ 3.5	4615	12/20/2023
10.2	<i>Light Rail Vehicle (LRV) Procurement</i>		SFMTA		\$ 6.5	4615	1/24/2024
10.3	<i>40' / 60' hybrid buses</i>		SFMTA		\$ 27.0	4615	1/24/2024
10.4	<i>Presidio Modernization Project</i>		SFMTA				
10.5	<i>40' / 60' Battery Electric Buses</i>		SFMTA				
10.6	<i>Kirkland Yard Electrification</i>		SFMTA				
10.7	<i>New Flyer Midlife Overhaul Phase I</i>		SFMTA				
10.8	<i>New Flyer Midlife Overhaul Phase II</i>		SFMTA				
10.9	<i>New Flyer Midlife Overhaul Phase III</i>		SFMTA				
10.10	<i>40' Motor coach replacement</i>		SFMTA				

Regional Measure 3 Capital Expenditure Plan (with Current-Month Proposed Allocations in **Bold)**

Project No.	Project Title ^{1,2}	Funding Amount (\$M)	Project Sponsor/ Implementing Agency ^{1,2}	LONP Issued ³ (\$M)	Allocated Amount ⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date ⁴
10.11	<i>Vintage Streetcar Rehabilitation</i>		SFMTA				
11	Core Capacity Transit Improvements	\$ 140	MTC/ACTC/AC Transit				
12	AC Transit Rapid Bus Corridor Improvements	\$ 100	AC Transit/ACTC				
12.1	<i>Telegraph Rapid</i>		<i>AC Transit</i>		\$ 2.7	4613	11/15/2023
12.2	<i>Quick Build Transit Priority Projects</i>		<i>AC Transit</i>		\$ 1.5	4613	12/20/2023
13	Transbay Rail Crossing	\$ 50	BART				
14	Tri-Valley Transit Access Improvements	\$ 100	MTC /tbd				
15	Eastridge to BART Regional Connector	\$ 130	VTA		\$ 130.0	4596	7/26/2023
16	San Jose Diridon Station	\$ 100	VTA	\$ 30.0	\$ 30.0	4608	10/25/2023
17	Dumbarton Corridor Improvements	\$ 130	BATA/ACTC/ SMCTD/SMCTA				
18	Highway 101/ State Route 92 Interchange	\$ 50	C/CAG/ SMCTA				
18.1	<i>101/92 Area Improvements Project</i>		<i>SMCTA</i>	\$ 0.025			
18.2	<i>101/92 Direct Connector Project</i>		<i>SMCTA</i>	\$ 2.0	\$ 2.0	4599	7/26/2023
19	Contra Costa I-680/SR-4 Interchange Improvements	\$ 210	CCTA				
19.1	<i>I-680/SR-4 Interchange Improvement Phase 1 and 2A</i>	\$ 8	<i>CCTA</i>	\$ 8.0	\$ 13.0	4586	6/26/2023
20	Highway 101-Marin/Sonoma Narrows	\$ 120	TAM/SCTA				
20.1	<i>Marin Segment</i>	\$ 88	<i>TAM</i>	\$ 88.0	\$ 88.0	4593	6/26/2023
21	Solano County I-80/I-680/SR-12 Interchange Project	\$ 150	STA	\$ 18.6			
21.1	<i>Solano County I-80/I-680/SR-12 Interchange Project (Package 2)</i>		<i>STA</i>		\$ 3.7	4594	12/20/2023
21.2	<i>Solano County I-80/I-680/SR-12 Interchange Project (Package 5)</i>		<i>STA</i>		\$ 10.0	4594	12/20/2023
22	Interstate 80 Westbound Truck Scales	\$ 105	STA	\$ 5.3	\$ 30.7	4595	6/26/2023
23	State Route 37 Improvements	\$ 100	TAM/NVTA/STA/SCTA				
23.1	<i>SR 37 and Fairgrounds Drive Interchange</i>	\$ 15	<i>STA</i>		\$ 15.0	4602	7/26/2023
23.2	<i>Interim Segment B - PAED & PS&E</i>	\$ 20	<i>SCTA</i>	\$ -	\$ 6.0	4607	10/25/2023
23.3	<i>Hwy 37/121 Improvements - PAED</i>	\$ 4	<i>SCTA</i>				
23.4	<i>Segments A1 & A2 Levee Study</i>	3	<i>TAM</i>				

Regional Measure 3 Capital Expenditure Plan (with Current-Month Proposed Allocations in Bold)

Project No.	Project Title ^{1,2}	Funding Amount (\$M)	Project Sponsor/Implementing Agency ^{1,2}	LONP Issued ³ (\$M)	Allocated Amount ⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date ⁴
23.5	Segment A & B Improvements	\$ 58	SCTA/TAM				
24	San Rafael Transit Center	\$ 30	GGBHTD				
25	Richmond-San Rafael Bridge Access Improvements	\$ 210	BATA/CCTA/TAM				
25.1	US-101/I-580 Direct Connector	\$ 135	TAM	\$ 5.6	\$ 7.8	4606	10/25/2023
25.X	Projects in Contra Costa County	\$ 75	BATA/CCTA				
26	North Bay Transit Improvements	\$ 100	MTC				
26.1	Vine Transit Maintenance Facility	\$ 20	NVTA	\$ 20.0	\$ 20.0	4584	6/26/2023
26.2	Solano Rail Hub	\$ 2	STA		\$ 2.0	4584	7/26/2023
26.3	County Connection Bus Replacements	\$ 5	CCCTA		\$ 5.0	4584	9/27/2023
26.X	Solano Projects TBD	\$ 18	STA				
26.X	Contra Costa Projects TBD	\$ 15	CCTA				
26.X	Sonoma Projects TBD	\$ 20	SCTA				
26.X	Marin Projects TBD	\$ 20	TAM				
27	State Route 29	\$ 20	NVTA	\$ 20.0	\$ 20.0	4583	6/26/2023
28	Next-Generation Clipper Transit Fare Payment System	\$ 50	MTC	\$ 30.0	\$ 50.0	4609	11/15/2023
29	I-680/I-880/Route 262 Freeway Connector	\$ 15	ACTC	\$ 10.0	\$ 10.0	4601	7/26/2023
30	I-680/SR 84 Interchange Reconstruction Project	\$ 85	ACTC	\$ 85.0	\$ 85.0	4600	7/26/2023
31	I-80 Transit Improvements	\$ 25	CCTA				
32	Byron Highway Vasco Road Airport Connector	\$ 10	CCTA				
33	Vasco Road Safety Improvements	\$ 15	CCTA				
34	East Contra Costa County Transit Intermodal Center	\$ 15	CCTA				
34.1	Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR-4	\$ 14	CCTA	\$ 13.0	\$ 14.0	4585	1/24/2024
35	I-680 Transit Improvements	\$ 10	CCTA				
35.1	Martinez Amtrak & Walnut Creek BART Shared Mobility Hubs						
35.X	I-680 Bus on Shoulder						

Regional Measure 3 Capital Expenditure Plan (with Current-Month Proposed Allocations in **Bold)**

Project No.	Project Title ^{1,2}	Funding Amount (\$M)	Project Sponsor/Implementing Agency ^{1,2}	LONP Issued ³ (\$M)	Allocated Amount ⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date ⁴
35.X	Bollinger Canyon Road Shared Mobility Hub						
Total		\$ 4,450		\$ 602.1	\$ 904.8		
					\$ 870.3		

Notes

- 1
- For full legislated project description and project sponsor language, please refer to California Streets and Highways Code Section 30914.7, https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=SHC§ionNum=30914.7.
- 2
- Sub-projects are indicated with shading. Sub-project designation has been made under MTC Res. No. 4411 for MTC/BATA/BAIFA sponsored programmatic categories, and/or under MTC Res. No. 4412 for LONPs, and/or in allocating resolutions. Project 23 subprojects are as agreed upon by SR 37 Policy Committee, which includes representatives from the four project sponsor county transportation authorities.
- 3
- LONPs have been issued under MTC Res. No. 4412
- 4
- Inclusive of current month requests, which are indicated in **bold font**.

January 2024 Recommended RM3 Allocation – Project Summaries

SFMTA – Light Rail Vehicle (LRV) Procurement (\$6.5 million)

RM3 provides \$140 million in toll funds to RM3 Project 10, MUNI Fleet Expansion and Facilities. This RM3 programmatic category funds replacement and expansion of the San Francisco Municipal Transportation Agency’s MUNI vehicle fleet and associated facilities. The Light Rail Vehicle (LRV) Procurement Project will procure 151 replacement LRVs and 68 additional Light Rail Vehicles (“LRVs”) to expand the fleet to a total of 219 trains, replacing LRV2 & LRV3 trains manufactured by Breda that are near the end of their useful lives. The expanded fleet of LRV4s is manufactured in California by Siemens. These new trains will support transit service to Central Subway, Mission Bay and expand service citywide. These new state-of-the-art trains improve transit reliability, safety, and passenger comfort. The total estimated costs for this project are approximately \$1.1 billion. Construction is underway and estimated to be completed in early 2026.

SFMTA – 40’/60’ hybrid buses (\$27 million)

RM3 provides \$140 million in toll funds to RM3 Project 10, MUNI Fleet Expansion and Facilities. This RM3 programmatic category funds replacement and expansion of the San Francisco Municipal Transportation Agency’s MUNI vehicle fleet and associated facilities. This 40’/60’ hybrid buses project is to replace the hybrid 40' vehicles that were procured in 2013 and have reached the end of their useful lives. The original scope of work was to replace these vehicles with zero emission vehicles but due to impacts from COVID, facility upgrade progress is delayed. Currently, the SFMTA intention of this procurement is to purchase 94 hybrid vehicles and conditionally accept these vehicles in two years to lower the average age of the bus fleet. The total estimated costs for this project are approximately \$147.3 million. Construction is underway and estimated to be completed in early 2026.

CCTA – Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR-4 (\$14 million)

The Contra Costa Transportation Authority (CCTA) is the project sponsor for RM3 Project 34, the East Contra Costa Intermodal Transit Center, which includes a total of \$15 million for the construction of the transit center and connected Mokelumne Trail Bicycle/Pedestrian

Overcrossing at SR-4. In February 2021, MTC approved and issued an \$11 million LONP for construction of the Mokelumne Trail component in the City of Brentwood and in May 2023, MTC approved and issued an additional \$2 million LONP for additional construction costs of the Mokelumne Trail project, for a total approved LONP amount of \$13 million for this project. Construction of the Mokelumne Trail Bicycle/Pedestrian Overcrossing has been underway. However, due to increased construction costs, its completion date is now delayed to 2024. CCTA submitted an allocation request consistent with their LONP for \$13 million in construction funds, and an additional allocation request for \$1 million to offset higher costs and complete project construction.

Date: June 28, 2023
W.I.: 1255
Referred by: PAC
Revised: 1/24/24-C

ABSTRACT

Resolution No. 4585, Revised

This resolution approves the allocation of Regional Measure 3 funds for East Contra Costa County Transit Intermodal Center, sponsored by the Contra Costa Transportation Authority.

This Resolution includes the following attachments:

Attachment A – Allocation Summary and Conditions of Allocation
Attachment B – Project and Subproject Details
Attachment C – Project Funding Plan and Schedule
Attachment D – RM3 Deliverable Segment/Product Cash Flow Plan

This resolution allocates \$13 million in RM3 funds to the Contra Costa Transportation Authority for the Construction Phase of the Mokelumne Trail Bicycle/Pedestrian Overcrossing at SR-4.

This resolution was revised on January 24, 2024, to allocate \$1 million to the Contra Costa Transportation Authority for the Construction Phase of the Mokelumne Trail Bicycle/Pedestrian Overcrossing at SR-4.

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated June 14, 2023 and January 10, 2024.

Date: June 28, 2023
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for the East Contra Costa County Transit Intermodal Center.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4585

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4585

Page 2

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

WHEREAS, the East Contra Costa County Transit Intermodal Center is identified as capital project number 34 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the Contra Costa Transportation Authority (CCTA) is the project sponsor for the East Contra Costa County Transit Intermodal Center; and

WHEREAS, MTC approved two Letters of No Prejudice (LONPs) through MTC Resolution No. 4412 on February 24, 2021 and May 24, 2023, allowing CCTA to proceed with the eligible RM3 scope as identified in the LONPs and retain eligibility for reimbursement of RM3 funds up to the amount identified in the LONPs; and

WHEREAS, CCTA has submitted two requests for the allocation of RM3 funds for the Mokelumne Trail Bicycle/Pedestrian Overcrossing at SR-4, part of the East Contra Costa County Transit Intermodal Center; and

WHEREAS, CCTA has submitted initial Project Reports (IPRs), as required pursuant to Streets and Highways Code Section 30914.7(d); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the CCTA is requesting RM3 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM3 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of CCTA's IPRs for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; 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 MTC staff's review of CCTA's IPRs for this project as set forth in Attachment C; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM3 funds in accordance with the amount, reimbursement schedule, and allocation expiration dates for the phases and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon CCTA complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

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

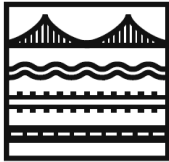
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission at a
duly called and noticed meeting held in
San Francisco, California and at other remote
locations, on June 28, 2023.



Regional Measure 3

Allocation of Funds

Allocation Summary

RM3 Project Number	34.1
Project Title	Mokelumne Trail Bicycle/Pedestrian Overcrossing at SR-4
Project Sponsor	Contra Costa Transportation Authority

Activities to be funded with Allocation #1:					
Construction of the Mokelumne Trail Bicycle/Pedestrian Overcrossing at SR-4.					
\$11M LONP for construction costs approved February 24, 2021					
\$2M LONP for additional construction costs approved May 24, 2023					
Additional \$1M for increased construction cost for the Mokelumne Trail Bicycle/Pedestrian Overcrossing at SR-4					
Funding Information:					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
23458501	28-Jun-23	CON	FY 2022-23	30-Jun-24	\$ 13,000,000
24458502	24-Jan-24	CON	FY 2023-24	30-Oct-24	\$ 1,000,000
Cumulative Total - Allocation 1					\$ 14,000,000
Cumulative Total - Project 34.1					\$ 14,000,000



Regional Measure 3

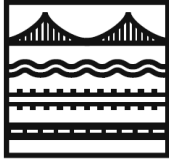
Allocation of Funds

Conditions of Allocation

RM3 Project Number	34.1
Project Title	Mokelumne Trail Bicycle/Pedestrian Overcrossing at SR-4
Project Sponsor	Contra Costa Transportation Authority

The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

Conditions of Allocation #1	
1	None

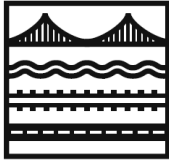


Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	34.1	
Project Title	Mokelumne Trail Bicycle/Pedestrian Overcrossing at SR-4	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Contra Costa Transportation Authority (CCTA)		CCTA
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(34) East Contra Costa County Transit Intermodal Center. Fund the construction of a Transit Intermodal Center in Brentwood enhancing access to eBART and Mokelumne Bike Trail/Pedestrian Overcrossing at State Route 4. The project sponsor is the Contra Costa Transportation Authority. Fifteen million dollars (\$15,000,000).	\$15,000	
Sponsor Programming and Allocation Request Action		
None		
Detailed Project/Subproject Description		
The Mokelumne Bicycle/Pedestrian Overcrossing will close a gap between the existing Mokelumne Trail segments east and west of SR-4, south of the Lone Tree Way interchange. The overcrossing will include a multi-span bridge with columns in the SR-4 median. Bridge approaches will be constructed from earthen embankments. The trail overcrossing will be 18.5 feet wide to accommodate two directions of bicycle and pedestrian travel, including the safety barriers.		



Regional Measure 3

Allocation of Funds

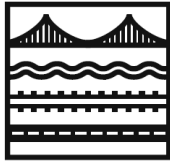
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	34.1
Project Title	Mokelumne Trail Bicycle/Pedestrian Overcrossing at SR-4
Project Sponsor	Contra Costa Transportation Authority

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV				Oct-17	Oct-18
	ENV Subtotal		\$ -		
PSE	Measure J	Y	\$ 763	Oct-17	Mar-19
	BART	Y	\$ 200		
	PSE Subtotal		\$ 963		
ROW	ECCFFA	Y	\$ 1,270	Jun-18	Aug-22
	Measure J	Y	\$ 64		
	ROW Subtotal		\$ 1,334		
CON	RM3	Y	\$ 14,000	Mar-22	Sep-24
	Measure J	Y	\$ 42		
	CON Subtotal		\$ 14,042		
Capital Funding Total			\$ 16,339		



Regional Measure 3

Allocation of Funds

Cash Flow Plan

RM3 Project Number	34.1
Project Title	Mokelumne Trail Bicycle/Pedestrian Overcrossing at SR-4
Project Sponsor	Contra Costa Transportation Authority

Cash Flow Plan for RM3 Deliverable Segment(s) - Funding by planned year of expenditure

Funding Source	Phase	Prior	2022-23	2023-24	2024-25	2025-26	Future committed	Total Amount (\$ thousands)
RM 3	ENV							\$ -
								\$ -
								\$ -
ENV Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	PSE							\$ -
BART	PSE	\$ 200						\$ 200
Measure J	PSE	\$ 763						\$ 763
PSE Subtotal		\$ 963	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 963
RM 3	ROW							\$ -
East Contra Costa	ROW	\$ 700	\$ 570					\$ 1,270
Measure J	ROW	\$ 32	\$ 32					\$ 64
ROW Subtotal		\$ 732	\$ 602	\$ -	\$ -	\$ -	\$ -	\$ 1,334
RM 3	CON		\$ 7,373	\$ 6,227	\$ 400			\$ 14,000
Measure J	CON				\$ 42			\$ 42
								\$ -
								\$ -
								\$ -
CON Subtotal		\$ -	\$ 7,373	\$ 6,227	\$ 442	\$ -	\$ -	\$ 14,042
RM 3 Funding Subtotal		\$ -	\$ 7,373	\$ 6,227	\$ 400	\$ -	\$ -	\$ 14,000
Capital Funding Total		\$ 1,695	\$ 7,975	\$ 6,227	\$ 442	\$ -	\$ -	\$ 16,339

Date: December 20, 2023
W.I.: 1255
Referred by: PAC
Revised: 1/24/24-C

ABSTRACT

Resolution No. 4615, Revised

This resolution approves the allocation of Regional Measure 3 funds for Muni Fleet Expansion & Facilities Program, sponsored by San Francisco Municipal Transportation Agency.

This Resolution includes the following attachments:

Attachment A – Allocation Summary and Conditions of Allocation

Attachment B – Project and Subproject Details

Attachment C – Project Funding Plan and Schedule

Attachment D – RM3 Deliverable Segment/Product Cash Flow Plan

This resolution allocates \$3.5 million in RM3 funds to the San Francisco Municipal Transportation Agency (SFMTA) for the construction phase of the Potrero Modernization Project.

This resolution was revised on January 24, 2024, to allocate \$33.5 million in RM3 funds to the San Francisco Municipal Transportation Authority for the construction phase of the Light Rail Vehicle (LRV) Procurement project (\$6.5 million) and 40’/60’ hybrid buses project (\$27 million).

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated December 13, 2023 and January 10, 2024.

Date: December 20, 2023
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for Muni Fleet Expansion & Facilities Program.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4615

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4615

Page 2

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

WHEREAS, the Muni Fleet Expansion & Facilities Program is identified as capital project number 5 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the San Francisco Municipal Transportation Agency (SFMTA) is the project sponsors for the Program; and

WHEREAS, SFMTA has submitted a request for the allocation of RM3 funds for the Potrero Modernization Project; and

WHEREAS, SFMTA has submitted an initial Project Report (IPR), as required pursuant to Streets and Highways Code Section 30914.7(d); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the SFMTA is requesting RM3 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM3 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of SFMTA's IPR for each project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; 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 MTC staff's review of SFMTA's IPR for each project as set forth in Attachment C; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM3 funds in accordance with the amount, reimbursement schedule, and allocation expiration dates for the phases and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon SFMTA complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

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

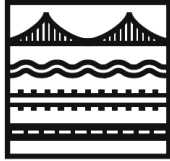
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on December 20, 2023.



Regional Measure 3

Allocation of Funds

Allocation Summary

RM3 Project Number	10.2
Project Title	Light Rail Vehicle (LRV) Procurement
Project Sponsor	San Francisco Municipal Transportation Authority

Activities to be funded with Allocation #1:

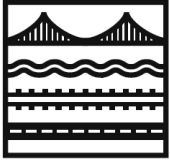
Procure 151 replacement LRVs and 68 additional LRVs to expand the fleet to 219 trains to replace LRV2 & LRV3 trains manufactured by Breda and are nearing the end of their useful lives. The expanded fleet of LRV4s is manufactured in California by Siemens. These new trains will support transit service to Central Subway, Mission Bay and expand service citywide. These new state-of-the-art trains improve transit reliability, safety, and passenger comfort.

Funding Information:

Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
24461502	24-Jan-24	CON	FY 2023-24	30-Dec-24	\$ 6,495,096

Cumulative Total - Allocation 1	\$ 6,495,096
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Cumulative Total - Project 10.2	\$ 6,495,096
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Regional Measure 3

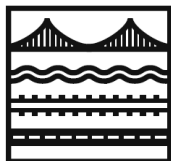
Allocation of Funds

Conditions of Allocation

RM3 Project Number	10.2
Project Title	Light Rail Vehicle (LRV) Procurement
Project Sponsor	San Francisco Municipal Transportation Authority

The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

Conditions of Allocation #1	
This allocation is contingent upon completion of the following:	
1	none

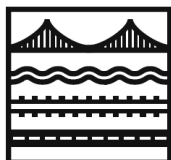


Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	10.2	
Project Title	Light Rail Vehicle (LRV) Procurement	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
San Francisco Municipal Transportation Authority		San Francisco Municipal Transportation Authority
Legislated Project Description		RM3 Legislated Funding (in \$1,000s)
(10) MUNI Fleet Expansion and Facilities. Fund replacement and expansion of the San Francisco Municipal Transportation Agency's MUNI vehicle fleet and associated facilities. The project sponsor is the San Francisco Municipal Transportation Agency. One hundred forty million dollars (\$140,000,000).		\$140,000
Sponsor Programming and Allocation Request Action		
None		
Detailed Project/Subproject Description		
Procure 151 replacement LRVs and 68 additional Light Rail Vehicles ("LRVs") to expand the fleet to 219 trains to replace LRV2 & LRV3 trains manufactured by Breda that are nearing the end of their useful lives. The expanded fleet of LRV4s is manufactured in California by Siemens. These new trains will support transit service to Central Subway, Mission Bay and expand service citywide. These new state-of-the-art trains improve transit reliability, safety, and passenger comfort.		



