



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Programming and Allocations Committee

*Cindy Chavez, Chair    Nate Miley, Vice Chair*

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Wednesday, July 10, 2024

9:45 AM

Board Room - 1st Floor

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The Programming and Allocations Committee is scheduled to meet at 9:45 a.m. or immediately following the 9:40 a.m. Administration Committee 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/86180781550>

iPhone One-Tap: US:

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

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

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International numbers available: <https://bayareametro.zoom.us/u/kc24rfV6G0>

Detailed instructions on participating via Zoom are available at:

<https://bayareametro.zoom.us/u/kdR1hznEgA>

<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](mailto: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: Carsie Bonner

**Roster**

**Cindy Chavez (Chair), Nate Miley (Vice Chair),  
Margaret Abe-Koga, Victoria Fleming, Federal D. Glover,  
Gina Papan, Hillary Ronen, Sheng Thao  
Non-Voting Members: Dina El-Tawansy, Libby Schaaf**

**1. Call to Order / Roll Call / Confirm Quorum**

*Quorum: A quorum of this committee shall be a majority of its regular non-ex-officio voting members (5).*

**2. Consent Calendar**

- 2a.**     [24-0750](#)     Approval of Programming and Allocations Committee Minutes of June 12, 2024 Meeting.

**Action:**             Committee Approval

**Attachments:**     [2a 24-0750 7-10-2024 Prog&Allocations Draft Minutes.pdf](#)

- 2b.**     [24-0823](#)     MTC Resolution Nos. 4629, Revised; 4651, Revised; 4652, Revised; 4653, Revised; 4654; 4656; 4659; and 4661. Revises the FY 24-25 MTC Fund Estimate, allocates additional FY 24-25 Transportation Development Act (TDA) and State Transit Assistance (STA) Funds to three transit operators, and approves the FY 24-25 STA State of Good Repair Regional Project List.

**Action:**             Commission Approval

**Presenter:**       Terence Lee

**Attachments:**     [2b 24-0823 15 MTC Resolution No 4661.pdf](#)  
[2b 24-0823 1 Summary Sheet Attachment A MTC Resolution No 4629 R](#)  
[2b 24-0823 2 Attachment B SB125 Regional Accountability Measure Upda](#)  
[2b 24-0823 3 Attachment C TDA AB1107 Summary.pdf](#)  
[2b 24-0823 4 MTC Resolution No 4651.pdf](#)  
[2b 24-0823 6 MTC Resolution No 4652.pdf](#)  
[2b 24-0823 8 MTC Resolution No 4653.pdf](#)  
[2b 24-0823 10 MTC Resolution No 4654.pdf](#)  
[2b 24-0823 12 MTC Resolution No 4656.pdf](#)  
[2b 24-0823 13 MTC Resolution No 4659.pdf](#)

- 2c. [24-0843](#) FY 2023-24 Federal Earmark Repurposing. Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2024.
- Action:** Commission Approval
- Presenter:** Mallory Atkinson
- Attachments:** [2c 24-0843 Summary Sheet Federal Earmark Repurposing.pdf](#)
- 2d. [24-0880](#) Delegated Authority Quarterly Report: Fourth Quarterly Report of the Executive Director's Delegated Authority Actions.
- Action:** Information
- Presenter:** Luis Garcia
- Attachments:** [2d 24-0880 1 Summary Sheet Quarterly Delegated Authority Summary.pdf](#)  
[2d 24-0880 2 Attachment A Quarterly Delegated Authority Summary.docx](#)
- 2e. [24-0882](#) Transit Performance Initiative - Investment Program Semi-Annual Update.
- Action:** Information
- Presenter:** Anne Spevack
- Attachments:** [2e 24-0882 1 Summary Sheet TPI Investment Update.pdf](#)  
[2e 24-0882 2 Attachment A TPI Investment Semi-Annual Update.pdf](#)  
[2e 24-0882 3 Attachment B Project List TPI Investment Semi-Annual Update.pdf](#)
- 2f. [24-0881](#) Regional Measure 2 (RM2) Capital Program: Semi-Annual Update.
- Action:** Information
- Presenter:** Anne Spevack
- Attachments:** [2f 24-0881 1 Summary Sheet RM2 Capital Update.pdf](#)  
[2f 24-0881 2 RM2 Capital Program Attachment A.pdf](#)

**2g.**     [24-0814](#)     MTC Resolution Nos. 3