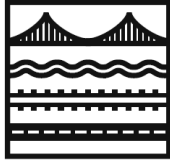
Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	10.2
Project Title	Light Rail Vehicle (LRV) Procurement
Project Sponsor	San Francisco Municipal Transportation Authority

Project Funding Plan				Project Schedule	
Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV					7/15/2014
			\$ -		
PSE	FTA 5307	Yes	\$ 10,967	10/1/2014	10/1/2015
	Operating	Yes	\$ 8,224		
	Revenue Bond	Yes	\$ 69,591		
			\$ 88,782		
ROW				N/A	N/A
			\$ -		
CON	RM 3	Yes	\$ 6,495	11/13/2017	2/24/2026
	TIRCP	Yes	\$ 113,140		
	AB664	Yes	\$ 14,728		
	Mission Rock Dev Fees	Yes	\$ 16,365		
	City General Funds	Yes	\$ 19,248		
	Revenue Bond	Yes	\$ 77,913		
	BATA Project Cost Savings	Yes	\$ 70,111		
	Prop K	Yes	\$ 176,986		
	FTA 5307/5337/TCP	Yes	\$ 511,648		
	IPIC Market Octavia Dev Fees	Yes	\$ 1,714		
	Potrero Power Dev Agreement	Yes	\$ 1,880		
	Pier 70 Dev Agreement	Yes	\$ 1,052		
	OBAG	Yes	\$ 14,899		
	Central Subway Contribution	Yes	\$ 11,970		
			\$ 1,038,149		
	Capital Funding Total		\$ 1,126,931		



Regional Measure 3

Allocation of Funds

Allocation Summary

RM3 Project Number	10.3
Project Title	40' / 60' hybrid buses
Project Sponsor	San Francisco Municipal Transportation Authority

Activities to be funded with Allocation #1:

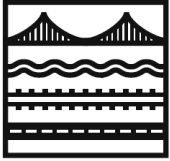
This project is to replace the hybrid 40' vehicles that were procured in 2013 and have reached the end of their useful lives. The original scope of work was to replace these vehicles with zero emission vehicles but due to impacts from COVID, facility upgrade progress is delayed. Thus, the SFMTA has to purchase a last batch of hybrid vehicles. The intention of this procurement is to purchase 94 hybrid vehicles and conditionally accept these vehicles in two years, which will help to lower the average age of the bus fleet.

Funding Information:

Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
24461503	24-Jan-24	CON	FY 2023-24	30-Jun-25	27,013,000

Cumulative Total - Allocation 1	\$ 27,013,000
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Cumulative Total - Project 10.3	\$ 27,013,000
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Regional Measure 3

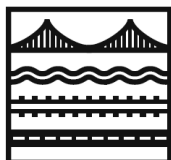
Allocation of Funds

Conditions of Allocation

RM3 Project Number	10.3
Project Title	40' / 60' hybrid buses
Project Sponsor	San Francisco Municipal Transportation Authority

The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

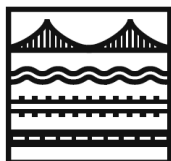
Conditions of Allocation #1	
This allocation is contingent upon completion of the following:	
1	Approval of the Initial Project Report and Allocation Request by the SFMTA Board of Directors on January 16th, 2024.



Regional Measure 3 Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	10.3	
Project Title	40' / 60' hybrid buses	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
San Francisco Municipal Transportation Authority		San Francisco Municipal Transportation Authority
Legislated Project Description		RM3 Legislated Funding (in \$1,000s)
(10) MUNI Fleet Expansion and Facilities. Fund replacement and expansion of the San Francisco Municipal Transportation Agency's MUNI vehicle fleet and associated facilities. The project sponsor is the San Francisco Municipal Transportation Agency. One hundred forty million dollars (\$140,000,000).		\$140,000
Sponsor Programming and Allocation Request Action		
None		
Detailed Project/Subproject Description		
This project is to replace the hybrid 40' vehicles that were procured in 2013 and have reached the end of their useful lives. The original scope of work was to replace these vehicles with zero emission vehicles but due to impacts from COVID, SFMTA facility upgrade progress is delayed. Thus, the SFMTA has to purchase a last batch of hybrid vehicles. The intention of this procurement is to purchase 94 hybrid vehicles and conditionally accept these vehicles in 2 years. Doing so lowers the average age of the bus fleet and will increase reliability by decreasing down time.		



Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	10.3
Project Title	40' / 60' hybrid buses
Project Sponsor	San Francisco Municipal Transportation Authority

Project Funding Plan				Project Schedule	
Phase	Funding Source	Committed? (Yes/No)	Amount (\$1,000s)	Start	End
ENV				7/1/2023	12/31/2023
PSE	RM 3	Yes	\$ -	9/1/2023	6/30/2024
	General Fund Prop B	Yes	\$ 273		
	Mission Rock Dev Fees	Yes	\$ 1,918		
			\$ 2,191		
ROW				N/A	N/A
CON	RM3	Yes	\$ 27,013	7/21/2024	9/30/2026
	Prop L	Yes	\$ 32,300		
	Mission Rock Dev Fees	Yes	\$ 1,383		
	FTA - TCP	Yes	\$ 73,451		
	Pier 70 Dev Fees	Yes	\$ 11,000		
			\$ 145,147		
Capital Funding Total			\$ 147,338		



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0079 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Consent
File created: 12/5/2023 **In control:** Programming and Allocations Committee
On agenda: 1/10/2024 **Final action:**
Title: MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-25.

Sponsors:

Indexes:

Code sections:

Attachments: [6e 24 0079 Summary Sheet MTC Resolution 4545 TIP Amendment 2023-25.pdf](#)
[6e 24 0079 Attachment 1 Summary Report.pdf](#)
[6e 24 0079 MTC Resolution 4545.pdf](#)
[2e 24 0079 Summary Sheet MTC Resolution 4545 TIP Amendment 2023-25.pdf](#)
[2e 24 0079 Attachment 1 Summary Report.pdf](#)
[2e 24 0079 MTC Resolution 4545.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-25.

Presenter:

John Saelee

Recommended Action:

Commission Approval

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee****January 10, 2024****Agenda Item 2e - 24-0079****MTC Resolution No. 4545, Revised**

Subject:

2023 Transportation Improvement Program (TIP) Amendment 2023-25.

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 2023-25 makes revisions to 23 projects with a net funding increase of \$301.7 million. Among other changes this revision will:

- Add six new projects to the TIP and update two existing projects to reflect changes in the One Bay Area Grant (OBAG) 2 and 3 programs and Transit Capital Priorities (TCP) program;
- Add two Alameda Contra Costa County Transit District (AC Transit) projects to the TIP to reflect the award of FY23 FTA Bus Low- and No-Emission Grant funds; and
- Add eight projects and revise two existing projects to reflect the award of Community Project Funding/Congressionally Directed Spending (CPF/CDS) funds, Repurposed Earmarks, Safe Streets For All (SS4A) grants, and Transit and Intercity Rail Capital Program (TIRCP) funds.

The TIP Revision Summary for this amendment is attached (Attachment 1) and is also posted at: <https://mtc.ca.gov/funding/transportation-improvement-program/2023-tip/2023-tip-revisions>.

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 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 2023-25
- MTC Resolution No. 4545, Revised



Andrew B. Fremier

TIP Revision Summary 2023-25

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
ALA210032	Pleasanton	West Las Positas Blvd Multimodal Reconstruction	Update the project name, activities, description to reflect latest scope. Update the funding program to change the fund source of \$19.8M in RTP-LRP to Local, Sales tax, and Private Develop fees. Also add \$1.7M in CPF/CDS and \$1.3M in Local funds.	\$3,043,505	15.2%
ALA230220	Fremont	Fremont Boulevard/Walnut Avenue Bikeway Project	Amend a new project into the TIP with \$40K in Repurposed Earmark, \$1.9M in Local, \$1.1 in Sales tax, and \$9.4M in RTP-LRP	\$12,483,000	~%
ALA230221	Fremont	East Bay Greenway (Irvington to Fremont BART)	Amend a new project into the with \$36K in Repurposed Earmark, \$369K in Local, \$1M in Local Sales tax, and \$7.7M in RTP-LRP funds	\$9,157,000	~%
ALA230223	Oakland	OakPARK+	Amend a new project into the TIP with \$1.5M in CMAQ and \$194K in Local funds	\$1,694,341	~%
CC-230228	San Ramon	Crow Canyon Iron Horse Trail Bike-Ped Crossing	Amend a new project into the TIP with \$2M CPF/CDS and \$259K Local funds	\$2,259,121	~%
SCL230202	Santa Clara (City)	De La Cruz/Lick Mill/Scott Blvds Bicycle Lanes	Update the funding plan to add \$25K in CPF/CDS and \$3K in Local funds. Also reprogram \$2M in CON and \$263K in Local funds from FY28 to FY25 and reprogram PE funds from FY23 to FY24	\$28,000	0.9%
SCL230227	Gilroy	Safe Routes to School - Christopher High School	Amend a new project into the TIP with \$1.5M in CPF/CDS and \$194K in Local funds	\$1,694,342	~%
SF-230207	San Francisco Municipal Transport Agency (SFMTA)	Western Addition Safe Streets	Amend a new project into the TIP with \$815K Local General, \$3.6M in Local Sales tax, and \$17.6M in Other Federal (FY22 SS4A grant award)	\$22,016,605	~%
SM-230214	Atherton	Alameda de las Pulgas Traffic and Safety Imps	Amend a new project into the TIP with \$2M in CPF/CDS and \$259K in Local funds	\$2,259,121	~%
System: State Highway					
ALA190020	Pleasanton	I-680/Sunol Interchange Improvements	Update the activities and description to reflect latest scope. Update the funding plan to add \$40K in Repurposed Earmark and \$2.3M in Private Developer Fees, change the fund source of \$6.1M from RTP-LRP to Private Developer Fees, program ROW phase, and reprogram funds between phases and years.	\$2,320,000	7.7%
ALA230222	Livermore	I-580/Vasco Road Interchange Replacement	Amend a new project into the TIP with \$1.4M in Sales tax funds, \$13.3M in Local Private Developer funds, \$44K in Earmark funds, \$1M in Local funds, and \$97M in RTP-LRP funds	\$112,726,000	~%
System: Transit					
ALA210007	Alameda Contra Costa Transit District (AC Transit)	AC Transit Replacement of Transbay Buses	Remove all funding and delete this project as it will not move forward as a federal project	-\$16,019,200	-100.0%
ALA210010	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Replace 30-ft Diesel Buses	Remove all funding and delete this project as it will not move forward as a federal project	-\$5,230,000	-100.0%
ALA230209	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Training and Education Center (TEC) Mo	Amend a new project into the TIP with \$17.3M in Other Federal (FY23 FTA Bus and Low- and No-Emission Grant) and \$2M in Local fare funds	\$19,275,684	~%

TIP Revision Summary 2023-25

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
ALA230210	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Purchase 25 40ft Urban Fuel Cell Buses	Amend a new project into the TIP with \$12M in BT-RM1 funds, \$11.7M in BT-664 funds, \$8.3M in Other Federal (FY23 FTA Bus and Low- and No-Emission Grant) funds, and \$8M in Local Fare funds	\$40,000,000	~%
ALA230211	Alameda Contra Costa Transit District (AC Transit)	MacDonald Avenue Transit Signal Priority - Phase 1	Amend a new project into the TIP with \$2.2M in CMAQ funds, \$1.3M in LCTOP funds, and \$173K in Local Fare funds	\$3,672,500	~%
ALA230213	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Replace 40ft Urban Buses - Diesel	Amend a new project into the TIP with \$1.4M in 5307, \$7M in 5339, and \$2.8M in BT-RM1 funds	\$11,153,322	~%
ALA230217	Alameda Contra Costa Transit District (AC Transit)	Purchase 24 40ft Urban Diesel Buses	Amend a new project into the TIP with \$2.3M in 5307, \$8.2M in 5339, and \$3.5M in Local fare funds	\$14,064,000	~%
ALA230218	Alameda Contra Costa Transit District (AC Transit)	Purchase 23 60ft Artic Fuel Cell Buses	Amend a new project into the TIP with \$19.4M in 5307, \$8.2M in 5339, and \$9.2M in Local fare funds	\$36,846,000	~%
ALA230219	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Rehabilitate Maintenance Bays for ZEBs	Amend a new project into the TIP with \$5.6M in 5307 and \$1.4M in Local fare funds	\$6,947,179	~%
ALA990052	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Paratransit Van Replacement	Update the funding plan to add \$5.5M in 5307 funds and \$1.4M in Local Fare funds	\$6,860,240	23.5%
CC-230229	Contra Costa Transportation Authority (CCTA)	Bollinger Canyon Rd Shared Mobility Hub	Amend a new project into the TIP with \$10.9M in TIRCP and \$1.5M in Local funds	\$12,320,000	~%
SCL230226	Santa Clara Valley Transportation Authority (VTA)	Facilities Maintenance Equipment Program	Amend a new project into the TIP with \$1.7M in 5307 and \$436K in Local General funds	\$2,177,625	~%
Total Funding Change:				\$301,748,385	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2023 TIP Only
Current:	\$25,841,455	\$0	\$494,915	\$77,434,766	\$103,771,136	\$13,988,000
Proposed:	\$139,425,274	\$12,122,566	\$27,133,246	\$226,838,435	\$405,519,521	\$235,278,713
Delta:	\$113,583,819	\$12,122,566	\$26,638,331	\$149,403,669	\$301,748,385	\$221,290,713

Date: September 28, 2022
W.I.: 1512
Referred by: PAC
Revised: 12/21/22-C 02/22/23-C
03/22/23-C 04/26/23-C
05/24/23-C 06/28/23-C
07/26/23-C 09/27/23-C
11/15/23-C 12/20/23-C
01/24/24-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, March 8, 2023, April 12, 2023, May 10, 2023, June 14, 2023, July 12, 2023, September 13, 2023, November 8, 2023, December 13, 2023, and January 10, 2024.

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	1/10/2023	1/10/2023
2023-02	Amendment	35	\$86,051,248	12/21/2022	1/27/2023
2023-03	Admin. Mod	4	\$26,192,990	2/10/2023	2/10/2023
2023-04	Admin. Mod	3	\$2,673,000	3/16/2023	3/16/2023
2023-05	Amendment	7	\$10,070,346	2/22/2023	4/28/2023
2023-06	Admin. Mod	18	\$117,200	4/21/2023	4/21/2023
2023-07	Amendment	3	\$56,362,031	3/22/2023	5/12/2023
2023-08	Amendment	6	\$186,954,363	4/26/2023	5/26/2023
2023-09	Admin. Mod	37	\$93,772,479	5/12/2023	5/12/2023
2023-10	Amendment	65	\$2,437,902,270	5/24/2023	6/9/2023
2023-11	Admin. Mod	12	\$0	5/31/2023	5/31/2023
2023-12	Admin. Mod	15	\$37,038,153	6/8/2023	6/8/2023
2023-13	Amendment	12	\$193,306,700	6/28/2023	7/21/2023
2023-14	Admin. Mod	10	\$14,370,797	7/12/2023	7/12/2023
2023-15	Amendment	23	\$385,376,995	7/26/2023	8/20/2023
2023-16	Admin. Mod	13	\$166,228,723	8/3/2023	8/3/2023

ABSTRACT

MTC Resolution No. 4475, Revised

Page 2

2023-17	Admin. Mod	12	\$13,460,752	8/30/2023	8/30/2023
2023-18	Amendment	28	\$216,840,460	9/27/2023	10/13/2023
2023-19	Admin. Mod	10	\$160,037,964	10/12/2023	10/12/2023
2023-20	Admin Mod	6	-\$25,940,418)	11/6/2023	11/6/2023
2023-21	Amendment	13	\$199,175,087	11/15/2023	Pending
2023-22	Admin Mod	54	-\$14,865,719)	12/8/2023	12/8/2023
2023-23	Amendment	10	\$30,600,070	12/20/2023	Pending
2023-24	Admin Mod	Pending	Pending	Pending	Pending
2023-25	Amendment	23	\$301,748,385	1/24/2024	Pending
Net Funding Change		483	\$5,013,711,537		
Absolute Funding Change			\$5,013,711,537		

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

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 04/26/23-C
05/24/23-C 06/28/23-C
07/26/23-C 09/27/23-C
11/15/23-C 12/20/23-C
01/24/24-C

Attachment B
Resolution No. 4545
Page 1 of 10

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-

Attachment B
MTC Resolution No. 4545
Page 2 of 11

COVID21 funds, \$9 million in Road Repair and Accountability Act (SB1) funds, \$27,100 in repurposed earmark funds, \$460,000 in Community Project Funding/Congressionally Directed Spending (CPFCDs), \$17 million in NHPP funds, \$8.5 million in FTA-COVID relief funds and \$22 million in FTA discretionary funding. MTC's 2023 TIP, as revised with Revision No. 2023-01, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and 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. MTC's 2023 TIP, as revised with Revision No. 2023-03, 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 2023-04 is an administrative modification that revises three projects with a net funding increase of approximately \$2.7 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on March 16, 2023. Among other changes, this revision:

- Updates the funding plan of SolTrans Bus Replacement project to reflect the award of Community Project Funding/Congressionally Directed Spending (CPFCDs) funds and programming changes in Congestion Management and Air Quality Improvement Program funds; and
- Updates the funding plan of Livermore Amador Valley Transit Authority's LAVTA and CCCTA Hydrogen Fueling Stations project to reflect the fund source change from the FHWA Highway Infrastructure Program (HIP) to Any Area State-Carbon Reduction Program (State-CRP) funds.

The Administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$2 million in CPFCDs funds and \$13.2 million in State-CRP funds. MTC's 2023 TIP, as revised with Revision No. 2023-04, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 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 was received on April 24, 2023, and final federal approval was received on April 28, 2023. Among other changes, this revision:

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

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

Revision 2023-06 is an administrative modification that revises 18 projects with a net funding increase of \$117,220. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on April 21, 2023. Among other changes, this revision:

- Updates the funding plan or implementing agency of five projects with Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds;
- Updates the funding plan of BART's Transbay Core Capacity Improvements project to reflect the award of \$39.8 million in Federal Transit Administration (FTA) Capital Investment Grant (CIG) funding;
- Updates the funding plan of WETA's Ferry Major Component Rehab/Replacement project to reflect the award of \$2.1 million in repurposed earmark funding;

- Updates the funding plans and back-up listings of two grouped listings and updates the funding plans of four individually-listed projects to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program; and
- Updates the funding plans and back-up listings of three State Highway Operation and Protection Program (SHOPP) funded group listings to reflect the latest information from Caltrans.

The Administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$8.5 million in SHOPP funds, \$2.4 million in repurposed earmark funds, and \$39.8 million in CIG funds. MTC's 2023 TIP, as revised with Revision No. 2023-06, 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 2023-07 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 was received on April 8, 2023 and final federal approval was received on May 12, 2023. 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.

Revision 2023-08 is an amendment that revises six projects with a net funding increase of approximately \$187 million. The revision was referred by the Programming and Allocations Committee on April 12, 2023, and approved by the MTC Commission on April 26, 2023. Caltrans was received on May 24, 2023, and final federal approval was received on May 26, 2023. Among other changes, this revision:

- Updates the funding plan of Contra Costa County's Byron Highway – Vasco Road Connection project to reflect the latest cost and schedule;
- Adds the Santa Clara Valley Transportation Authority's Cerone Operations Command and Control Center project to the TIP; and
- Adds the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program Planning Studies grouped listing to the TIP.

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

Revision 2023-09 is an administrative modification that revises 37 projects with a net funding increase of \$93.7 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on May 12, 2023. Among other changes, this revision:

- Updates the funding plans of twenty-one projects with Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds;
- Updates the funding plan of ACTC's East Bay Greenway Multimodal project to reflect the fund code change from RTP-LRP to \$19.5 million in Active Transportation Program (ATP) funding;
- Updates the funding plan of SFCTA's Yerba Buena Island (YBI) Ramp Improvements project to reflect the advance of \$2.2 million in Community Project Funding/Congressionally Directed Spending (CPF/CDS) funds;
- Updates the funding plans and back-up listings of two grouped listings and updates the funding plans of ten individually-listed projects to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program;
- Updates the funding plan and back-up listing of the Local Highway Bridge Program (HBP) to reflect the latest programming changes; and
- Updates the funding plan and back-up listing of the State Highway Operation and Protection Program (SHOPP) Safety Improvements – Collision Reduction group listing to reflect the latest information from Caltrans.

The Administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$15.1 million in SHOPP funds, \$167,921 in Local Bridge Seismic Retrofit Account program, \$275,000 in Federal Transit Administration 5311 Rural Area Program funds, \$1.8 million in Capital Investment Grants (CIG), \$2.2 million in CPF/CDS funds, and \$19.5 million in ATP funds. MTC's 2023 TIP, as revised with Revision No. 2023-09, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2023-10 is an amendment that revises 65 projects with a net funding increase of approximately \$2.4 billion. The revision was referred by the Programming and Allocations Committee on May 10, 2023, and approved by the MTC Commission on May 24, 2023. Caltrans approval was received on June 6, 2023, and final federal approval was received on June 8, 2023. Among other changes, this revision:

- Adds 48 new projects and updates the funding plans of eight existing projects to reflect the programming of One Bay Area Grant (OBAG) 3 funds;
- Adds one new OBAG 2 funded project;
- Reflects the award of federal earmark funding to Menlo Park's Middle Ave Pedestrian and Bicycle Undercrossing, Caltrain's Fencing for Right of Way, and Caltrain's Electrification projects;
- Adds the Valley Link Rail System - Phase 1 project to the TIP, and
- Updates the funding plans of three Transit Capital Priorities funded projects.

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

Revision 2023-11 is an administrative modification that revises 12 projects with no net change in funding across all program years. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on May 31, 2023. Among other changes, this revision updates the funding plans of 11 projects to change the sources of funding between Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) and Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2021 funds. The Administrative modification is financially constrained by year. MTC's 2023 TIP, as revised with Revision No. 2023-11, 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 2023-12 is an administrative modification that revises 15 projects with a net funding increase of \$37 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on June 8, 2023. Among other changes, this revision:

- Updates the funding plans of four projects with Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds;
- Updates the funding plans of San Mateo CCAG's Improve US 101 Operations near Route 92 and WETA's Ferry Major Component Rehab/Replacement projects to reflect the addition of Community Project Funding/Congressionally Directed Spending (CPF/CDS) funds; and
- Updates the funding plan and back-up listing of one grouped listing and updates the funding plans of six individually-listed projects to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program.

The Administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$2.5 million in CPF/CDS funds. MTC's 2023 TIP, as revised with Revision No. 2023-12, 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 2023-13 is an amendment that revises 12 projects with a net funding increase of approximately \$193 million. The revision was referred by the Programming and Allocations Committee on June 14, 2023, and approved by the MTC Commission on June 28, 2023. Caltrans approval was received on July 20, 2023, and final federal approval was received on July 21, 2023. Among other changes, this revision:

- Adds two new projects into the TIP and updates the funding plan of one existing project to reflect the award of federal discretionary funding;
- Adds four new One Bay Area Grant (OBAG) Program 2 and 3 funded projects into the TIP and updates the funding plan of one existing OBAG2 funded project; and
- Adds two new projects and updates the funding plan of one existing project to reflect the programming of funds through the Transit Capital Priorities (TCP) Program.

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

Revision 2023-14 is an administrative modification that revises 10 projects with a net funding increase of \$14.4 million. The revision was approved into the Federal-Statewide TIP by the Chief Deputy Executive Director on July 12, 2023. Among other changes, this revision:

- Updates the funding plans of six projects with Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds;
- Updates the funding plan of Water Emergency Transportation Authority's (WETA) Fixed Guideway Connectors project to reflect the programming of \$8.5 million in Ferry Boat Program (FBP) funds; and
- Updates the funding plans of three individually-listed projects to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program.

The Administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$8.5 million in FBP funds. MTC's 2023 TIP, as revised with Revision No. 2023-14, 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 2023-15 is an amendment that revises 23 projects with a net funding increase of approximately \$385 million. The revision was referred by the Programming and Allocations Committee on July 12, 2023, and approved by the MTC Commission on July 26, 2023. Caltrans approval was received on August 17, 2023, and final federal approval was received on August 20, 2023. Among other changes, this revision:

- Adds seven new projects and updates one existing project to reflect the recent rounds of Active Transportation Program (ATP) grants;
- Adds two new projects and updates the funding plans of three existing projects to reflect the latest One Bay Area Grant (OBAG 2 and 3) programming decisions;
- Adds four new projects and updates one existing project to reflect recent changes in the Transit Capital Priorities (TCP) Program;
- Adds the Santa Clara Valley Transportation Authority's (VTA) Transit Reliability Improvement and Performance System (TRIPS) project to reflect the award of approximately \$1.7 million in Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program funds; and
- Updates the funding plan and back-up listing of the Recreational Trails Program grouped listing to reflect the latest information from Caltrans.

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

Revision 2023-16 is an administrative modification that revises 13 projects with a net funding increase of \$166.2 million. The revision was approved into the Federal-Statewide TIP by the Chief Deputy Executive Director on August 3, 2023. Among other changes, this revision:

- Updates the funding plans of four projects with Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds;

Attachment B
MTC Resolution No. 4545
Page 8 of 11

- Updates the funding plans of two individually-listed projects to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program; and
- Updates the funding plans and back-up listings of the Highway Bridge Program (HBP), Highway Safety Improvement Program (HSIP) and four State Highway Operation and Protection Program (SHOPP)-funded group listings to reflect the latest information from Caltrans.

The Administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$160.4 million in SHOPP, \$498,666 in Bridge-Seismic Bond and \$3.9 million in HBP funds. MTC's 2023 TIP, as revised with Revision No. 2023-16, 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 2023-17 is an administrative modification that revises 12 projects with a net funding increase of \$13.5 million. The revision was approved into the Federal-Statewide TIP by Section Director, Funding Policy & Programs, on August 30, 2023. Among other changes, this revision:

- Updates the funding plan of two projects to reflect changes in the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Active Transportation Program (ATP);
- Updates the funding plan of five projects to reflect the addition of Community Project Funding/Congressionally Directed Spending (CPF/CDS) funds, Repurposed Earmark funds, and reprogramming of Ferry Boat Program (FBP) funds;
- Updates the funding plans of two individually-listed projects to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program; and
- Updates the funding plan and back-up listing of one State Highway Operation and Protection Program (SHOPP)-funded group listing to reflect the latest information from Caltrans.

The Administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$4.8 million in CPF/CDS funds, \$146,577 in Repurposed Earmark funds, and \$9.2 million in SHOPP funds. MTC's 2023 TIP, as revised with Revision No. 2023-17, 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 2023-18 is an amendment that revises 28 projects with a net funding increase of approximately \$217 million. The revision was referred by the Programming and Allocations Committee on September 13, 2023, and approved by the MTC Commission on September 27, 2023. Caltrans approval was received on October 12, 2023, and final federal approval was received on October 13, 2023. Among other changes, this revision:

- Adds four new Active Transportation Program funded projects into the TIP;
- Adds six new projects and updates the funding plans of two existing projects to reflect changes in the One Bay Area Grant (OBAG) 2 and 3 programs;
- Adds six new projects and updates five existing projects to reflect changes in the Transit Capital Priorities Program;

- Adds Woodside's Woodside Road Bicycle and Pedestrian Improvements East of I-280 and Santa Clara's Anna Drive Neighborhood Flood Protection projects to the TIP to reflect the award of Community Project Funding/Congressionally Directed Spending funds;
- Updates the funding plan of Santa Rosa CityBus's Electric Bus Replacement project to reflect the award of \$9.9 million in FTA discretionary Low- and No-Emission Vehicle Program funds; and
- Updates the funding plan of the Contra Costa Transportation Authority's I-80/San Pablo Dam Rd Interchange Reconstruction project to reflect the award of \$19.7 million in Trade Corridor Enhancement Program funds.

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

Revision 2023-19 is an administrative modification that revises 10 projects with a net funding increase of \$160 million. The revision was approved into the Federal-Statewide TIP by the Chief Deputy Executive Director, on October 12, 2023. Among other changes, this revision:

- Updates the funding plan of Alameda County Transportation Commission's East Bay Greenway Multimodal project to change the fund source of \$39.4 million in RTP-LRP to SB1 Solutions for Suggested Corridors Program (SCCP) funds;
- Updates the funding plans of four individually-listed projects to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program; and
- Updates the funding plans and back-up listings of five State Highway Operation and Protection Program (SHOPP)-funded group listing to reflect the latest information from Caltrans.

The Administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$39.4 million in SB1 SCCP funds and \$153.5 million in SHOPP funds. MTC's 2023 TIP, as revised with Revision No. 2023-19, 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 2023-20 is an administrative modification that revises 6 projects with a net funding decrease of \$25.9 million. The revision was approved into the Federal-Statewide TIP by the Chief Deputy Executive Director, on November 6, 2023. Among other changes, this revision:

- Updates the funding plan of Alameda County Transportation Commission's East Bay Greenway Multimodal project to change the fund source of \$39.4 million in RTP-LRP to SB1 Solutions for Suggested Corridors Program (SCCP) funds;
- Updates the funding plans of four individually-listed projects to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program; and
- Updates the funding plans and back-up listings of five State Highway Operation and Protection Program (SHOPP)-funded group listing to reflect the latest information from Caltrans.

Attachment B
MTC Resolution No. 4545
Page 10 of 11

The Administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$59.1 million in HBP funds, \$7.1 million in LBSRA funds, \$2 million in CPF/CDS funds, and \$760,000 in PROTECT funds. MTC's 2023 TIP, as revised with Revision No. 2023-20, 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 2023-21 is an amendment that revises 13 projects with a net funding increase of approximately \$199.2 million. The revision was referred by the Programming and Allocations Committee on November 8, 2023, and approved by the MTC Commission on November 15, 2023. Caltrans approval is expected in December, and final federal approval is expected in January 2024. Among other changes, this revision:

- Adds three new projects to reflect changes in the One Bay Area Grant (OBAG) 2 and 3 programs and Carbon Reduction Program (CRP) funds;
- Updates Emeryville's 40th Street Transit and Multi-Modal Enhancements project to reflect the programming of Affordable Housing and Sustainable Communities (AHSC) and Transportation Fund for Clean Air (TFCA) funds;
- Updates Caltrans Solano Westbound I-80 Cordelia Truck Scales project to reflect the programming of Senate Bill 1 (SB1) Trade Corridor Enhancement Program (TCEP) and Bridge Toll – Regional Measure 3 (RM3) funds;
- Updates two existing projects to reflect recent changes in the Transit Capital Priorities (TCP) Program; and
- Adds six projects to the TIP to reflect the awards of Community Project Funding/Congressionally Directed Spending (CPF/CDS) funds.

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

Revision 2023-22 is an administrative modification that revises 54 projects with a net funding decrease of \$14.9 million. The revision was approved into the Federal-Statewide TIP by the Chief Deputy Executive Director, on December 8, 2023. Among other changes, this revision:

- Updates the funding plans of 47 regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned and actual obligations;
- Updates the funding plans of three projects to reflect the addition of Repurposed Earmark funds, Caltrans Settlement fees, and reprogramming of Ferry Boat Program (FBP) funds;
- Updates the funding plans of two individually-listed projects to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program; and
- Updates the funding plans and back-up listings of the Highway Bridge Program (HBP) and the Highway Safety Improvement Program (HSIP) funded group listings to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$50,000 in Repurposed Earmark funds, \$2.5M in FBP funds, \$50,000 in Regional Improvement Program (RIP) funds, \$32.6 million in HBP funds, \$313,000 in Local Bridge Seismic Retrofit Account (LBSRA) funds, and \$1.2 million in HSIP

Attachment B
MTC Resolution No. 4545
Page 11 of 11

funds. MTC's 2023 TIP, as revised with Revision No. 2023-22, 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 2023-23 is an amendment that revises 10 projects with a net funding increase of approximately \$30.6 million. The revision was referred by the Programming and Allocations Committee on December 13, 2023, and approved by the MTC Commission on December 20, 2023. Caltrans approval is expected in January, and final federal approval is expected in February 2024. Among other changes, this revision:

- Adds seven new projects to reflect changes in the One Bay Area Grant (OBAG) 2 and 3 and Carbon Reduction Program (CRP) programs;
- Updates Alameda County Transportation Commission's (ACTC) 7th Street Grade Separation project to change the fund source of \$55 million from Local Sales tax to Regional Measure 3 (RM3) funds and reflect the award of \$13.5M in Port and Freight Infrastructure Program (PFIP) funds; and
- Adds one project to the TIP to reflect the award of Community Project Funding/Congressionally Directed Spending (CPF/CDS) funds and update one project to program Repurposed Earmark funds.

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

Revision 2023-24 is a pending administrative modification.

Revision 2023-25 is an amendment that revises 23 projects with a net funding increase of \$301.7 million. The revision was referred by the Programming and Allocations Committee on January 10, 2024, and approved by the MTC Commission on January 24, 2024. Caltrans approval is expected in February, and final federal approval is expected in March 2024. Among other changes, this revision:

- Adds six new projects to the TIP and update two existing projects to reflect changes in the One Bay Area Grant (OBAG) 2 and 3 programs and Transit Capital Priorities (TCP) program;
- Adds two Alameda Contra Costa County Transit District (AC Transit) projects to the TIP to reflect the award of FY23 FTA Bus Low- and No-Emission Grant funds; and
- Add eight projects and revise two existing projects to reflect the award of Community Project Funding/Congressionally Directed Spending (CPF/CDS) funds, Repurposed Earmarks, Safe Streets For All (SS4A) grants, and Transit and Intercity Rail Capital Program (TIRCP) funds.

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 #:	24-0082	Version:	1	Name:	
Type:	Resolution	Status:		Commission Consent	
File created:	12/5/2023	In control:		Programming and Allocations Committee	
On agenda:	1/10/2024	Final action:			
Title:	MTC Resolution Nos. 4570, 4571 and 4626 Revised. FY2023-24 Transit Development Act (TDA), State Transit Assistance (STA) and Regional Measure 3 (RM3) Allocations to the City of Fairfield (FAST), the Transbay Joint Powers Authority (TJPA), and Metropolitan Transportation Commission (MTC).				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	6f 24-0082 Summary Sheet TDA RM3 Allocations.pdf 6f 24-0082 MTC Resolution 4570.pdf 6f 24-0082 MTC Resolution 4571.pdf 6f 24-0082 MTC Resolution 4626.pdf 2g 24-0082 Summary Sheet TDA RM3 Allocations.pdf 2g 24-0082 MTC Resolution 4570.pdf 2g 24-0082 MTC Resolution 4571.pdf 2g 24-0082 MTC Resolution 4626.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4570, 4571 and 4626 Revised. FY2023-24 Transit Development Act (TDA), State Transit Assistance (STA) and Regional Measure 3 (RM3) Allocations to the City of Fairfield (FAST), the Transbay Joint Powers Authority (TJPA), and Metropolitan Transportation Commission (MTC).

Presenter:

Luis Garcia

Recommended Action:

Commission Approval

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 10, 2024

Agenda Item 2g - 24-0082

MTC Resolution Nos. 4570, Revised, 4571 Revised, and 4626, Revised.

Subject:

Allocation of \$53.6 million in FY2023-24 Transportation Development Act (TDA), State Transit Assistance (STA), and Regional Measure 3 funds to the City of Fairfield (FAST), the Transbay Joint Powers Authority (TJPA), and MTC to support transit operations and capital projects in the region.

Background:*FY2023-24 Operating Allocations Summary*

This month's proposed action continues the allocation process of these funds for FY2023-24. Two entities are requesting TDA and RM3 allocations that exceeds the \$1 million Delegated Authority limit. Allocation requests that are less than \$1 million are approved separately through the Executive Director's Delegated Authority process.

The proposed allocation amount is based on the programming levels identified in the FY2023-24 Fund Estimate (MTC Resolution 4556), and the FY2023-24 RM3 Operating Program (MTC Resolution 4625). The proposed allocations are summarized in the following table:

Allocation Amounts by Entity¹ (amounts in millions)

Entity	TDA (Res. 4570)	STA (Res. 4571)	RM3 (Res. 4626)	Grand Total
FAST	\$7.7			\$7.7
TJPA			\$3.0	\$3.0
MTC		\$42.9		\$42.9
Total	\$7.7	\$42.9	\$3.0	\$53.6

Note that amounts may not sum due to rounding

FY2023-24 Allocation of STA Revenue-based Funds for Transit Transformation Action Plan Purposes

MTC Resolution No. 4519, the Blue Ribbon Transit Transformation Action Plan Program of Project, outlined an \$85 million funding framework to accelerate the Bay Area's transit network transformation. The proposed action allocates \$42.9 million in FY2023-24 STA Revenue-based

¹Includes all allocations to be approved in the resolutions listed above, the details of which are provided in Attachment A, including allocations for transit capital or planning and administration. Not inclusive of allocations approved by Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised.

funds to the Metropolitan Transportation Commission (MTC) on behalf of five operators: Bay Area Rapid Transit (BART), Caltrain, Golden Gate Bridge, Highway, and Transportation District (GGBHTD), San Francisco Municipal Transportation Agency (SFMTA), and San Francisco Bay Area Water Emergency Transportation Authority (WETA).

These funds will be managed by MTC on behalf of the operators and align with transit agency boards that identify MTC as the designated recipient. The amounts are being allocated to support the delivery of the Transit Transformation Action Plan, including various transit priority on freeways and arterials, the Transit 2050 planning effort, the Regional Mapping & Wayfinding Project, paratransit service inter-agency coordination, and staffing costs associated with delivery of these various activities.

Issues:

None identified.

Recommendations:

Refer MTC Resolution Nos. 4570, Revised, 4571, Revised and 4626, Revised, to the Commission for approval.

Attachments:

- Attachment A –Transit Operator Budget Summary
- MTC Resolution Nos. 4570, 4571, and 4626, Revised



Andrew B. Fremier

Attachment A - Transit Operator Budget Summary

City of Fairfield (FAST)

Adopted Operating Budget	\$9.6 million
Increase in Budget Compared to FY2022-23	-6.9%
Projected Ridership (Estimated FY2023-24 as a Percentage of FY 2018-19 actual) ¹	43%
Total Proposed FY2023-24 Operating Allocation ²	\$7.9 million
Proportion of Operating Budget Funded with Allocations	82%

Budget and Operating Highlights

FAST operates fixed route, paratransit, local taxi and microtransit services. As part of the “Comprehensive Operational Strategy”, FAST implemented microtransit service for the City of Fairfield on September 5, 2023. FAST Connect is an on-demand service that operates in two zones, Cordelia/Green Valley and Northeast Fairfield. These zones have replaced local routes 2 and 4. Route 8 has been converted to the 8 Tripper, supporting school schedules in Cordelia/Green Valley.

Since the beginning of 2023, the FAST system experienced significant service changes, such as transferring responsibility for providing Solano Express service from FAST to SolTrans in order to consolidate Solano County intercity bus service under one operator. This change had a significant impact on FAST’s operating budget and service portfolio, with FAST anticipating a decrease of roughly 7% in their FY2023-24 operating budget as compared to FY 2022-23.

FAST is requesting \$600,000 in TDA capital funds for the purchase of five vans that will be used for shared microtransit and paratransit activities. Nine additional shuttles have been ordered for use on microtransit and new fixed route service that will run more frequently in areas where there are major trip generators (medical centers and retail centers).

¹ Only local ridership is used because FAST no longer operates Solano Express service.

² Includes allocations made through Executive Director’s Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Any allocations made by Delegated Authority will be reported as part of the quarterly Delegated Authority update to the Commission. Excludes allocations made for transit capital or planning and administration purposes.

In July 2022, FAST ordered its first three electric vehicles which will be received in late 2023 and will be put into service February/March 2024. FAST has finalized its electrification infrastructure plan at the City's Corporation Yard and will be utilizing already allocated TDA funding (and FTA and state funding) to meet the CARB mandates.

Date: June 28, 2023
W.I.: 1514
Referred by: PAC
Revised: 07/26/23-C 01/24/24-C
09/27/23-C
10/25/23-C
11/15/23-C

ABSTRACT

Resolution No. 4570, Revised

This resolution approves the allocation of fiscal year 2023-2024 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), Central Contra Costa Transit Authority (CCCTA), Livermore Amador Valley Transit Authority (LAVTA), Napa Valley Transportation Authority (NVTa), and Santa Clara Valley Transportation Authority (VTA).

Attachment A was revised on July 26, 2023 to allocate funds to City of Santa Rosa and Sonoma County Transit.

Attachment A was revised on September 27, 2023 to allocate funds to Eastern Contra Costa Transit Authority (ECCTA), Golden Gate Bridge, Highway, and Transportation District (GGBHTD), Marin Transit, and Solano County Transit (SolTrans).

Attachment A was revised on October 25, 2023 to allocate funds to Western Contra Costa County Transit Authority (WestCAT).

Attachment A was revised on November 22, 2023 to allocate funds to the City of Vacaville.

Attachment A was revised on January 24, 2024 to allocate funds to the City of Fairfield.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2023, July 12, 2023, September 13, 2023, October 11, 2023, November 8, 2023, and January 10, 2024

Date: June 28, 2023
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2023-24 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4570

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 2023-24 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 2023-24 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

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 28, 2023.

Date: June 28, 2023
Referred by: PAC
Revised: 07/26/23-C 09/27/23-C
10/25/23-C 11/15/23-C
01/24/24-C

Attachment A
ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
DURING FISCAL YEAR 2023-24

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

<i>Vendor</i>	<i>Claimant</i>	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5801 - PUC 99233.7, 99275 Community Transit Service - Operations							
V00014	AC Transit	Paratransit Operations	5,450,068	01	06/28/23	AC Transit - Alameda	
V00017 -	CCCTA	Paratransit Operations	1,161,778	02	06/28/23	CCCTA	
V00095	VTA	Community Transit	7,001,645	03	06/28/23	Santa Clara County	
Subtotal			13,613,491				
5802 - PUC 99260A Transit - Operations							
V00014	AC Transit	Transit Operations	9,371,107	04	06/28/23	AC Transit - Contra Costa D1	
V00014	AC Transit	Transit Operations	19,238,420	05	06/28/23	AC Transit - Alameda D2	
V00014	AC Transit	Transit Operations	72,905,948	06	06/28/23	AC Transit - Alameda D1	
V00017 -	CCCTA	Transit Operations	20,770,583	07	06/28/23	CCCTA	
V00032	LAVTA	Transit Operations	8,533,007	08	06/28/23	LAVTA	
V04150	NVTA	Transit Operations	4,116,200	09	06/28/23	NVTA	
V00095	VTA	Transit Operations	133,031,253	10	06/28/23	VTA	
V00030 -	Santa Rosa Sonoma County	Transit Operations	4,980,094	16	07/26/23	Santa Rosa	
V00029	Transit	Transit Operations	6,698,880	17	07/26/23	Sonoma County	
V03371 A	SoITrans	Transit Operations	4,847,471	21	09/27/23	Vallejo/Benicia	
V00647	ECCTA	Transit Operations	16,915,273	22	09/27/23	ECCTA	
V02166 -	Marin Transit	Transit Operations	7,881,923	23	09/27/23	Marin Transit	
V00031	GGBHTD	Transit Operations	4,770,059	24	09/27/23	GGBHTD - Marin	
V00031	GGBHTD	Transit Operations	7,738,737	25	09/27/23	GGBHTD - Sonoma	
V00648	WestCAT	Transit Operations	4,659,860	27	10/25/23	WCCTA	
V00080 -	Fairfield	Transit Operations	4,061,644	30	01/24/24	Fairfield	
Subtotal			330,520,459				
5803 - PUC 99260A Transit - Capital							
V00017 -	CCCTA	Transit Capital	7,633,286	11	06/28/23	CCCTA	
V00032	LAVTA	Transit Capital	3,000,000	12	06/28/23	LAVTA	
V04150	NVTA	Transit Capital	2,000,000	13	06/28/23	NVTA	
V00030 -	Santa Rosa	Transit Capital	2,500,000	18	07/26/23	Santa Rosa	

Sonoma County						
V00029	Transit	Transit Capital	2,177,318	19	07/26/23	Sonoma County
V03371 A	SolTrans	Transit Capital	4,780,360	26	09/27/23	Vallejo/Benicia
Subtotal			22,090,964			

5807 - PUC 99400C Transit - Operations

V04150	NVTA	Transit Operations	1,022,200	14	06/28/23	NVTA
Sonoma County						
V00029	Transit	Transit Operations	2,498,322	20	07/26/23	Sonoma County
V00021 -	Vacaville	Transit Operations	2,533,357	28	11/15/23	Vacaville
V00080 -	Fairfield	Transit Operations	3,661,421	31	01/24/24	Fairfield
Subtotal			9,715,300			

5808 - PUC 99400C Transit - Capital

V00021 -	Vacaville	Transit Capital	6,610,000	29	11/15/23	Vacaville
Subtotal			6,610,000			

5812 - PUC 99400D Planning and Administration - Operations

V04150	NVTA	Planning & Administration	3,035,500	15	06/28/23	NVTA
Subtotal			3,035,500			

Total 385,585,714

Date: June 28, 2023
Referred by: PAC

Attachment B
Resolution No. 4570
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2023-24
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 each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or 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 attested to by the claimant's chief financial officer; 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

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.

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 each claimant has submitted to MTC as part of its application for TDA Article 8 funds a budget indicating compliance with the 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 so attested to by the claimant's chief financial officer; 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 28, 2023
W.I.: 1514
Referred by: PAC
Revised: 07/26/23-C
09/27/23-C
10/25/23-C
01/24/24-C

ABSTRACT

Resolution No. 4571, Revised

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2023-24.

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

Attachment A of this resolution was revised on July 26, 2023 to allocate funds to the City of Santa Rosa, and Sonoma County Transit (SCT).

Attachment A of this resolution was revised on September 27, 2023 to allocate funds to Eastern Contra Costa Transit Authority/Tri Delta Transit (ECCTA), Golden Gate Bridge, Highway, and Transportation District (GGBHTD), Marin Transit, Solano Transportation Authority (STA), Solano County Transit/SolTrans, and MTC.

Attachment A of this resolution was revised on October 25, 2023 to allocate funds to the San Francisco Bay Area Water Emergency Transportation Authority (WETA).

Attachment A of this resolution was revised on January 24, 2024 to allocate funds to MTC.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2023, July 12, 2023, September 13, 2023, October 11, 2023, and January 10, 2024.

Date: June 28, 2023
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2023-24 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4571

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 2024-24 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 2023-24 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 2023-24 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

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 28, 2023.

Date: June 28, 2023
Referred by: PAC
Revised: 07/26/23-C 09/27/23-C
10/25/23-C 12/20/23-C
1/24/24-C

Attachment A
ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS
DURING FISCAL YEAR 2023-24

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

<i>Vendor</i>	<i>Claimant</i>	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5820 - CCR 6730A Operations - Population-based County Block Grant							
V00014	AC Transit	Transit Operations	9,243,780	01	06/28/23	AC Transit - Alameda	
V00014	AC Transit	Transit Operations	2,841,073	02	06/28/23	AC Transit - Contra Costa	
V00017 - CCCTA		Transit Operations	6,658,319	03	06/28/23	County Connection	
V00032	LAVTA	Transit Operations	2,423,659	04	06/28/23	LAVTA	
V00095	VTA	Transit Operations	8,961,946	05	06/28/23	Santa Clara County	
V00030 - Santa Rosa Sonoma County		Transit Operations	3,671,909	11	07/26/23	Santa Rosa CityBus Sonoma County	
V00029	Transit	Transit Operations	3,521,846	13	07/26/23	Transit	
V00647	ECCTA	Transit Operations	5,452,035	14	09/27/23	Contra Costa County	
V02166 - Marin Transit		Transit Operations	2,676,693	15	09/27/23	Marin Transit	
V00031	GGBHTD	Transit Operations	1,724,843	16	09/27/23	Golden Gate	
V03371 A Soltrans		Solano Express Transitional Plan	1,116,002	17	09/27/23	Solano County	
Subtotal			48,292,105				
5820 - CCR 6730A Operations - Population-based MTC Coordination							
V00562	MTC	Clipper Operations	7,700,000	06	06/28/23	MTC	
Subtotal			7,700,000				
5820 - CCR 6730A Operations - Revenue-based							
V00014	AC Transit	Transit Operations	40,947,165	07	06/28/23	AC Transit	
V00017 - CCCTA		Transit Operations	1,041,145	08	06/28/23	CCCTA	
V00095	VTA	Transit Operations	36,100,554	09	06/28/23	VTA	
V02166 - Marin Transit		Transit Operations	2,500,000	18	09/27/23	Marin Transit	
V00031	GGBHTD	Transit Operations	14,651,179	19	09/27/23	GGBHTD	
V01469 - WETA		Transit Operations	3,238,254	22	10/25/23	WETA	
V00562	MTC	TAP Implementation	29,057,637	24	01/24/24	BART	
V00562	MTC	TAP Implementation	3,341,929	25	01/24/24	GGBHTD	
V00562	MTC	TAP Implementation	10,534,333	26	01/24/24	SFMTA	
Subtotal			141,412,196				
5821 - CCR 6730B Capital - Population-based TAP							
V00562	MTC	Mapping and Wayfinding Project	1,785,860	23	12/20/23	TAP	
Subtotal			1,785,860				

5822 - CCR 6731C Paratransit - Operations - Population-based County Block Grant						
V04150	NVTA	Paratransit Operations	3,209,927	10	06/28/23	Napa County
	Sonoma County					Sonoma County
V00029	Transit	Paratransit Operations	1,173,949	12	07/26/23	Transit
		Subtotal	4,383,876			
5828 - CCR 6731B Planning and Admin - Population-based County Block Grant						
V00513 -	Solano TA	Planning & Administration	3,535,297	20	09/27/23	Solano County
		Subtotal	3,535,297			
5600 - Agency Pass Through						
V00562	MTC	Agency PassThrough - BART	15,028,819	21	09/27/23	TAP STA Rev- Based Exchange
		Subtotal	15,028,819			
		Total	222,138,153			

ALLOCATION OF FISCAL YEAR 2023-24 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
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; 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.

Date: December 20, 2023
W.I.: 1255
Referred by: PAC
Revised: 01/24/24-C

ABSTRACT

Resolution No. 4626

This resolution approves the allocation of the Regional Measure 3 operating funds for FY 2023-24.

This resolution allocates funds to the Water Emergency Transportation Authority (WETA).

Attachment A was revised on January 24, 2024 to allocate funds to the Transbay Joint Powers Authority.

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheet dated December 13, 2023 and January 10, 2024.

Date: December 20, 2023
W.I.: 1255
Referred by: PAC

Re: Allocation of Regional Measure 3 Operating Program funds for FY 2023-24

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4626

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

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

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

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

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

WHEREAS, RM3 establishes the RM 3 Expenditure Plan and identifies specific capital projects and operating programs eligible for RM3 funding as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and.

WHEREAS, RM3 assigns administrative duties and responsibilities for the implementation of the Regional Measure 3 Expenditure Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Measure 3 Expenditure Plan by bonding or transfers RM3 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the RM3 Expenditure Plan on December 18, 2019, specifying the allocation criteria and project compliance requirements for RM3 funding (MTC Resolution No. 4404, Revised); and

WHEREAS, MTC has reviewed the allocation requests submitted for RM3 Operating Program funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM3 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Section 30914.7(c) of the California Streets and Highways Code to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM3 funding, project specific conditions, and amounts recommended for RM3 allocation by MTC staff; and

RESOLVED, that MTC approves staff's review of the OAP for the projects listed in Attachment A; and be it further

RESOLVED, that MTC approves the allocation of RM3 funds in accordance with Attachment A; and be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the project sponsor complying with the provisions of the RM3 Expenditure Plan Policies and Procedures as set for in length in MTC Resolution 4404, Revised; and be it further

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

RESOLVED, that a certified copy of this resolution, shall be forwarded to the project sponsors.

METROPOLITAN TRANSPORTATION COMMISSION

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 December 20, 2023.

FY 2023-24 ALLOCATION OF REGIONAL MEASURE 3 FUNDS
FOR OPERATING PROGRAM

1. Funding for each route is limited to the amount identified in the FY2023-24 RM3 Operating Program (MTC Resolution 4625).
2. Allocation amounts may be reduced in order to stay within the statutorily mandated RM3 operating program limit of 16% of annual revenue [SHC Section 30914.7(c)].
3. Payment of RM3 operating funds may be limited to no more than 1/12 of the allocated amount monthly.
4. Reimbursement is contingent upon execution of the RM3 Operating Agreement between MTC and individual project sponsors, which will take the form of the Master Funding Agreement and RM3 Program Supplement.

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number
WETA	Ferry Service	\$ 8,700,450	01	12/20/23	3
TJPA	Transbay Terminal	\$ 2,990,080	02	01/24/24	1
Total		\$ 11,690,530			



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	24-0091	Version:	1	Name:	
Type:	Resolution	Status:		Commission Consent	
File created:	12/8/2023	In control:		Programming and Allocations Committee	
On agenda:	1/10/2024	Final action:			
Title:	MTC Resolution No. 4621. Regional Measure 3 Program Amendments				

A summary of public comments received and recommendation to modify five existing projects and reassign \$16.7 million in Regional Measure 3 (RM3) funds, specifically to:

- (i) Redirect \$16,700,000 in funds from the Solano County I-80/I-680/SR-12 Interchange Project (RM3 project #21) to the Solano I-80 Express Lanes (Toll System) project - part of the Bay Area Corridor Express Lanes suite of projects (under RM3 project #2);
- (ii) Modify scope of Sonoma-Marin Area Rail Transit (SMART) project (RM3 project #7) to clarify eligibility of the multi-use pathway along SMART right-of-way;
- (iii) Modify scope of Highway 101-Marin/Sonoma Narrows (RM3 project #20) to extend the project limits approximately 4.5 miles from Petaluma Blvd. South to Petaluma Blvd. North in Petaluma and approximately three (3) miles from Atherton Ave. to State Route 37 in Novato; and
- (iv) Add the Metropolitan Transportation Commission (MTC) as a joint project sponsor to State Route 37 Improvements (RM3 project #23).

Sponsors:

Indexes:

Code sections:

Attachments: [6g 24-0091 Summary Sheet RM3 Amendments.pdf](#)
[6g 24-0091 MTC Resolution No 4621.pdf](#)
[3b 24-0091 Summary Sheet RM3 Amendments.pdf](#)
[3b 24-0091 MTC Resolution 4621.pdf](#)

Date	Ver.	Action By	Action	Result
1/10/2024	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4621. Regional Measure 3 Program Amendments

A summary of public comments received and recommendation to modify five existing projects and reassign \$16.7 million in Regional Measure 3 (RM3) funds, specifically to:

- (i) Redirect \$16,700,000 in funds from the Solano County I-80/I-680/SR-12 Interchange Project (RM3 project #21) to the Solano I-80 Express Lanes (Toll System) project - part of the Bay Area Corridor Express Lanes suite of projects (under RM3 project #2);
- (ii) Modify scope of Sonoma-Marin Area Rail Transit (SMART) project (RM3 project #7) to

clarify eligibility of the multi-use pathway along SMART right-of-way;

- (iii) Modify scope of Highway 101-Marin/Sonoma Narrows (RM3 project #20) to extend the project limits approximately 4.5 miles from Petaluma Blvd. South to Petaluma Blvd. North in Petaluma and approximately three (3) miles from Atherton Ave. to State Route 37 in Novato; and
- (iv) Add the Metropolitan Transportation Commission (MTC) as a joint project sponsor to State Route 37 Improvements (RM3 project #23).

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee****January 10, 2024****Agenda Item 3b - 24-0091****Public Hearing: Proposed Amendments to the Regional Measure 3 (RM3) Program**

Subject:

MTC Resolution No. 4621. Regional Measure 3 Program Amendments. A summary of public comments received and recommendation to modify five existing projects and reassign \$16.7 million in Regional Measure 3 (RM3) funds, specifically to:

- Redirect \$16,700,000 in funds from the Solano County I-80/I-680/SR-12 Interchange Project (RM3 project #21) to the Solano I-80 Express Lanes (Toll System) project – part of the Bay Area Corridor Express Lanes suite of projects (under RM3 project #2)
- Modify scope of Sonoma-Marin Area Rail Transit (SMART) project (RM3 project #7) to clarify eligibility of the multi-use pathway along SMART right-of-way.
- Modify scope of Highway 101-Marin/Sonoma Narrows (RM3 project #20) to extend the project limits approximately 4.5 miles from Petaluma Blvd. South to Petaluma Blvd. North in Petaluma and approximately three (3) miles from Atherton Ave. to State Route 37 in Novato.
- Add the Metropolitan Transportation Commission (MTC) as a joint project sponsor to State Route 37 Improvements (RM3 project #23)

A public hearing was held on December 13, 2023 to take comments on the proposal.

Background:

On June 5, 2018, Bay Area voters approved RM3, a toll increase of three dollars (\$3) phased in over time, including a one dollar (\$1) toll increase on January 1, 2019, a one dollar (\$1) toll increase on January 1, 2022, and a one dollar (\$1) toll increase on January 1, 2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area. Pursuant to California Streets and Highway Code Section 30914.7(e), MTC is to hold a public hearing when considering changing the scope or reassigning funding of projects included in RM3. MTC held a public hearing on December 13, 2023 to take oral comments on the proposal. Further discussion of the proposals and a summary of the public hearing comments are included below.

Bay Area Corridor Express Lanes & Solano County I-80/I-680/SR-12 Interchange

MTC proposes to transfer \$16.7 million from the I-80/I-680/SR-12 Interchange project to the Solano I-80 Express Lanes (Toll System) project within the Bay Area Corridor Express Lanes suite of projects. In June 2020, MTC concurred with an amendment to the State Transportation Improvement Program (STIP) to transfer \$16.7 million in STIP funds from the Solano I-80 Express Lanes project to the I-80/680/SR-12 Interchange Package 2A project. The STIP funds were used to cover a cost increase on the Interchange project since RM3 funds were not available due to ongoing litigation. As part of the STIP amendment concurrence, the partners agreed that the Express Lanes project would be repaid by the Interchange project once RM3 clears legal hurdles. The proposed action would reconcile this loan arrangement by transferring funds from the Solano Interchange to the Solano Express Lanes project, resulting in a net zero change.

Sonoma-Marin Area Rail Transit

MTC proposes to clarify that the multi-use pathway along the Sonoma-Marin Area Rail Transit District's (SMART's) right-of-way is an eligible component to the project, in addition to the rail system.

Highway 101-Marin/Sonoma Narrows

MTC proposes to modify the scope of the Highway 101-Marin/Sonoma Narrows project (RM3 project #20) to extend the project limits approximately 4.5 miles from Petaluma Blvd. South to Petaluma Blvd. North in Petaluma and approximately 3 miles from Atherton Ave. to State Route 37 in Novato. The proposed change is a correction to the project description to capture the project limits accurately.

State Route 37 Improvements

MTC proposes to amend the scope of the State Route 37 Improvements project to include MTC as a joint sponsor of the project. MTC and four North Bay County Transportation Agencies (CTAs) have entered into a Memorandum of Understanding regarding the funding and implementation of the SR-37 Improvements project, and MTC is leading implementation of

portions of the project. Adding MTC as a joint sponsor will streamline administrative actions, such as contracting, invoicing, and reimbursement.

Public Hearing Summary

MTC conducted a public hearing at the December 13, 2023 Programming and Allocations Committee to take comments on the proposed amendments. The comment period opened on November 30, 2023, and closed on December 30, 2023. The Committee received two public comments, summarized below:

- Aleta Dupree commented support for the proposed amendments.
- Howard Wong commented concern about other quality-of-life issues confronting the region aside from transportation; MTC invited Mr. Wong to submit written comments due to bad audio quality.

MTC has not received other written comments.

Issues:

None

Recommendation:

Refer MTC Resolution No. 4621 to the Commission for approval.

Attachments:

- Attachment 1: MTC Resolution No. 4621



Andrew B. Fremier

Date: January 24, 2024
W.I.: 1255
Referred by: PAC

ABSTRACT

MTC Resolution No. 4621

This resolution approves amendments to the Regional Measure 3 program for project scope changes, funding amounts, or addition and deletion of projects as permitted by Streets and Highways Code Section 30914.7(e) *et seq.*

This resolution includes Attachment A describing the amendments and Attachment B describing the updated Regional Measure 3 Project List.

This resolution updates Attachments A and B to include the draft changes proposed as a part of the public hearing on December 13, 2023 to add \$16.7 million in RM3 funds to RM3 project #2 (Bay Area Corridor Express Lanes) from RM3 project #21 (Solano County I-80/I-680/SR-12 Interchange Project); to clarify inclusion of the multi-use pathway along the SMART right-of-way within the project scope for RM3 project #7 (Sonoma-Marín Area Rail Transit); to reduce the RM3 amount by \$16.7 million from RM3 project #21 (Solano County I-80/I-680/SR-12 Interchange Project) to be transferred to RM3 project #2 (Bay Area Corridor Express Lanes); to extend the project limits approximately 4.5 miles from Petaluma Blvd. South to Petaluma Blvd. North in Petaluma and approximately 3 miles from Atherton Ave. to State Route 37 in Novato for RM3 project #20 (Highway 101-Marín/Sonoma Narrows); and to add MTC as a joint project sponsor to RM3 Project #23 (State Route 37 Improvements).

Additional discussion of this revision is contained in the summary sheet to the MTC Programming and Allocations Committee dated January 10, 2024.

Date: January 24, 2024
W.I.: 1255
Referred by: PAC

Re: Approval of Amendments to the Regional Measure 3 Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4621

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

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

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

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

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

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

WHEREAS, Streets and Highways Code Section 30914.7(e) authorizes MTC to modify any RM3 program and the scope of any RM3 project, decrease its level of funding, or reassign some or all of the funds to another program or project; and

WHEREAS, MTC has been requested to make the changes in the RM3 program and projects specified in Attachment A to this resolution pursuant to Streets and Highways Code Section 30914.7(e) for the reasons set forth in Attachment A; and

WHEREAS, MTC has consulted with the sponsor or sponsors of each of the programs and projects listed in Attachment A; and

WHEREAS, MTC has held a public hearing concerning each such program or project on the dates specified in Attachment A; and

WHEREAS, the sponsors of each of the projects and programs listed in Attachment A have agreed to comply with the RM3 Policies and Procedures adopted by MTC; and

WHEREAS, each sponsor of a project listed in Attachment A has provided an initial project report to MTC pursuant to Streets and Highways Code Section 30914.7(d) or agreed to provide such a report to MTC within the time period specified by MTC in recognition of the statutory requirement that no funds may be allocated by MTC for any such project until the project sponsor submits the initial project report and the report is reviewed and approved by MTC; and

WHEREAS, based on the above-described consultations with sponsors, the information provided at public hearings, and MTC staff advice, MTC has concluded that the changes in the RM3 program and projects specified in Attachment A to this resolution are consistent with the intent of Chapter 4 of Division 17 of the Streets and Highways Code to reduce congestion or make improvements to travel in the toll bridge corridors; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, is the updated project list for the RM3 Program;

NOW, THEREFORE, IT IS

RESOLVED, that MTC hereby makes the changes in the RM3 program and projects specified in Attachment A and Attachment B to this resolution pursuant to Streets and Highways Code Section 30914.7(e) in the amounts, for the reasons, and subject to the conditions set forth in Attachment A, which is hereby incorporated into this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on January 24, 2024.

Summary of Project/Program Changes

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
Bay Area Corridor Express Lanes (Streets and Highways Code Section 30914.7(a)(2))	BAIFA and any countywide or multicounty agency in the Bay Area authorized to implement express lanes.	Add \$16.7 million in funding (hearing date December 13, 2023)	Receive \$16.7 million transfer from project #21 for use in the I-80 Express Lanes (Toll System) in Solano County, sponsored by BAIFA.	None
Sonoma-Marin Area Rail Transit (Streets and Highways Code Section 30914.7(a)(7))	SMART	Add scope to the project to include multi-use path improvements. (hearing date December 13, 2023)	Clarify the scope includes implementation of the multi-use Pathway along SMART right-of-way.	None
Highway 101-Marin/Sonoma Narrows (Streets and Highways Code Section 30914.7(a)(20))	TAM SCTA	Modify scope to extend the project limits. (hearing date December 13, 2023)	Update project limits to reflect entire limits of the Marin-Sonoma Narrows project.	None
Solano County I-80/I-680/SR-12 Interchange (Streets and Highways Code Section 30914.7(a)(21))	STA	Reduce funding by \$16.7 million (hearing date December 13, 2023)	Redirect funds to project #2 for use in the I-80 Express Lanes (Toll System) in Solano County, sponsored by BAIFA.	None
State Route 37 Improvements (Streets and Highways Code Section 30914.7(a)(23))	TAM NVTA STA SCTA MTC	Add the Metropolitan Transportation Commission as a joint sponsor. (hearing date December 13, 2023)	MTC is a co-implementing agency for various phases of the project.	None

**Regional Measure 3 Program: Project List as Proposed
(draft changes are noted in italics)**

Streets and Highways Code Sections 30914.7(a)

(1) BART Expansion Cars. Purchase new railcars for the Bay Area Rapid Transit District (BART) to expand its fleet and improve reliability. The project sponsor is BART. Five hundred million dollars (\$500,000,000).

(2) Bay Area Corridor Express Lanes. Fund the environmental review, design, and construction of express lanes to complete the Bay Area Express Lane Network, including supportive operational improvements to connecting transportation facilities. Eligible projects include, but are not limited to, express lanes on Interstate 80, Interstate 580, and Interstate 680 in the Counties of Alameda and Contra Costa, Interstate 880 in the County of Alameda, Interstate 280 in the City and County of San Francisco, Highway 101 in the City and County of San Francisco and the County of San Mateo, State Route 84 and State Route 92 in the Counties of Alameda and San Mateo, Interstate 80 from Red Top Road to the intersection with Interstate 505 in the County of Solano, and express lanes in the County of Santa Clara. Eligible project sponsors include the Bay Area Infrastructure Financing Authority, and any countywide or multicounty agency in a bay area county that is authorized to implement express lanes. The Metropolitan Transportation Commission shall make funds available based on performance criteria, including benefit-cost and project readiness. *Three hundred three hundred sixteen million seven hundred thousand dollars (\$316,700,000).*

(3) Goods Movement and Mitigation. Provide funding to reduce truck traffic congestion and mitigate its environmental effects. Eligible projects include, but are not limited to, improvements in the County of Alameda to enable more goods to be shipped by rail, access improvements on Interstate 580, Interstate 80, and Interstate 880, and improved access to the Port of Oakland. The Metropolitan Transportation Commission shall consult and coordinate with the Alameda County Transportation Commission to select projects for the program. Eligible applicants include cities, counties, countywide transportation agencies, rail operators, and the Port of Oakland. The project sponsors are the Metropolitan Transportation Commission and the Alameda County Transportation Commission. One hundred sixty million dollars (\$160,000,000).

(4) San Francisco Bay Trail/Safe Routes to Transit. Provide funding for a competitive grant program to fund bicycle and pedestrian access improvements on and in the vicinity of the state-owned toll bridges connecting to rail transit stations and ferry terminals. Eligible applicants include cities, counties, transit operators, school districts, community colleges, and universities. The project sponsor is the Metropolitan Transportation Commission. One hundred fifty million dollars (\$150,000,000).

(5) Ferry Enhancement Program. Provide funding to purchase new vessels, upgrade and rehabilitate existing vessels, build facilities and landside improvements, and upgrade existing facilities. The project sponsor is the San Francisco Bay Area Water Emergency Transportation Authority. Three hundred million dollars (\$300,000,000).

(6) BART to San Jose Phase 2. Extend BART from Berryessa Station to San Jose and Santa Clara. The project sponsor is the Santa Clara Valley Transportation Authority. Three hundred seventy-five million dollars (\$375,000,000).

(7) Sonoma-Marin Area Rail Transit District (SMART). Provide funding to extend the rail system north of the Charles M. Schulz-Sonoma County Airport to the Cities of Windsor and Healdsburg *and implementation of the multi-use Pathway along SMART right-of-way*. The project sponsor is the Sonoma-Marin Area Rail Transit District. Forty million dollars (\$40,000,000).

(8) Capitol Corridor. Provide funding for track infrastructure that will improve the performance of Capital Corridor passenger rail operations by reducing travel times, adding service frequencies, and improving system safety and reliability. The project sponsor is the Capital Corridor Joint Powers Authority. Ninety million dollars (\$90,000,000).

(9) Caltrain Downtown Extension. Extend Caltrain from its current terminus at Fourth Street and King Street to the Transbay Transit Center. The Metropolitan Transportation Commission shall allocate funding to the agency designated to build the project, which shall be the project sponsor. Three hundred twenty-five million dollars (\$325,000,000).

(10) MUNI Fleet Expansion and Facilities. Fund replacement and expansion of the San Francisco Municipal Transportation Agency's MUNI vehicle fleet and associated facilities. The project sponsor is the San Francisco Municipal Transportation Agency. One hundred forty million dollars (\$140,000,000).

(11) Core Capacity Transit Improvements. Implement recommendations from the Core Capacity Transit Study and other ideas to maximize person throughput in the transbay corridor. Eligible projects include, but are not limited to, transbay bus improvements and high-occupancy vehicle (HOV) lane access improvements. Priority funding shall be the Alameda-Contra Costa Transit District's (AC Transit) Tier 1 and Tier 2 projects identified in the study. The project sponsors are the Metropolitan Transportation Commission, Alameda County Transportation Commission, and AC Transit. One hundred forty million dollars (\$140,000,000).

(12) Alameda-Contra Costa Transit District (AC Transit) Rapid Bus Corridor Improvements. Fund bus purchases and capital improvements to reduce travel times and increase service frequency along key corridors. The project sponsors are AC Transit and Alameda County Transportation Commission. One hundred million dollars (\$100,000,000).

(13) Transbay Rail Crossing. Fund preliminary engineering, environmental review, and design of a second transbay rail crossing and its approaches to provide additional rail capacity, increased reliability, and improved resiliency to the corridor. Subject to approval by the Metropolitan Transportation Commission, funds may also be used for construction, and, if sufficient matching funds are secured, to fully fund a useable segment of the project. The project sponsor is the Bay Area Rapid Transit District. Fifty million dollars (\$50,000,000).

(14) Tri-Valley Transit Access Improvements. Provide interregional and last-mile transit connections on the Interstate 580 corridor in the County of Alameda within the Tri-Valley area of Dublin, Pleasanton, and Livermore. The Metropolitan Transportation Commission shall consult with the Alameda County Transportation Commission, the Bay Area Rapid Transit District, and local jurisdictions to determine the project sponsor. One hundred million dollars (\$100,000,000).

(15) Eastridge to BART Regional Connector. Extend Santa Clara Valley Transportation Authority light rail from the Alum Rock station to the Eastridge Transit Center. The project sponsor is the Santa Clara Valley Transportation Authority. One hundred thirty million dollars (\$130,000,000).

(16) San Jose Diridon Station. Redesign, rebuild, and expand Diridon Station to more efficiently and effectively accommodate existing regional rail services, future BART and high-speed rail service, and Santa Clara Valley Transportation Authority light rail and buses. The project sponsor shall consider accommodating a future connection to Norman Y. Mineta San Jose International Airport and prioritizing non-auto access modes. The project sponsor is the Santa Clara Valley Transportation Authority. One hundred million dollars (\$100,000,000).

(17) Dumbarton Corridor Improvements. Fund planning, environmental review, design, and construction of capital improvements within Dumbarton Bridge and rail corridor in the Counties of Alameda and San Mateo to relieve congestion, increase person throughput, and offer reliable travel times. Eligible projects include, but are not limited to, the projects recommended in the Dumbarton Corridor Transportation Study and improvements to facilitate rail and transit connectivity among the Altamont Corridor Express, Capitol Corridor, and Bay Area Rapid Transit District, including a rail connection at Shinn Station. The project sponsors are the Bay Area Toll Authority, Alameda County Transportation Commission, the San Mateo County Transit District, and the San Mateo County Transportation Authority. One hundred thirty million dollars (\$130,000,000).

(18) Highway 101/State Route 92 Interchange. Fund improvements to the interchange of Highway 101 and State Route 92 in the County of San Mateo. The project is jointly sponsored by the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority. Fifty million dollars (\$50,000,000).

(19) Contra Costa Interstate 680/State Route 4 Interchange Improvements. Fund improvements to the Interstate 680/State Route 4 interchange to improve safety and reduce congestion,

including, but not limited to, a new direct connector between northbound Interstate 680 and westbound State Route 4, a new direct connector between eastbound State Route 4 and southbound Interstate 680, and widening of State Route 4 to add auxiliary lanes and high-occupancy vehicle lanes. The project sponsor is the Contra Costa Transportation Authority. Two hundred ten million dollars (\$210,000,000).

(20) Highway 101-Marin/Sonoma Narrows. Construct northbound and southbound high-occupancy vehicle lanes on Highway 101 between Petaluma Boulevard *North* in Petaluma and *State Route 37* in Novato. The project sponsors are the Transportation Authority of Marin and the Sonoma County Transportation Authority. One hundred twenty million dollars (\$120,000,000).

(21) Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project. Construct Red Top Road interchange and westbound Interstate 80 to southbound Interstate 680 connector. The project sponsor is the Solano Transportation Authority. *One hundred thirty-three million three hundred thousand dollars (\$133,300,000).*

(22) Interstate 80 Westbound Truck Scales. Improve freight mobility, reliability, and safety on the Interstate 80 corridor by funding improvements to the Interstate 80 Westbound Truck Scales in the County of Solano. The project sponsor is the Solano Transportation Authority. One hundred five million dollars (\$105,000,000).

(23) State Route 37 Improvements. Fund near-term and longer-term improvements to State Route 37 to improve the roadway's mobility, safety, and long-term resiliency to sea level rise and flooding. For the purposes of the environmental review and design, the project shall include the segment of State Route 37 from the intersection in Marin County with Highway 101 to the intersection with Interstate 80 in the County of Solano. Capital funds may be used on any segment along this corridor, as determined by the project sponsors. *The project is jointly sponsored by the Transportation Authority of Marin, the Napa Valley Transportation Authority, the Solano Transportation Authority, Sonoma County Transportation Authority, and the Metropolitan Transportation Commission.* Funds for this project may be allocated to any of the project sponsors. One hundred million dollars (\$100,000,000)

(24) San Rafael Transit Center. Construct a replacement to the San Rafael (Bettini) Transit Center on an existing or new site, or both, in downtown San Rafael. The selected alternative shall be approved by the City of San Rafael, the Golden Gate Bridge, Highway and Transportation District, the Transportation Authority of Marin, and Marin Transit. The project sponsor is the Golden Gate Bridge, Highway and Transportation District. Thirty million dollars (\$30,000,000).

(25) Richmond-San Rafael Bridge Access Improvements. Fund eastbound and westbound improvements in the Richmond-San Rafael Bridge corridor, including a direct connector from northbound Highway 101 to eastbound Interstate 580, westbound access and operational improvements in the vicinity of the toll plaza east of the bridge in Contra Costa County, and

Richmond Parkway interchange improvements. Of the amount allocated to this project, one hundred thirty-five million dollars (\$135,000,000) shall be dedicated to the direct connector from northbound Highway 101 to eastbound Interstate 580 in Marin County and seventy-five million dollars (\$75,000,000) shall be dedicated to the projects in Contra Costa County. The project sponsors are the Bay Area Toll Authority, the Contra Costa Transportation Authority, and the Transportation Authority of Marin. Two hundred ten million dollars (\$210,000,000).

(26) North Bay Transit Access Improvements. Provide funding for transit improvements, including, but not limited to, bus capital projects, including vehicles, transit facilities, and access to transit facilities, benefiting the Counties of Marin, Sonoma, Napa, Solano, and Contra Costa. Priority shall be given to projects that are fully funded, ready for construction, and serving rail transit or transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes. The project sponsor is the Metropolitan Transportation Commission. Eligible applicants are any transit operator providing service in the Counties of Contra Costa, Marin, Napa, Solano, or Sonoma. One hundred million dollars (\$100,000,000).

(27) State Route 29. Eligible project expenses include State Route 29 major intersection improvements, including Soscot Junction, and signal and signage improvements, which may include multimodal infrastructure and safety improvements between Carneros Highway (State Route 12/121) and American Canyon Road. The project sponsor is the Napa Valley Transportation Authority. Twenty million dollars (\$20,000,000).

(28) Next-Generation Clipper Transit Fare Payment System. Provide funding to design, develop, test, implement, and transition to the next generation of Clipper, the bay area's transit fare payment system. The next-generation system will support a universal, consistent, and seamless transit fare payment system for the riders of transit agencies in the bay area. The project sponsor is the Metropolitan Transportation Commission. Fifty million dollars (\$50,000,000).

(29) Interstate 680/Interstate 880/Route 262 Freeway Connector. Connect Interstate 680 and Interstate 880 in southern Alameda County to improve traffic movement, reduce congestion, and improve operations and safety. The project sponsor is the Alameda County Transportation Commission. Fifteen million dollars (\$15,000,000).

(30) Interstate 680/State Route 84 Interchange Reconstruction Project. Improve safety and regional and interregional connectivity by conforming State Route 84 to expressway standards between south of Ruby Hill Drive and the Interstate 680 interchange in southern Alameda County and implementing additional improvements to reduce weaving and merging conflicts and help address the additional traffic demand between Interstate 680 and State Route 84. The project sponsor is the Alameda County Transportation Commission. Eighty-five million dollars (\$85,000,000).

(31) Interstate 80 Transit Improvements. Fund improvements to support expanded bus service in the Interstate 80 corridor including, but not limited to, bus purchases, expansion of the WestCAT storage yard and maintenance facility. Fund implementation of the San Pablo Avenue Multi-

modal Corridor (AC Transit). The project sponsor is the Contra Costa Transportation Authority. Twenty-five million dollars (\$25,000,000).

(32) Byron Highway-Vasco Road Airport Connector. Fund construction of a new connector between Byron Highway and Vasco Road south of Camino Diablo Road as well as shoulder and other improvements to the Byron Highway, including a railroad grade separation, to improve safety and access to the Byron Airport and to facilitate economic development and access for goods movement in East Contra Costa County. The project sponsor is the Contra Costa Transportation Authority. Ten million dollars (\$10,000,000).

(33) Vasco Road Safety Improvements. Fund the widening of lanes and construction of a concrete median barrier along 2.5 miles of Vasco Road beginning approximately three miles north of the Contra Costa/Alameda County Line. The project sponsor is the Contra Costa Transportation Authority. Fifteen million dollars (\$15,000,000).

(34) East Contra Costa County Transit Intermodal Center. Fund the construction of a Transit Intermodal Center in Brentwood enhancing access to eBART and Mokelumne Bike Trail/Pedestrian Overcrossing at State Route 4. The project sponsor is the Contra Costa Transportation Authority. Fifteen million dollars (\$15,000,000).

(35) Interstate 680 Transit Improvements. Fund improvements that will enhance transit service in the Interstate 680 corridor, including, but not limited to, implementing bus operations on shoulder (BOS), technology-based intermodal transit centers/managed parking lots and development of technology to enhance real-time travel information. Fund implementation of Shared Autonomous Vehicles (SAVs) to improve first and last mile transit connectivity. The project sponsor is the Contra Costa Transportation Authority. Ten million dollars (\$10,000,000).

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 24-0061 **Version:** 1 **Name:**

Type: Report **Status:** Commission Consent

File created: 12/1/2023 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 1/12/2024 **Final action:** 1/12/2024

Title: Transportation Electrification Initiatives: 2023 Transit Station Public Charging Grant Award Recommendations (\$10,000,000)

Approval of \$10 million in grants to support the deployment of electric vehicle charging infrastructure at Bay Area transit stations as part of MTC's Climate Program transportation electrification investments to advance Plan Bay Area 2050.

Sponsors:**Indexes:****Code sections:**

Attachments: [6h_24-0061_Summary_Sheet_Transit-Station-Charging-Grant-Awards_DRAFTv5.pdf](#)
[7a_Summary_Sheet_Transit-Station-Charging-Grant-Awards_DRAFTv5.pdf](#)

Date	Ver.	Action By	Action	Result
1/12/2024	1	Joint MTC Planning Committee with the ABAG Administrative Committee		

Subject:

Transportation Electrification Initiatives: 2023 Transit Station Public Charging Grant Award Recommendations (\$10,000,000)

Approval of \$10 million in grants to support the deployment of electric vehicle charging infrastructure at Bay Area transit stations as part of MTC's Climate Program transportation electrification investments to advance Plan Bay Area 2050.

Presenter:

James Choe

Recommended Action:

MTC Commission Approval

Attachments:

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

January 12, 2024

Agenda Item 7a

**Transportation Electrification Initiatives: 2023 Transit Station Public Charging Grant
Award Recommendations**

Subject:

Approval of \$10 million in grants to support the deployment of electric vehicle charging infrastructure at Bay Area transit stations as part of MTC's Climate Program transportation electrification investments to advance Plan Bay Area 2050.

Background:

On April 14, 2023, the Joint MTC Planning Committee with the ABAG Administrative Committee approved a set of Transportation Electrification (TE) initiatives and investment amounts to support the implementation of Plan Bay Area 2050 Environment Strategy 8 (expand clean vehicle initiatives).

The approved implementation investments included \$10 million for the Transit Station Public Charging Program (TE Initiative 1B). This initiative provides a grant opportunity for Bay Area public agencies to purchase and install electric vehicles (EV) charging equipment in order to expand access to charging opportunities for both transit service customers and surrounding community members. Awards are up to \$3 million or more based on an assessment of the needs described by the project sponsor and subject to MTC staff discretion. These investments will improve clean mobility connections at transit hubs and community access to charging infrastructure.

Application Process

A call for projects was released on September 6, 2023, for all transit service providers and public agencies operating facilities that could host chargers at transit stations. Applications submitted by October 18, 2023, were screened for eligibility and reviewed by an evaluation panel that included MTC and Bay Area Air Quality Management District staff. Three eligible applications were received and evaluated. Applicants provided responses to follow-up questions and requests for additional information from the panel by November 28, 2023.

Coordination with PG&E

In an effort to understand electrical grid capacity at the locations submitted for funding, staff coordinated with PG&E, sharing location and electricity demand estimates. While fluctuations in demand can occur over time, PG&E staff did not identify any concerns with grid capacity based on their high-level review and assessment of the available information.

Recommended Awards

Based on the evaluation of the applications and the responses, staff are requesting approval of \$10 million in capital grants for the following awards:

Applicant	Project Location(s)	Project	Proposed Award
San Francisco Bay Area Rapid Transit District (BART)	El Cerrito del Norte BART station (up to 100 charging ports)* Fruitvale BART station (up to 27 charging ports)* Fremont BART station (50 charging ports)* Pittsburg/Bay Point BART station (up to 61 charging ports)*	Install approximately 200 Level 2 charging ports*	\$5,900,000
San Francisco Bay Ferry Water Emergency Transportation Authority (WETA)	Richmond Ferry Terminal	Install 20 Level 2 charging ports and ferry terminal charging infrastructure	\$3,750,000
City of Suisun City	Park & Ride Lot (at Suisun City Train Depot)	Install 6 Level 2 ports and 2 DC Fast Charger ports	\$350,000
TOTAL			\$10,000,000

* Locations and numbers of charging ports may change based on final work scopes.

San Francisco Bay Area Rapid Transit District (BART) – The proposed award supports the deployment of approximately 200 Level 2 charging ports at multiple stations as part of BART’s program to develop EV charging availability at all BART-managed parking facilities for customers and community members. With an estimated \$40 million required for the full deployment, BART has prioritized the project locations based on a number of factors, including

station typology, transit-oriented development status, and the number of multifamily housing units. The project location MTC staff are recommending awards for project locations that are ranked the highest in BART's prioritizations, with no more than one project location per city. Staff will work with BART to adjust awarded project locations if conditions that affect funding or project delivery status change at the proposed locations, including match funding availability, project location readiness, and geographic distribution of program funding.

San Francisco Bay Ferry Water Emergency Transportation Authority (WETA) – The proposed award supports the purchase and installation of ten Level 2 charging ports in the parking lot at the Richmond Ferry Terminal. The utility and electrical grid upgrades will simultaneously support the make-ready improvements necessary for both the EV chargers and future electric ferry vessels (part of WETA's [Blueprint for Zero Emission Vessel Transition](#) and anticipated serving the Richmond terminal by 2029) to minimize redundant and expensive electrical infrastructure development costs.

City of Suisun City – The proposed award supports the purchase and installation of six Level 2 charging ports and two DC Fast Charger (DCFC) ports at the Park & Ride parking lot (650 Lotz Way) adjacent to the Suisun City Train Depot. The Level 2 chargers would provide charging access for commuters and local residents and the DCFC would offer fast charging opportunities for drivers along the Highway 12 corridor in addition to local residents and workers.

Next Steps:

Staff will work with selected awardees to finalize scopes of work, budgets, and timelines.

Issues:

None identified.

Recommendations:

Approve \$10,000,000 in recommended grants to support the deployment of electric vehicle charging infrastructure at Bay Area transit stations. Associated programming revisions to MTC Resolution No. 4540, Revised, will be included in the February 14, 2024, Programming and Allocations Committee packet. Award funding pending cooperative development of a scope between MTC and the project sponsor.

Attachments:

- None

A handwritten signature in black ink, appearing to read "Andrew 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

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0101 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 12/12/2023 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 1/12/2024 **Final action:**
Title: Regional Transportation Revenue Measure Enabling Legislation

Outline of proposed legislation enabling MTC to place a future regional transportation revenue measure on the ballot.

Sponsors:

Indexes:

Code sections:

Attachments: [7a 24-0101 Update Summary Sheet Transportation Revenue Measure Authorizing Legislation.pdf](#)
[7a 24-0101 Attachment A Proposed Vision Statement and Key Provisions Comparison with Prior](#)
[7a 24-0101 Committee Summary Sheet Transportation Revenue Measure.pdf](#)
[7a 24-0101 Attachment A Rider Focused Outcomes from Regional Measure.pdf](#)
[7a 24-0101 Attachment B Key Provisions Summary Updated.pdf](#)
[7a 24-0101 Attachment C Proposed Vision Statement and Focus Areas.pdf](#)
[7a 24-0101 24-0101 Attachment D Description of Expenditure Categories.pdf](#)
[7a 24-0101 Public Comment Findley.pdf](#)
[7a 24-0101 Public Comment Joint Organizations.pdf](#)
[3b Summary Sheet Transportation Revenue Measure.pdf](#)
[3b Attachment A Rider Focused Outcomes from Regional Measure.pdf](#)
[3b Attachment B Key Provisions Summary Updated.pdf](#)
[3b Attachment C Proposed Vision Statement and Focus Areas.pdf](#)
[3b Attachment D Description of Expenditure Categories.pdf](#)
[3b Public Comment Findley.pdf](#)
[3b Public Comment Joint Organizations.pdf](#)

Date	Ver.	Action By	Action	Result
1/12/2024	1	Joint MTC ABAG Legislation Committee		

Subject:

Regional Transportation Revenue Measure Enabling Legislation

Outline of proposed legislation enabling MTC to place a future regional transportation revenue measure on the ballot.

Presenter:

Rebecca Long

Recommended Action:

MTC Commission Approval

Attachments:

Metropolitan Transportation Commission

January 24, 2024

Agenda Item 7a

Regional Transportation Revenue Measure Enabling Legislation

Subject:

Summary of MTC ABAG Joint Legislation Committee discussion regarding legislation enabling MTC to place a future regional transportation revenue measure on the ballot.

Background:

At the January 2024 MTC ABAG Joint Legislation Committee (Legislation Committee), staff provided a summary of the proposed elements of enabling legislation for a future regional transportation revenue measure (enabling legislation) that MTC would sponsor, reflecting the feedback Commissioners provided at the December 2023 Commission meeting as well as additional feedback from stakeholders and key legislative leaders (see Attachment A).

Committee members had a robust discussion, providing feedback in the following areas: reforms to enhance transit coordination, integrating into the bill flexibility related to revenue options and amounts as well as expenditure priorities, geographic return-to-source provisions, the “North Star” vision statement (revised Vision Statement is included in Attachment B), transportation demand management, and project eligibility considerations with respect to highway investments. Key takeaways from the discussion are summarized below.

There was broad support expressed by committee members for staff’s recommended approach to integrate into authorizing legislation reforms to enhance transit coordination. Throughout the fall, the Legislation Committee challenged staff to identify a range of policy provisions – from enhancing coordination to exploring transit operator consolidation – that could be included in authorizing legislation that would help ensure any bill the Commission sponsors delivers rider-focused outcomes for the Bay Area traveling public. Consistent with the Commission’s direction in December, staff is proposing that the enabling legislation enhance regional transit coordination (rather than consolidation) as a way to deliver rider-focused outcomes by strengthening MTC’s role as a regional transit network manager. Specifically, staff recommended the authorizing legislation include statutory changes to accelerate implementation of key Bay Area Transit Transformation Action Plan (TAP) action items and other customer

facing policies that would benefit from a regional approach, such as ambassadors to assist riders and support a safe atmosphere.

Several committee members highlighted the importance of integrating flexibility into the authorizing legislation, specifically as it relates to seeking authorization for a menu of revenue options (with flexibility for MTC to determine *which* option to place on the ballot in 2026 or later) and staff's recommendation that authorizing legislation identify goals of the measure and outline expenditure categories, but retain flexibility for MTC and regional partners to develop a detailed expenditure plan prior to placement of a measure on the ballot as well as over the long-term as the region's needs evolve.

Committee members and Commission leadership also recommended a minor change to the vision statement and supported staff's recommendation to broaden the proposed transportation demand management (TDM) policy provision to mandate Bay Area employers with 50 or more employees in the Bay Area provide a subsidy to their employees to encourage alternatives to single occupancy trips. These revisions are outlined in Attachment B.

Further, the Legislation Committee had a robust discussion related to highway capacity expansion projects and whether they would be eligible for funding from the measure. Informing this discussion was a coalition letter urging that the measure avoid funding highway widening. For context, the proposed goal for the measure (as included in the January Committee materials) is a "climate friendly transportation system that is safe, accessible and convenient for all," consistent with the state's ambitious greenhouse gas reduction targets. In the proposed multimodal "connectivity" category, staff has further described this category in Committee and Commission materials as available to fund "mobility improvements that close gaps and relieve bottlenecks in the existing transportation network in a climate-neutral manner."

During the Legislation Committee discussion, it was proposed that proceeds from the measure should not be eligible to fund highway widening projects. Some committee members made the case for a more nuanced approach recognizing that highway widening projects might have benefits to transit or other features that avoid any negative climate impacts. The Legislation

Committee directed staff to identify a range of options for further consideration at the January Commission meeting. Staff will provide those options in a handout.

Next Steps


At your meeting, staff will be available to answer questions about the key elements of the proposed enabling legislation that staff is recommending MTC sponsor, as described in Attachments B and C. On January 11, Senator Wiener introduced a spot bill for the enabling legislation, SB 925. The first opportunity to amend the bill will be in mid-February.

Recommendations:

Commission Approval

Attachments:

- Attachment A: Proposed Vision Statement and Key Provisions s and Comparison with January Legislation Committee Version
- Attachment B: Presentation
- Attachment C: January 12, 2024 Legislation Committee Materials (Regional Transportation Revenue Measure Enabling Legislation)



Andrew B. Fremier

**Updated Proposed Regional Transportation Measure Vision Statement and Key Provisions:
Comparison with Version Presented at January 2024 MTC ABAG Joint Legislation Committee Meeting**

Vision Statement (Updated)

Note: Text additions are reflected with *italics* and deletions indicated with ~~strikethrough~~.

The Bay Area *needs* ~~has~~ a **world-class, reliable, affordable, efficient and connected** transportation network that meets the needs of Bay Area residents, businesses, and visitors while also helping **combat** the climate crisis; a public transit network that offers safe, clean, frequent, accessible, easy-to-navigate and reliable service, getting transit riders where they want and need to go safely, affordably, quickly and seamlessly; local roads are well maintained; and transit, biking, walking and wheeling are safe, convenient and competitive alternatives to driving; enhancing access to opportunity, lowering greenhouse gas emissions, strengthening the region's economy and improving quality of life.

Summary of Key Provisions for Regional Transportation Revenue Measure Enabling Legislation (Updated)

Note: Text additions are reflected with *italics* and deletions indicated with ~~strikethrough~~.

TOPIC	RECOMMENDATION
Goal of Measure & Expenditure Priorities	Specify core goals of measure and expenditure categories (Transit Transformation, Safe Streets, Connectivity & Climate Resilience) in legislation. Given uncertainty on maximum funding level, defer recommendation on minimum shares for each expenditure category subject to further stakeholder and legislative engagement. Recommend including a flexible category to enable adjustments based on future needs and subject to changing circumstances.
Accountability	<p>To deliver customer-facing priorities as soon as possible, establish MTC as the Regional Transit Network Manager with oversight over fare payment, fare integration, schedule coordination, mapping & wayfinding, real time transit information, and other customer-facing operating policies that would benefit from a regional approach (e.g. safety and workforce development) upon enactment of enabling legislation.</p> <p>Upon ballot measure’s approval, require establishment of ballot measure oversight committee to ensure funds are spent according to statute and ballot measure.</p>
Travel Demand Management Provision	Require, subject to voter approval, that large employers of 50 or more employees in the Bay Area that are located near transit provide <i>a subsidy the Clipper BayPass</i> to their employees <i>to encourage alternatives to single occupancy vehicle (SOV) trips.</i>
Geographic Area of Tax	Authorize MTC or voter initiative to place on ballot within the nine counties or a subset of the nine counties.

Citizen Initiative Option	Allow measure to be placed upon the ballot directly by MTC or by a qualified voter initiative (e.g., S.F.'s Measure C, 2018), subject to a simple majority vote. (This approach is consistent with SB 679 (Kamlager, 2022) establishing the Los Angeles County Regional Housing Finance Act.)
Timing & Duration of Ballot Measure	Allow on ballot November 2026 or later, subject to no sunset (allowing option to include time limit or not, dependent upon later polling) as determined by MTC or voter initiative.
Revenue Options & Amount	Authorize a menu of options subject to voter approval no sooner than 2026. Menu includes a square footage based parcel tax, income tax, payroll tax and sales tax. Also authorize a regional vehicle miles traveled (VMT) charge subject to prior adoption of a statewide road usage charge and a vehicle registration charge (with higher rates based on vehicle's value) not sooner than 2030. Draft legislation without cap on tax rates to allow for further negotiation and discussions with the Legislature. Allow repeat ballot measure attempts and successive ballot measures.
Funding Distribution	Specify intent to consider need and geographic balance in funding distribution. Defer specifics on distribution within each expenditure category subject to further legislative and stakeholder engagement.

COMMISSION AGENDA ITEM 7a (ATTACHMENT C)

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

January 12, 2024

Agenda Item 3b - 24-0101

Regional Transportation Revenue Measure Enabling Legislation

Subject:

Outline of proposed legislation enabling MTC to place a future regional transportation revenue measure on the ballot.

Background:

At the December 2023 Commission meeting, staff provided an overview of the draft elements of the enabling legislation for a future regional transportation revenue measure (enabling legislation) that had been presented to the MTC/ABAG Joint Legislation Committee earlier in the month, plus a recommendation that the enabling legislation include policy provisions to help deliver rider-focused outcomes for the Bay Area traveling public, including priorities identified in the Bay Area Transit Transformation Action Plan (TAP) and other goals and focus areas of the measure (see Attachment A).

Specifically, staff recommended enabling legislation strengthen MTC's role as a regional transit network manager by including statutory changes to accelerate implementation of key Bay Area Transit Transformation Action Plan (TAP) action items and other customer facing policies that would benefit from a regional approach, such as ambassadors to assist riders and support a safe atmosphere. Staff also sought guidance on whether the Commission wanted staff to explore governance changes, including potential consolidation of transit agencies, in the context of the enabling legislation.

While no action was taken, numerous commissioners expressed support for including provisions in the enabling legislation to improve transit agency coordination, and specifically improving the transit rider experience by strengthening MTC's authority as the region's transit network manager. On the other hand, several commissioners expressed concerns about further exploring governance changes (including transit agency consolidations) in the context of the enabling legislation. While there were some comments noting that restructuring the region's transit governance to have fewer operators could be beneficial at some point the future, given the

significant opposition from many stakeholders – including local, state and federal elected officials – and the importance of building a strong unified coalition across all nine counties in support of the regional transportation measure, the Commissioner directed staff to focus on transit coordination over consolidation.

Based on feedback received to date, this memo presents an outline of the proposed enabling legislation for MTC to sponsor (see Attachment B for a summary of key provisions). Staff will incorporate additional input provided by this committee into a final proposed outline for Commission approval this month. Once approved, staff will share that outline with Senator Wiener, who has committed to authoring the bill, and would anticipate coordinating with his office on the introductory bill language in advance of the February 16 bill introduction deadline.

Overview:

What is the Regional Transportation Measure Trying to Achieve?

As indicated last month, staff proposes that the revenue measure's core goal be advancing "**a climate-friendly transportation system in the Bay Area that is safe, accessible and convenient for all.**" At the December Commission meeting staff also presented a vision statement for the transportation revenue measure to serve as a "North Star" to keep in focus for the entirety of the legislative and ballot measure development process. Below is an updated version that is more concise and attempts to incorporate feedback from the Commission and stakeholders. A vision statement describes the future we want to achieve, not present conditions. (See Attachment C for a track changes version.)

The Bay Area has a **world-class, reliable, affordable, efficient and connected** transportation network that meets the needs of Bay Area residents, businesses, and visitors while also helping **combat** the climate crisis; a public transit network that offers safe, clean, frequent, accessible, easy-to-navigate, and reliable service, getting transit riders where they want and need to go safely, affordably, quickly and seamlessly; local roads are well maintained; and transit, biking, walking and wheeling are safe, convenient and competitive alternatives to driving; enhancing access to opportunity, lowering

greenhouse gas emissions, strengthening the region's economy and improving quality of life.

While the vision would not necessarily be incorporated into the legislation, it could be used in the “findings and declarations” portion of the bill and useful in the development of fact sheets and other materials. Therefore, staff requests the Committee's feedback and endorsement of the vision language for final adoption by the Commission. Staff proposes the following three specific focus areas for the measure (see Attachment C for a track changes version):

1. ***Protect and Enhance Transit Service:*** Protect existing service – including through ensuring existing resources are maintained and used effectively – and enhance service frequency and areas served where needed and financially sustainable.
2. ***Make Transit Faster, Safer, and Easier to Use.*** Create a seamless and convenient Bay Area transit system that attracts far more riders by improving public safety on transit, implementing the Bay Area Transit Transformation Action Plan and strengthening regional network management.
3. ***Enhance Mobility & Access for All.*** Make it safer and more accessible for people of all ages and abilities to get to where they need to go by preserving and enhancing mobility for all transportation system users, including people walking, biking, and wheeling.

Revenue Measure Funding –Expenditure Priorities and Funding Source Options

Based on feedback at the Commission last month, staff recommends pursuing enabling legislation that would authorize Bay Area voters in 2026 or later to raise revenue (with no capped limit on amount) to invest in the expenditure categories listed below, which are described in more detail in Attachment D. MTC in our early work analyzing revenue options assessed tax rates needed to generate approximately \$1 billion per year. Transit advocates have voiced support for raising *at least \$2 billion* per year – a scale that would allow for significant investments in improving and expanding transit service, in addition to closing the formidable transit operating gap (transit operators continue to forecast shortfalls in excess of \$700 million per year starting in FY 2025-26). Additionally, other stakeholders – including county

transportation authorities and labor partners – have conveyed their top priorities for a measure include robust investments in safe streets and other capital improvements. The approach above would keep the door open for revenue generation at that “at least \$2 billion” magnitude while providing flexibility to scale a measure according to what voters will bear.

Proposed Expenditure Categories

1. **Transit transformation.** Sustain, expand and improve transit service for both current and future riders. Accelerate Transformation Action Plan customer-focused initiatives and other service improvements that are high priorities for Bay Area voters and riders, including safety, and help fund zero-emission transit transition.
(Note incorporation of zero emission transit transition, which had been accidentally omitted from wording in December)
2. **Safe streets.** Transform local roads to support safety, equity and climate goals, including through bike/ped infrastructure investments, safe routes to transit, other safety enhancements and pothole repairs.
3. **Connectivity.** Fund mobility improvements that close gaps and relieve bottlenecks in the existing transportation network in a climate-neutral manner.
4. **Climate resilience.** Fund planning, design and/or construction activities that protect transportation infrastructure and nearby communities from rising sea levels, flooding, wildfires and extreme heat.

Staff is not recommending any expenditure shares or dollar amounts for any of these categories at this time, given the importance of further conversation with Bay Area stakeholders and our legislative delegation, as well as uncertainty about the size of the revenue measure that the Legislature will authorize for placement on the ballot. However, staff recommend that the Commission incorporate the concept of flexibility into the introductory version of the bill version of the bill through a “flexible” category (amount to be determined) that would enable MTC to adjust the funding levels for the four categories over time, according to changing circumstances and need.

Potential Source of Revenue for a Future Measure

Regarding the revenue mechanism, staff continues to recommend pursuit of a menu of revenue options, subject to a maximum rate, and an allowance for revenue options to be pursued sequentially over time. Staff continue to recommend the Commission pursue the following revenue options for inclusion “on the menu”: 1) Sales tax; 2) Income tax; 3) Payroll tax; 4) Square footage-based parcel tax; 5) Bay Area-specific vehicle registration surcharge with tiered rates based on the value of the vehicle; and 6) Regional vehicle miles traveled (VMT) charge. Neither a vehicle registration surcharge or a regional VMT charge could be pursued in 2026 so these options will only make sense if the Legislature agrees to authorize sequential measures. Furthermore, staff recommends a regional VMT charge be conditioned upon the state having already implemented its own statewide road usage charge and a vehicle registration charge (with higher rates based on vehicle’s value), and that the regional charge may not be implemented sooner than 2030.

Policy Provisions to Deliver on Rider-Focused Outcomes

As described in the “background” portion of this memo, staff heard support at the Commission meeting for strengthening MTC’s ability to deliver transformational “rider focused outcomes” that were the focus of the Bay Area Transit Transformation Action Plan. Accordingly, staff recommends the enabling legislation designate MTC with responsibility for setting policies that are essential to the user experience of a seamless transit system and condition receipt of transportation funds on compliance with standards related to:

- Fare payment (how fares are paid)
- Fare integration (fare transfers, discounts, passes, etc.).
- Schedule coordination
- Mapping & wayfinding (includes directional signage and harmonious transit branding to make transit more accessible and recognizable across the region)
- Real time information

- Other customer-facing operating policies that would benefit from a regional approach, including safety and workforce development

Notably, statutes related to MTC's existing transit coordination role already require establishing a "regional transit coordinating council," so the newly established Regional Network Management Council could be recognized to have a formal advisory role concerning key decisions MTC would make as a regional network manager.

As referenced during discussion at the Commission, staff also recommends inclusion of a policy provision to expand the Bay Area Commuter Benefit Program (administered jointly by MTC and the Bay Area Air Quality Management District) to include a mandate requiring that large employers (with 50 or more employees located in the Bay Area) with locations near transit provide their staff with a universal transit pass, i.e., the Clipper BayPass. According to initial feedback Senator Wiener's Office has received from the state's Legislative Counsel, such a mandate would be subject to voter approval and would therefore need to be incorporated into the regional transportation measure.

Conclusion

Staff seeks the Committee's support for the proposed vision, goal and focus areas, expenditure categories and summary of key policy provisions (Attachment B) outlined in this memo to forward to the Commission for final approval.

Recommendations:

Commission Approval

Attachments:

- Attachment A: Rider-Focused Outcomes from a Regional Measure
- Attachment B: Summary of Key Provisions for Regional Transportation Revenue Measure Enabling Legislation (Draft)
- Attachment C: Proposed Vision Statement and Focus Areas and Comparison with Prior Versions

- Attachment D: Description of Expenditure Categories



Andrew B. Fremier

Recommended Bay Area Transit Rider-Focused Outcomes from a Regional Measure

The regional measure authorizing legislation should include policy provisions that will help deliver outcomes we want to see for the Bay Area traveling public. These rider-focused outcomes should guide the Commission's recommendations for accountability provisions in authorizing legislation. MTC's Blue Ribbon Task Force on Transit Recovery (Task Force) laid a solid foundation by identifying "Transformational Outcomes" that would help "reshape the region's transit system into a more connected, more efficient, more user-focused mobility network across the entire Bay Area and beyond." Since the Task Force completed the Transformation Action Plan (TAP) in 2021, safety and cleanliness on public transit has been elevated by Bay Area residents as a top barrier to riding transit. Staff recommends the following list – pulled largely from the TAP – should serve as the basis of the "rider focused outcomes" a measure should aim to achieve (additions to the TAP's "Transformational Outcomes" are shown in italics and are consistent with the recommended goal and focus areas of the measure).

Fares & Payment: Simpler, consistent, and equitable fare and payment options attract more riders.

Customer Information: Integrated mapping, signage and real-time schedule information makes transit easier to navigate and more convenient for both new and existing riders.

Transit Network: Bay Area transit services are equitably planned and integrally managed as a unified, efficient and reliable network.

Accessibility: Transit services for older adults, people with disabilities, and those with lower incomes are coordinated efficiently.

Safety: *Bay Area transit riders feel comfortable and safe while navigating the public transit network.*

Funding: The Bay Area's transit system uses its existing resources more efficiently and secures new, dedicated revenue to meet its capital and operating needs.

Summary of Key Provisions for Regional Transportation Revenue Measure Enabling Legislation (Draft)

TOPIC	RECOMMENDATION
Goal of Measure & Expenditure Priorities	Specify core goals of measure and expenditure categories (Transit Transformation, Safe Streets, Connectivity & Climate Resilience) in legislation. Given uncertainty on funding level to be authorized, defer recommendation on minimum shares for each expenditure category subject to further stakeholder and legislative engagement. Recommend including a "flexible" category to enable adjustments based on future needs and subject to changing circumstances.
Accountability	<p>To deliver customer-facing priorities as soon as possible, establish MTC as the Regional Transit Network Manager with oversight over fare payment, fare integration, schedule coordination, mapping & wayfinding, real time transit information, and other customer-facing operating policies that would benefit from a regional approach (e.g. safety and workforce development) upon enactment of enabling legislation.</p> <p>Upon ballot measure's approval, require establishment of ballot measure oversight committee to ensure funds are spent according to statute and ballot measure.</p>
Travel Demand Management Provision	Require, subject to voter approval, that large employers of 50 or more employees in the Bay Area that are located near transit provide the Clipper BayPass to their employees.
Geographic Area of Tax	Authorize MTC or voter initiative to place on ballot within the nine counties or a subset of the nine counties.
Citizen Initiative Option	Allow measure to be placed upon the ballot directly by MTC or by a qualified voter initiative (e.g., S.F.'s Measure C, 2018), subject to a simple majority vote. (This approach is consistent with SB 679 (Kamlager, 2022) establishing the Los Angeles County Regional Housing Finance Act.)
Timing & Duration of Ballot Measure	Allow on ballot November 2026 or later, subject to no sunset (allowing option to include time limit or not, dependent upon later polling) as determined by MTC or voter initiative.

Revenue Options & Amount	Authorize a menu of options subject to voter approval no sooner than 2026. Menu includes a square footage based parcel tax, income tax, payroll tax and sales tax. Also authorize a regional vehicle miles traveled (VMT) charge subject to prior adoption of a statewide road usage charge and a vehicle registration charge (with higher rates based on vehicle's value) not sooner than 2030. Draft legislation without cap on tax rates to allow for further negotiation and discussions with the Legislature. Allow repeat ballot measure attempts and successive ballot measures.
Funding Distribution	Specify intent to consider need and geographic balance in funding distribution. Defer specifics on distribution within each expenditure category subject to further legislative and stakeholder engagement.

Updated Proposed Regional Transportation Measure Vision Statement and Focus Areas: Comparison with Version Presented at December 2023 Commission Meeting

Vision Statement (Updated)

The Bay Area has a **world-class, reliable, affordable, efficient and connected** transportation network that meets the needs of Bay Area residents, businesses, and visitors while also helping **combat** the climate crisis; a public transit network that offers safe, clean, frequent, accessible, easy-to-navigate and reliable service, getting transit riders where they want and need to go safely, affordably, quickly and seamlessly; local roads are well maintained; and transit, biking, walking and wheeling are safe, convenient and competitive alternatives to driving; enhancing access to opportunity, lowering greenhouse gas emissions, strengthening the region's economy and improving quality of life.

Comparison with December Version

Note: Text additions are reflected with *italics* and deletions indicated with ~~striketrough~~.

The Bay Area has a **world-class, reliable, affordable, *efficient* and connected** transportation network that meets the needs of Bay Area residents, businesses, and visitors *while also helping* **combat** ~~combats~~ the climate crisis. ~~The~~ ; a public transit network that offers safe, *clean*, frequent, *is* accessible, easy to navigate, *and reliable service*; ~~affordable, and gets~~ *getting* transit riders where they want and need to go *safely, affordably, quickly and seamlessly*; *local roads are well maintained*. ~~Service, fares, schedules, customer information and transit identity are coordinated and consistent across transit systems.~~; and transit ~~Transit~~, biking, ~~and~~ walking *and wheeling* are ~~reliable and~~ safe, convenient and competitive alternatives to driving; *enhancing access to opportunity, lowering greenhouse gas emissions, strengthening the region's economy and improving quality of life.* ~~resulting in increased transit ridership, biking and walking and reduced growth in vehicle miles traveled. The Bay Area has the resources needed to sustain and enhance multimodal transportation options (including associated infrastructure improvements) and accountability to ensure the region's infrastructure and services are dependable, efficient and safe.~~

Focus Areas (Updated)

1. **Protect and Enhance Transit Service:** Protect existing service – including through ensuring existing resources are maintained and used effectively – and enhance service frequency and areas served where needed and financially sustainable.
2. **Make Transit Faster, Safer, and Easier to Use.** Create a seamless and convenient Bay Area transit system that attracts far more riders by improving public safety on transit, implementing the Bay Area Transit Transformation Action Plan and strengthening regional network management.
3. **Enhance Mobility & Access for All.** Make it safer and more accessible for people of all ages and abilities to get to where they need to go by preserving and enhancing mobility for all transportation system users, including people walking, biking, and wheeling.

Comparison with December Version

Note: Text additions are reflected with *italics* and deletions indicated with ~~strike through~~.

1. **Protect and Enhance Transit Service:** Protect existing service – including through ensuring existing resources are maintained and used effectively – and enhance service frequency and areas served where needed and financially sustainable.
2. **Make Transit Faster, Safer, and Easier to Use.** Create a seamless and convenient Bay Area transit system that attracts far more riders by improving public safety on transit, ~~and~~ implementing the Bay Area Transit Transformation Action Plan *and strengthening regional network management*.
3. **Enhance Mobility & Access for All.** Make it safer and ~~easier~~ *more accessible* for people of all ages and abilities to get to where they need to go by preserving and enhancing ~~access~~ *mobility* for all transportation system users, including people walking, biking, and wheeling.

Description of Draft Expenditure Categories & Eligible Investments (Changes Compared to November Committee)

Note: Text additions are reflected in *italics* and deletions indicated with ~~strikethroughs~~.

Category	Description	Examples of Eligible Investments (<u>not exhaustive</u>)	Equity & Climate Considerations
Transit Transformation	<p>Sustain, and/or expand, and improve transit service levels on bus, rail, and ferry lines to serve for both current and future riders. Accelerate Transformation Action Plan <i>customer-focused initiatives that are high priorities for Bay Area voters and riders, including safety, and help fund the zero-emission transit transition improvements to the customer experience, improve transit safety and help fund the zero-emission transit transition.</i></p> <p>Notes:</p> <ol style="list-style-type: none"> 1. Further analysis of the long-term transit operating needs will be available this fall as 	<ul style="list-style-type: none"> - Preservation of existing routes and frequencies - Increased frequencies <i>frequency of service</i> and/or areas served <i>where needed and financially sustainable</i> - Network restructuring that leads to net increase in transit service-hours. - Simplified and standardized fare programs & discounts - Improved signage <i>Signage and wayfinding improvements</i> at and around stations and bus stops. 	<p>Priority could be given toward preserving existing service levels and/or enhancing service frequencies on transit lines that benefit residents in Equity Priority Communities or that primarily serve underserved demographic groups.</p> <p>Priority could be given toward programmatic investments on transit lines or at transit stops/stations that benefit residents in Equity Priority Communities or that primarily serve underserved demographic groups.</p>

Category	Description	Examples of Eligible Investments (<u>not exhaustive</u>)	Equity & Climate Considerations
	<p>part of the Plan Bay Area 2050+ process, enabling a better understanding of to what extent this measure could sustain existing levels and/or expand service frequencies.</p> <p>2. This would include implementation of Transit Transformation Action Plan priorities, as well as complementary investments to grow ridership as identified in Transit 2050+.</p>	<ul style="list-style-type: none"> - <i>Zero emission bus purchases and related infrastructure.</i> - <i>Improving bus stop site conditions and installing new or replacement amenities, including bus shelters, lighting, seating, and accessibility upgrades.</i> - Transit priority infrastructure (signal priority, bus lanes for rapid/BRT, etc.) - Safety enhancements, such as community ambassadors, improved lighting & security cameras - Paratransit service expansion to enable "one-seat rides" 	<p>Investments related to transit operations and/or Transformation Action Plan implementation are anticipated to all be GHG-neutral or GHG-reducing.</p>

Category	Description	Examples of Eligible Investments (<u>not exhaustive</u>)	Equity & Climate Considerations
		<ul style="list-style-type: none"> - Shuttles or other flexible mobility options accommodating all users - Bikeshare subsidies & system expansion 	
Safe Streets	<p><i>Transform local roads to support safety, equity and climate goals, including through bike/ped infrastructure investments, safe routes to transit, other safety and accessibility enhancements and pothole repairs.</i></p> <p><i>Note: This would help fund multi-benefit projects – to help encourage walking and biking for nearby trips and to enable first/last mile connections to transit – while also working to ensure geographic</i></p>	<p>Projects would ideally include two or more-features to yield progress toward the multiple goals concurrently <i>outcomes in the program description</i>, such as:</p> <ul style="list-style-type: none"> - Street repaving projects - Buffered or protected bike lanes - <i>Sidewalk improvements, bulb-outs and/or curb cuts</i> Expanded sidewalks and/or bulb-outs 	<p>Priority could be given toward road improvements or street redesigns located within an Equity Priority Community, contingent upon a robust community engagement process to engage local residents.</p> <p>As investments in this category are not anticipated to include additional roadway capacity, this category is anticipated to be a mix</p>

Category	Description	Examples of Eligible Investments (<u>not exhaustive</u>)	Equity & Climate Considerations
	balance throughout the nine-county region.	<ul style="list-style-type: none"> - <i>Upgrades at and around bus stops to improve safety and accessibility</i> - Parallel multimodal trails - Traffic calming features - Traffic signal optimization - Green infrastructure elements 	of GHG-neutral and GHG-reducing projects.
Connectivity	<p>Fund mobility improvements that close gaps and relieve bottlenecks in the existing transportation network in a climate-neutral manner.</p> <p>Example projects include express lanes; <i>rail safety improvements rail grade separations</i>, rail extensions and interchange modernizations.</p> <p><i>Note:</i> This would help the region implement near-to-medium</p>	<ul style="list-style-type: none"> - Rail extensions - Rail grade separation & modernization, <i>at grade crossings and other rail safety projects</i> - Zero emission bus purchases and related infrastructure - New ferry terminals - Carpool-to-express lane conversions 	<p>Priority could be given toward projects that benefit residents in Equity Priority Communities or that primarily serve underserved demographic groups.</p> <p>Investments are primarily anticipated to be GHG-reducing (e.g., transit <i>and rail improvements megaprojects</i>), although select non-capacity-</p>

Category	Description	Examples of Eligible Investments (<u>not exhaustive</u>)	Equity & Climate Considerations
	transportation investments for mobility and safety projects, including those already approved by voters but stalled due to increasing costs.	- Highway interchange modernizations	increasing highway investments such as HOV-to-Express Lane conversion projects or safety improvements at highway interchanges may be GHG-neutral.
Climate Resilience	<p>Fund planning, design and/or construction activities that protect benefit transportation infrastructure and nearby communities <i>from rising sea levels, flooding, wildfires and extreme heat by protecting them from sea level rise.</i></p> <p><i>Note:</i> While funding would likely not be sufficient to advance climate resilience megaprojects, funding could allow the region to undertake</p>	<ul style="list-style-type: none"> - Local or subcounty resilience plans to refine future pipeline of projects - Design and environmental analyses for future sea level rise resilience projects - Implementation of specific sea level rise resilience projects, such as: <ul style="list-style-type: none"> ○ Levees & horizontal levees ○ Infrastructure elevation 	<p>Priority could be given toward resilience planning, design and/or construction activities in Equity Priority Communities or to protect transportation facilities primarily used by underserved demographic groups. Among other factors, investments would be prioritized based on climate risk and investments would be contingent upon a robust community</p>

Category	Description	Examples of Eligible Investments (<u>not exhaustive</u>)	Equity & Climate Considerations
	the necessary project development work so we can better compete for future state or federal funding in the years ahead.	<ul style="list-style-type: none"> ○ Tidal gates ○ Wetland restoration 	<p>engagement process to engage local residents.</p> <p>Investments related to climate resilience are anticipated to all be GHG reducing or GHG neutral.</p>

From: Harold Findley [REDACTED]
Sent: Thursday, January 11, 2024 4:05 PM
To: info@bayareametro.gov
Subject: Joint MTC ABAG Legislation Committee Friday, January 12, 2024 - 9:45 a.m.

External Email

Dear Commissioners:

Committed to environmental sustainability and equitable transportation investments, I appreciate MTC's work toward a potential transportation revenue measure. The need for significant new funding for our region's transit operators is critical to prevent severe service cuts and enhance overall service quality. We are in the midst of a global climate crisis and a thriving transit system is imperative to meet the Bay Area's sustainability objectives and to reduce our region's greenhouse gas emissions.

We must ensure that the measure leaves a positive impact on the climate and our communities. We recognize the importance of generating revenue for public transit operations as a primary goal for this measure. We must also recognize that a devastating societal error of the last century results in a requiring need to include some non-transit investments. Those shouldn't take priority. In particular, I strongly object to the development of a transportation revenue measure that supports highway widening.

My concern is based on evidence that highway widening:

- Promotes higher levels of automobile use and, consequently, contributes to increased greenhouse gas emissions, air pollution, noise pollution, and traffic hazards, which often disproportionately affect communities of color, people with limited incomes, seniors, and children.
- Draws riders away from public transit, resulting in reduced political support.
- Devotes tax money to highways and takes it away from transit agencies.
- Redirects funds toward road infrastructure that would otherwise be available for vital needs such as transit operations, expanding transit services, pedestrian and bicycle infrastructure improvements, safer streets, and incentives for sustainable transportation choices.
- Fails to solve the congestion problems that motivate such investments.

The measure being contemplated by the Bay Area region represents a generational investment in our transportation system that will support projects and programs decades into the future.

In 2024, in the midst of a climate emergency, it is simply unconscionable to authorize new funding for projects that work directly against our climate goals. A successful measure will need to avoid highway widening. Please develop a measure that we can all support.

Thank you for your consideration.

Harold



January 11, 2024

Re: Leg. Cmte item 3b: Objection to a revenue measure that supports highway widening

Dear Commissioners:

As organizations committed to environmental sustainability and equitable transportation investments, we appreciate MTC's work toward a potential transportation revenue measure. The need for significant new funding for our region's transit operators is critical to prevent severe service cuts and enhance overall service quality. We are in the midst of a global climate crisis and a thriving transit system is imperative to meet the Bay Area's sustainability objectives and to reduce our region's greenhouse gas emissions.

We must ensure that the measure leaves a positive impact on the climate and our communities. We recognize the importance of generating revenue for public transit operations as a primary goal for this measure and we also understand the potential need to include some non-transit

investments in the expenditure plan. **Nonetheless, we strongly object to the development of a transportation revenue measure that supports highway widening.** Our concern is based on evidence that highway widening:

- 1) Promotes higher levels of automobile use and, consequently, contributes to increased greenhouse gas emissions, air pollution, noise pollution, and traffic hazards, which often disproportionately affect communities of color, people with limited incomes, seniors, and children.
- 2) Draws riders away from public transit, resulting in reduced political support and fare revenue for transit agencies.
- 3) Redirects funds toward road infrastructure that would otherwise be available for vital needs such as transit operations, expanding transit services, pedestrian and bicycle infrastructure improvements, safer streets, and incentives for sustainable transportation choices.
- 4) Fails to solve the congestion problems that motivate such investments.

The measure being contemplated by the Bay Area region represents a generational investment in our transportation system that will support projects and programs decades into the future. In 2024, in the midst of a climate emergency, it is simply unconscionable to authorize new funding for projects that work directly against our climate goals. A successful measure will need to avoid highway widening. Please develop a measure that we can all support. Thank you for your consideration.

Sincerely,

Laura Tolkoff, Transportation Policy Director
SPUR

Zack Deutsch-Gross, Policy Director
TransForm

Laurel Paget-Seekins, Senior Policy Advocate
Public Advocates

Jack Lucero Fleck, co-leader 350 Bay Area
Transportation team
350 Bay Area

Jordan Grimes, Resilience Manager
Greenbelt Alliance

Nailah Pope-Harden, Executive Director
Climate Plan

Nile Malloy Malloy, Climate Justice Director
**California Environmental Justice Alliance
(CEJA)**

Ian Griffiths, Policy Director
Seamless Bay Area

Aaron Eckhouse, Local and Regional
Programs Director
California YIMBY

Zak Accuardi, Senior Advocate,
Transportation, People & Communities
Program
NRDC

Clarrissa Cabansagan, Executive Director
Silicon Valley Bicycle Coalition

Bob Allen, Policy and Advocacy Campaign
Director
Urban Habitat

Robin Pam, Founder
Kid Safe SF

Vinita Goyal, Executive Director
San Francisco Transit Riders Union

Robert Prinz, Advocacy Director
Bike East Bay

Jodie Madeiros, Executive Director
Walk SF

Tarrell Kullaway, Executive Director
Marin County Bicycle Coalition

Adina Levin, Co-Founder
Friends of Caltrain

Jonathon Kass, Organizer
No Bay Area Highway Expansion Coalition

Hana Creger, Senior Program Manager
The Greenlining Institute

Mike Young, Senior Political and Organizing
Director
California Environmental Voters

Christopher White, Executive Director
San Francisco Bicycle Coalition

Matthew Baker, Policy Director
Planning and Conservation League

Charles Siegel
Walk Bike Berkeley

Jamie Pew, Policy Advisor
NextGen California

Ethan Elkind
Council of Infill Builders

Kristina Pappas, President
**San Francisco League of Conservation
Voters**

Jared Sanchez, Policy Director
California Bicycle Coalition

Sonja Trauss, Executive Director
YIMBY Law

Laura Foote, Executive Director
YIMBY Action

CC: Bay Area delegation to the state legislature, environment committee chairs and committee staff, and leadership of the legislature

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	23-1342	Version:	1	Name:	
Type:	Report	Status:		Commission Approval	
File created:	10/17/2023	In control:		Joint MTC ABAG Legislation Committee	
On agenda:	1/12/2024	Final action:			
Title:	Proposed Final 2024 MTC/ABAG Joint Advocacy Program				
	Final 2024 Joint Advocacy Program for MTC and ABAG, expressing the agencies' state and federal legislative priorities.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	7b 23-1342 Summary Sheet 2024 Joint Advocacy Program.pdf 7b 23-1342 Attachment A Final 2024 Joint Advocacy Program.pdf 3c Summary Sheet 2024 Joint Advocacy Program.pdf 3c Attachment A Final 2024 Joint Advocacy Program.pdf				

Date	Ver.	Action By	Action	Result
1/12/2024	1	Joint MTC ABAG Legislation Committee		

Subject:
Proposed Final 2024 MTC/ABAG Joint Advocacy Program

Final 2024 Joint Advocacy Program for MTC and ABAG, expressing the agencies' state and federal legislative priorities.

Presenter:
Georgia Gann Dohrmann

Recommended Action:
ABAG Executive Board Approval
MTC Commission Approval

Attachments:

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

January 12, 2024

Agenda Item 3c - 23-1342

Proposed Final 2024 MTC/ABAG Joint Advocacy Program

Subject:

Final 2024 Joint Advocacy Program for MTC and ABAG, expressing the agencies' state and federal legislative priorities.

Background:

Attachment A is the proposed Final 2024 Joint Advocacy Program, which incorporates adjustments based on the Committee's feedback in November as well as feedback from partner agency staff and other stakeholders. Text changes are shown in italics and strikeout.

Proposed 2024 Legislative Priorities & Final Advocacy Program Updates

Staff is proposing that MTC/ABAG's top 2024 advocacy priority will be MTC-sponsored enabling legislation for a potential 2026 regional transportation revenue measure and accompanying policy provisions to support transit system improvements that enhance coordination and improve the rider experience. The most substantive changes from the draft advocacy program to the proposed final 2024 advocacy program are on this item . Specifically, the proposed final program specifies the intent for transit accountability and reform measures to be incorporated into the revenue measure enabling legislation. Other anticipated priorities remain as follows, with major modifications italicized:

- Maintaining state transit funding commitments made in the Fiscal Year 2023-24 state budget deal;
- Engaging in ongoing discussions related to narrowing the Bay Area's near-term transit operating funding gap;
- Continuing to coordinate with Assemblymember Aguiar-Curry and other coalition partners on Assembly Constitutional Amendment 1 "clean-up" legislation to ensure the measure appearing before voters in November 2024 has the best possible chance of passage; and
- Engaging in discussions related to updating the Regional Housing Needs Allocation (RHNA) process.

Other state focus areas such as transportation system effectiveness, climate, resilience and the Brown Act remain largely consistent with the draft advocacy program (and last year's advocacy program), with clarifying updates such as noting that MTC/ABAG will continue to engage in discussions related to road pricing as it relates to Plan Bay Area 2050 implementation. Similarly, proposed federal advocacy priorities track closely with those from the draft advocacy program. Staff continues to propose MTC/ABAG begin to engage with national partners on surface transportation reauthorization priorities (Federal Advocacy item 2).

Outreach on 2024 Advocacy Program

In addition to seeking feedback from the Joint Legislation Committee in November, the draft advocacy program was presented to MTC's Policy Advisory Council, MTC's Partnership Legislative Committee comprised of staff in Bay Area transportation agencies and other advocacy organizations involved in transportation policy, housing partners from around the region and legislative staff from the Bay Area's delegation in Sacramento for feedback. Additionally, in developing advocacy priorities, staff conferred with Bay Area regional agency partners, regional transportation planning agencies from across the state and state and national transportation and housing partners.

Recommendation:

MTC Commission Approval

ABAG Executive Board Approval

Issues:

None identified.

Attachments:

- Attachment A: Final MTC/ABAG 2024 Joint Advocacy Program



Andrew B. Fremier

***FINAL DRAFT* 2024 JOINT ADVOCACY PROGRAM**

Note: This is an updated version of the Draft 2024 Advocacy program presented at the November Joint Legislation Committee. Text additions are displayed in *italics* and text removals are indicated with ~~strikethroughs~~.

State Advocacy Objectives and Goals

1. **Transportation Funding:** Advocate for resources to support the implementation of Plan Bay Area 2050 (and future iterations of Plan Bay Area), including funding for operating and maintaining the transportation network, transit modernization and expansion, equitable mobility improvements, decarbonizing the transportation system, and improving the resilience of our transportation network. Explore non-traditional fund sources, including the proposed state climate bond (SB 867 (Allen)/AB 1567 (Garcia)). Further, support incorporating equity considerations into funding decisions, but oppose relying exclusively on communities defined by the state's CalEnviroScreen method, which disproportionately excludes the Bay Area low-income communities relative to other parts of the state.

Transportation Funding	Goals
A. Regional Revenue Measure	MTC to sponsor state authorizing legislation for a future regional transportation revenue measure <i>to create a climate-friendly transportation system that is safe, accessible and convenient for all</i> . Pursue a unified Bay Area engagement and advocacy strategy to develop and maintain consensus around the purpose/goals, expenditure plan priorities <i>and menu of revenue options</i> . <i>Include within the enabling legislation transit oversight and accountability provisions aimed at delivering a more reliable, connected, convenient, rider-friendly Bay Area transit network.</i> Engage with the public to inform contents of enabling legislation for a future regional transportation revenue measure.
B. State Transit Funding	Engage in ongoing discussions related to narrowing the Bay Area's transit operating funding gap and seek opportunities to fund transit system improvements that enhance coordination and improve the rider experience. <i>Support the extension of the state's Cap-and-Trade Program.</i> Maintain future funding promised in the \$5.1 billion state transit package that was included in the fiscal year (FY) 2023-24 state budget, including advocating for \$2.2 billion in FY 2024-25 (\$2 billion in General Fund for the regional Transit and Intercity Rail Capital Program and \$230 million in Greenhouse Gas Reduction Fund monies for the new Zero Emission Transit Capital Program).

2. **Public Transit System Improvements:** Support policies aimed at ensuring public transit is an affordable, reliable, safe and convenient transportation option that is provided equitably and accessibly.

Public Transit System Improvements	Goals
A. Transit Transformation Action Plan	Support policies to create a more user-friendly, connected Bay Area transit network that better serves existing transit riders and attracts new riders to transit in line with the Transit Transformation Action Plan (Action Plan) adopted by the Blue Ribbon Recovery Task Force. Support reforms that show promise to remove barriers to timely Action Plan implementation, including related to fare coordination and integration, real-time transit and other customer information initiatives, and transit priority. <i>(Also see Item 1A).</i>
B. Other Bay Area Transit System Improvements	Building on 2A, explore opportunities to strengthen transit network management. Further, support high-priority system improvements that extend beyond items identified in the Action Plan, including safety and security.

3. **Housing Production, Preservation and Tenant Protection (“3 Ps”):** Improve access to opportunity and support the Bay Area in meeting housing goals by supporting policies aimed at increasing production of housing and increasing funding to produce and preserve affordable housing and associated infrastructure to help build complete communities. Protect tenants and low-income communities from unjust evictions and displacement.

Advancing Housing 3Ps	Goals
A. Bay Area Housing Finance Authority	<p>Advocate for policies and funding to maximize the affordable housing production, preservation and protection (3Ps) resources BAHFA can deliver to Bay Area jurisdictions, including through collaborating with partners on clean-up legislation to ACA 1 that increases its likelihood of success, modifies housing-related definitions to avoid conflicts with existing programs, broadens the allowable uses of bond proceeds to include tenant protections (if polling indicates support by voters), and avoids limitations on BAHFA programs.</p> <p>Monitor legislation impacting BAHFA pilot programs and, if opportunities arise, support policies that enhance ongoing pilots, both operationally and financially.</p>

Advancing Housing 3Ps	Goals
	Continue to develop materials and conduct outreach to educate voters and key stakeholders about the potential regional housing bond on the November 2024 ballot.
B. Housing, Homelessness and Community Development Funding	In partnership with regional and statewide organizations, support robust General Fund investments for the 3Ps and other supportive infrastructure. Additionally, continue to advocate for Assemblymember Wicks' AB 1657, a \$10 billion statewide housing bond with funding for the Multifamily Housing Program and a new preservation program for which BAHFA would likely be eligible.
C. Bay Area Regional Housing Needs Allocation Implementation	Support a range of strategies to help localities meet the Bay Area's Regional Housing Needs Allocation (RHNA) goals, including proposals to drive down the cost of affordable housing development and accelerate housing production. Advocate for new tools, funding, and incentives that support the 3Ps, including new regional resources modeled after the Regional Early Action Planning program, described in 4A. Further, engage in discussions related to RHNA updates consistent with 4B.

4. **Sustainable and Equitable Transportation and Land Use:** Consistent with SB 375 (Steinberg, 2008) and California's Climate Action Plan for Transportation Infrastructure (CAPTI), support policies aimed at reducing vehicle miles traveled and associated greenhouse gas emissions (GHGs) and traffic congestion. Advocate for policies and funding tools that support regions in implementing state mandated sustainable communities strategies (e.g., Plan Bay Area 2050).

Sustainable & Equitable Transportation and Land Use	Goals
A. SB 375 Implementation	Advocate for policies and funding tools that support regions in implementing state-mandated sustainable communities strategies (SCS), including, but not limited to, support for new resources for regions to invest in SCS implementation. Build on the Regional Early Action Plan (REAP) programs – twice funded by the state – that provided flexible funds to regions to invest in policies and program to reduce vehicle miles traveled,

Sustainable & Equitable Transportation and Land Use	Goals
	<p>encourage infill and affordable housing (including through technical assistance), and advance social equity.</p> <p>Further, support travel demand management <i>and greenhouse gas emission (GHG) reduction tools (including road pricing)</i>, support Vision Zero and speed-reduction policies (see 6A) and align state programs to support high-impact GHG-reduction projects.</p>
B. Transportation and Land Use Planning Reform	<p>Engage in any discussions related to SB 375 and/or Regional Housing Needs Allocation (RHNA) Cycle 7 to ensure any updates are:</p> <ol style="list-style-type: none"> 1. Aligned with Plan Bay Area 2050's guiding principles 2. Structured to empower regions to balance the state's sometimes competing goals related to climate, housing and equity 3. Implementable at both the regional and local levels <p>Further, while continuing to support ambitious regional GHG reduction targets, explore options for regulatory revisions to SB 375 to incentivize near-term, real-world progress on GHG emission reduction over the current approach (which places too great an emphasis on long-term modeling) and achieve greater alignment, rather than competition, between regional and state GHG reduction strategies.</p>

5. **Transportation System Safety and Effectiveness:** Advocate for policies that improve transportation system safety for all road users and the effectiveness and service delivery of the Bay Area's transportation system, including Bay Area Toll Authority (BATA) toll bridge operations and interoperability with out of state toll facilities, high-occupancy vehicle and Express Lane performance and transit priority improvements to help move buses out of traffic. Support legislation that provides an opportunity to expand the ability of transportation agencies to better communicate with their customers.

6. **Climate, Resilience and Environment:** Support funding and policy strategies to help achieve and better coordinate state and regional climate goals, advance energy efficiency and improve the Bay Area’s resilience to natural hazards and the impacts of climate change, including earthquakes, sea level rise and fire. Support proposals for funding to improve the health of the San Francisco Estuary.

Climate, Resilience and Environment	Goals
A. Climate Adaptation and Resilience Planning and Implementation Funding	<p>Pursue funding for regional and local climate adaptation, including through the proposed state climate bonds (SB 867 (Allen)/AB 1567 (Garcia)). In particular, support funding to strengthen climate resilience based on regional needs (\$1.8 billion proposed in AB 1567) and new resources to support the San Francisco Estuary Partnership’s efforts to implement water management projects. Further, support MTC/ABAG’s Priority Conservation Area framework, San Francisco Estuary Partnership programs, and other regional resilience efforts by advocating for inclusion of incentives for the use of natural infrastructure, urban greening, and nature-based solutions in enhancing climate resilience.</p> <p>Support policies and funding to enhance seismic safety and earthquake preparedness in the Bay Area, including through advocating to restore \$250 million in the FY 2023-24 or FY 2024-25 budget for soft story retrofits of multifamily homes, consistent with the FY 2022-23 budget agreement.</p> <p>Additionally support ongoing investment in the new state and local Transportation Infrastructure Climate Adaptation Programs established in SB 198 (2022).</p>
B. Energy Efficiency and Resilience (Residential and Transportation)	<p>Support funding and policies that support residential energy efficiency retrofits – including flexibility to allow homeowners to concurrently implement energy and water retrofits – and funding and policies to increase homeowners’ resilience to power outages.</p> <p>Support resources and policies related to electrical grid upgrades (and other green energy sources) and energy prioritization to help ensure energy is available to power low- and zero-emission homes and transportation networks.</p>

7. **Transportation Project Delivery:** Monitor legislation related to transportation project delivery and support strategies to speed up the delivery of transportation projects and at a lower cost, including expanding flexibility in contracting and public private partnerships. Seek opportunities to support transit priority, State Route 37, and other MTC/BATA priority projects.
8. **Transportation Innovation and Shared Mobility:** Engage in regulatory and legislative efforts to facilitate the deployment of new mobility technologies to accelerate their safety, accessibility, mobility, environmental, equity and economic benefits, including opportunities to increase access to transit and reduce the share of single-occupancy vehicle (SOV) trips.
9. **Brown Act Reforms:** Support legislation to provide long-term flexibility for regional and multijurisdictional agencies to conduct their business remotely outside of emergency conditions as a means of increasing board member, advisory council and public participation while also reducing the time and expenses associated with travel, vehicle miles traveled and the greenhouse gas and other tailpipe emissions from driving. Specifically, continue to advocate for the MTC- and ABAG-supported AB 817 (Pacheco).

Federal Advocacy Objectives and Goals

1. **Transportation and Housing Funding:** Support robust federal investment in Bay Area transportation and housing infrastructure.

Transportation & Housing Funding	Goals
<p>A. MTC’s Bay Area Infrastructure Grants Strategy: Maximize Bay Area Funds from Bipartisan Infrastructure Law (BIL) Discretionary Transportation Grants</p>	<p>Consistent with MTC’s Bay Area Infrastructure Grant Strategy and the Major Project Advancement Policy, engage with the U.S. Department of Transportation and the Bay Area Congressional Delegation during Infrastructure Investment and Jobs Act (also called the Bipartisan Infrastructure Law, or “BIL”) grant development to advocate for program policies and funding eligibilities that enhance Bay Area competitiveness. Coordinate with regional, state and federal partners to unify support for regional BIL priority projects and advocate for grant awards for projects consistent with the regional grants strategy.</p> <p>Regarding Capital Investment Grants (CIG), continue to pursue sufficient annual appropriations to meet the funding needs of Bay Area projects with existing full funding grant agreements (FFGA) and to secure FFGAs for the Bay Area’s next generation of transit projects.</p> <p>Update the Bay Area Infrastructure Grants Strategy as needed, including to reflect the priorities outlined in the upcoming Bay Area Regional Zero Emission Bus Transition Strategy.</p>
<p>B. Low Income Housing Tax Credits</p>	<p>Support efforts to modify and expand the federal Low Income Housing Tax Credit (LIHTC) Program, California’s largest source of federal funding for affordable housing construction and rehabilitation. Prioritize policy changes to increase California’s LIHTC financing capacity, including lowering the LIHTC bond financing threshold to 25 percent from 50 percent. Under current law, California’s LIHTC allocations are effectively capped by the federal rule requiring 50 percent of construction costs be funded from a state’s limited allocation of private activity bonds (PABs). Demand for PABs in California significantly exceeds supply. Lowering the required “state match” for bond financed LIHTCs could unlock tens of thousands of new affordable units in California that are ready to go but awaiting federal tax credits.</p>

Transportation & Housing Funding	Goals
C. Transportation and Housing Appropriations (FY 2024 and FY 2025)	<p>Partner with local, regional and statewide transportation agencies as well as national stakeholders to ensure that Congress funds highway and transit formula programs consistent with levels authorized by the surface transportation law. Support robust CIG funding, consistent with 1A, and prioritize BIL grant augmentations for programs that support Plan Bay Area 2050 implementation, including investments in transit, rail, complete streets, state of good repair and innovative mobility options.</p> <p>Support regional, state and national partners in advocating for increased federal investment in affordable housing and homelessness programs, including Section 8 Housing Choice vouchers, HOME Investment Partnership Program (HOME), Community Development Block Grant Program (CDBG) and McKinney-Vento Homelessness Assistance programs. Continue to support policies and funding opportunities that support BAHFA and other regional efforts to address affordable housing challenges.</p>
D. PEPRAs: Preserve Bay Area Transit Operator Access to Federal Transit Grants	<p>Support efforts spearheaded by the California Transit Association to monitor ongoing issue that Bay Area federal transit grants may be withheld because of a 2021 U.S. Department of Labor interpretation that state pension law known as “PEPRA” may impede federally guaranteed transit union collective bargaining rights. If necessary, seek a legislative solution.</p>

2. **Surface Transportation Authorization:** Continue to work with the U.S. Department of Transportation to ensure the new surface transportation law – enacted as part of the 2021 Infrastructure Investment and Jobs Act, also called the Bipartisan Infrastructure Law (BIL) – is implemented consistent with our reauthorization and Plan Bay Area 2050 priorities. Further, engage with local, regional, state and national partners to begin to build coalitions around the following BIL reauthorization priorities:

Surface Transportation Authorization	Goals
A. Preserve Core Transit and Highway Formula Funds	Maintain funding increases to the core transit and highway formulas that were approved through the BIL. Specifically, ensure formula funding increases provided through BIL advance appropriations (i.e., from the General Fund) are made permanent, in addition to maintaining the BIL formula growth funded from the Highway Trust Fund.
B. Prioritize Formula over Discretionary Funding	<p>Formula resources provide increased predictability for long term planning, reduce administrative burden, and enhance flexibility for regions and states to align federal spending with the investments needed to achieve regional, state and federal goals.* Prioritize funding for the following programs, which MTC distributes:</p> <ul style="list-style-type: none"> a. Transit programs that fund the Transit Capital Priorities Program (transit State of Good Repair (Section 5337), transit Urbanized Area (Section 5307)) b. Federal Highway Programs that fund the One Bay Area Grant Program (Surface Transportation Block Grant and Congestion Mitigation and Air Quality Improvement Program) c. Other suballocated highway programs MTC distributes to support mobility, climate, equity and safety goals (Carbon Reduction Program and Transportation Alternatives Program) <p>* Importantly, the federal performance-based system – adopted under the 2012 MAP 21 – establishes federal goals and performance metrics tied to formula funds. Growing those resources empowers states and regions to make progress toward those goals.</p>

Surface Transportation Authorization, cont.	Goals
C. Capital Investment Grant Program	Maintain federal support for the Capital Investment Grant program, the primary federal fund source for major transit capital and modernization improvements.
D. BIL Policy Updates	Within the BIL framework, grow federal support for transit and regional mobility solutions – including through updating tolling policy as a strategy to support mode shift – revise transit programs to reward Bay Area best practices, and expedite project delivery without harming the environment.
E. Transit Operating	<p>Engage in discussions related to the federal government’s role in transit operations guided by the following principles:</p> <ol style="list-style-type: none"> 1. Focus on Transit Riders: Federal operating assistance should focus on transit improvements that attract and retain riders. 2. Maintain federal commitments to safety and state of good repair: Any new transit operating program should augment, not replace funding for current programs. Absent new money, safeguards should ensure any new flexibility to use formula funds for operating assistance does not come at the expense of federal investments in safety and state of good repair. 3. Support improvements that can be sustained over the long-term: Ensure upgrades which only require a time-limited subsidy, including upgrades to existing service, are eligible for funds. For traditional service expansions, ensure new service can be maintained.

3. **Climate, Resilience and Environment:** Advocate for a strong federal partner in the Bay Area’s efforts to improve air quality, reduce greenhouse gas (GHG) emissions, and make our communities and transportation networks resilient to a changing climate, especially in communities of concern that are most vulnerable to the impacts of climate change.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	24-0107	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	12/13/2023	In control:		Metropolitan Transportation Commission	
On agenda:	1/24/2024	Final action:			
Title:	Federal Highway Administration (FHWA) (California Division) MPO Certification Review - Overview of Process				

As part of its quadrennial certification review of Metropolitan Planning Organizations (MPOs), USDOT offers opportunities for members of the public to offer feedback regarding the metropolitan planning process. Federal Highway Administration (FHWA) staff will present the certification review process.

Sponsors:

Indexes:

Code sections:

Attachments: [8a Summary Sheet FHWA MPO Certification Review.pdf](#)
[8a Attachment A Presentaion MTC 2024 TMA Certification Review.pdf](#)
[8a Attachment B Public Involvement Session Notice.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Federal Highway Administration (FHWA) (California Division) MPO Certification Review - Overview of Process

As part of its quadrennial certification review of Metropolitan Planning Organizations (MPOs), USDOT offers opportunities for members of the public to offer feedback regarding the metropolitan planning process. Federal Highway Administration (FHWA) staff will present the certification review process.

Presenter:

Jasmin Amanin (Federal Highway Administration)

Recommended Action:

Information

Metropolitan Transportation Commission

January 24, 2024

Agenda Item 8a

Federal Highway Administration (FHWA) (California Division)

MPO Certification Review – Overview of Process

Subject:

As part of its quadrennial certification review of Metropolitan Planning Organizations (MPOs), USDOT offers opportunities for members of the public to offer feedback regarding the metropolitan planning process. Federal Highway Administration (FHWA) staff will present the certification review process.

Background:

Every four years, FHWA and the Federal Transit Administration (FTA) jointly review the metropolitan planning process for those areas over 200,000 in population. This process includes a desk audit, a site visit, and a final report. Part of this review also includes opportunities for public comment.

Program areas for the federal certification review include the Regional Transportation Plan (Plan Bay Area), the Transportation Improvement Program (TIP), the Public Participation Plan and Public Involvement Process, the Congestion Management Process, Title VI assurance and environmental justice, performance-based planning and programming, and the coordination activities among federal, state, regional, and local partners.

To date, staff have completed the desk audit request, and a site visit is planned for late February 2024.

Issues:

None identified.

Recommendation:

Information

Attachments:

- Attachment A: Presentation
- Attachment B: Public Meeting Notice



Andrew B. Fremier

A photograph of the Golden Gate Bridge in San Francisco, showing the red suspension towers and cables against a blue sky and a hazy bay. The bridge spans the width of the top half of the slide.

MTC 2024 TMA Certification Review: Overview of Process

Jasmine Amanin, Community Planner, FHWA



U.S. Department of Transportation
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Agenda



INTRODUCTION



FEDERAL REVIEW
PROCESS



MPO PLANNING
PROCESS



PUBLIC
COMMENT



U.S. Department
of Transportation
**Federal Highway
Administration**

Meet the Team

Federal Highway Administration

- Jasmine Amanin
- Theresa Hutchins

Federal Transit Administration

- Alexander Smith
- Mervin Acebo
- Mary Nguyen

Federal Lands Highway

- Elijah Henley

Environmental Protection Agency

- Michael Dorantes



U.S. Department
of Transportation
**Federal Highway
Administration**

Why are We Here?



Every **4 years** FTA and FHWA jointly review the metropolitan transportation **planning process** for **those areas with over 200,000 population**



Part of this review includes seeking public input



U.S. Department
of Transportation
**Federal Highway
Administration**

Federal Review Process



DESK AUDIT



SITE VISIT



FINAL REPORT



U.S. Department
of Transportation
**Federal Highway
Administration**

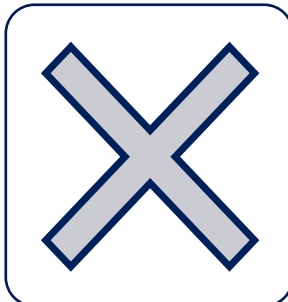
What is the Outcome of this Review?



Certified



Certified subject to corrective
actions



Not Certified



Metropolitan Transportation Planning Process

What is the Planning Process?

- A process by which transportation decisions are made and projects are planned, selected and prioritized for implementation within the region.

Why is it important?

- Decides how a substantial share of federal funding is spent nationwide.
- The process lays the framework for the future transportation system.

Who is involved?

- MPO
- State and Federal Department(s) of Transportation
- Public Transportation Operator(s)
- Local Jurisdictions (cities, counties)
- Local Citizens
- Interest Groups

How?

- 3-C Approach
 - Continuing
 - Cooperative
 - Comprehensive
- Multimodal
- Public Input



U.S. Department
of Transportation
**Federal Highway
Administration**

Metropolitan Transportation Planning Process

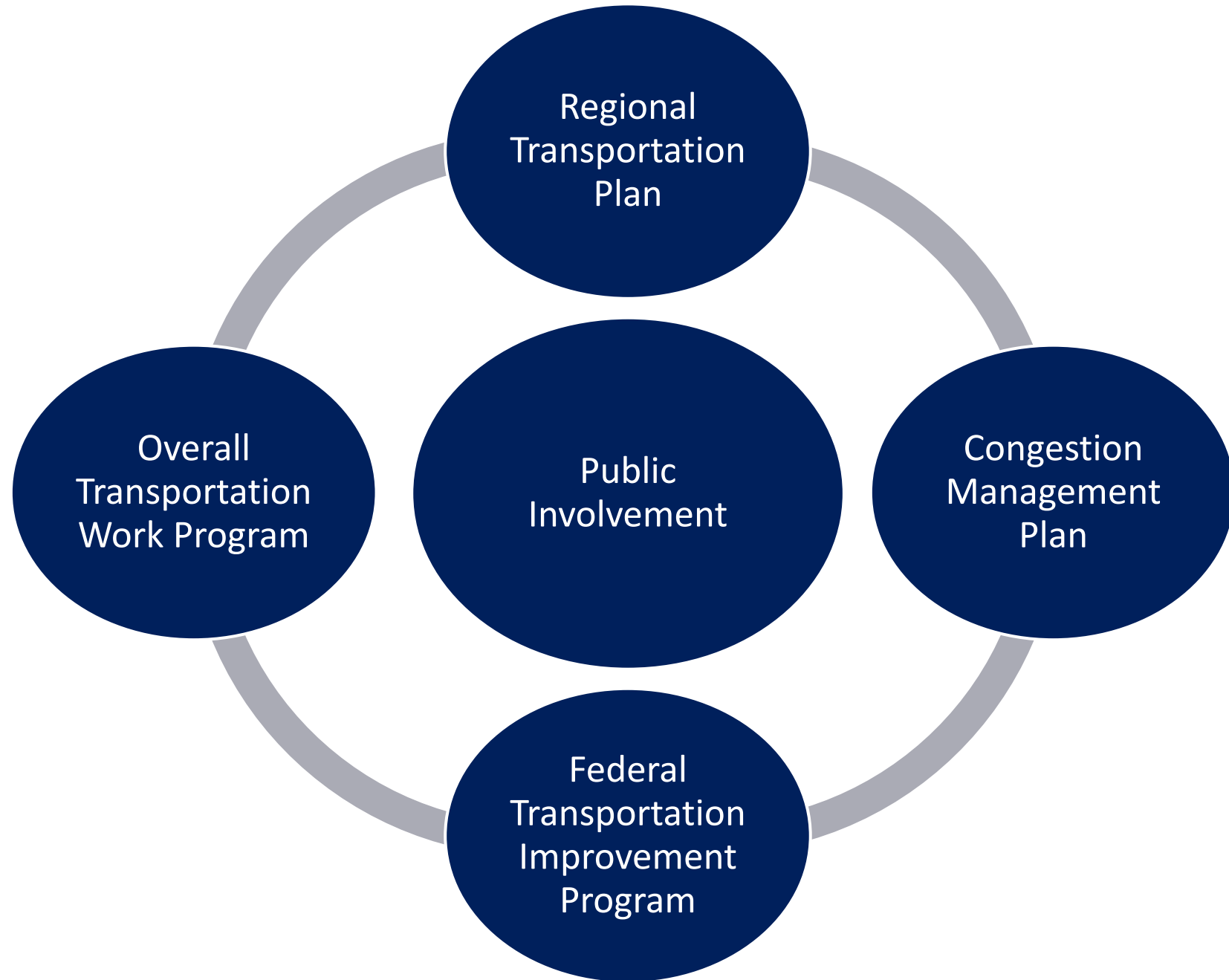
Products of the Process

- **Overall Work Program (OWP)**
- **Regional Transportation Plan (RTP)**
- **Congestion Management Process (CMP)**
- **Federal Transportation Improvement Program (FTIP)**
- **Public Participation Plan (PPP)**



U.S. Department
of Transportation
**Federal Highway
Administration**

How do the
products fit
together?



Contact Us!

Share any additional comments at
our email address:

Cert.Review@dot.gov

OR by mail:

Federal Highway Administration

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814-4708

Federal Transit Administration

90 Seventh Street, Suite 15-300
San Francisco CA 94103



U.S. Department
of Transportation
**Federal Highway
Administration**



U.S. Department
of Transportation

Public Meeting Notice

On January 24, 2024, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) will be in attendance at an open public meeting of the Metropolitan Transportation Commission (MTC) to explain the transportation planning and certification process for the Bay Area. The MTC meeting is scheduled to begin at 9:35 AM.

The public meeting is part of a review that will assess compliance with Federal regulations pertaining to the transportation planning process conducted by the Metropolitan Transportation Commission, the California Department of Transportation, Transit Operators, and local units of government in the San Francisco – Oakland metropolitan area.

If you have comments, an opportunity for public comment will be provided at the meeting. If you are not able to attend the meeting, please send your comments to our email address by April 24, 2024:

Cert.Review@dot.gov

You can also address your comments to:

Federal Highway Administration, California Division
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814-4708

Or

Federal Transit Administration, Region IX
90 Seventh Street, Suite 15-300
San Francisco, CA 94103-6701

Individuals with disabilities requiring auxiliary aids for services should contact MTC by writing or calling:

Metropolitan Transportation Commission
375 Beale St Ste 800,
San Francisco, CA 94105
Tel: (415) 778-6700
–Email: info@bayareametro.gov



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0118 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 12/15/2023 **In control:** Metropolitan Transportation Commission

On agenda: 1/24/2024 **Final action:**

Title: Closed Session Public Comment

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:
Closed Session Public Comment



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0119 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 12/15/2023 **In control:** Metropolitan Transportation Commission
On agenda: 1/24/2024 **Final action:**
Title: The Commission will meet in Closed Session, pursuant to Public Employee Performance Evaluation Government Code §54957, with respect to the Executive Director and the Executive Director's compensation range of non-represented employees. The Executive Director shall not be present for discussions on compensation.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:

The Commission will meet in Closed Session, pursuant to Public Employee Performance Evaluation Government Code §54957, with respect to the Executive Director and the Executive Director's compensation range of non-represented employees. The Executive Director shall not be present for discussions on compensation.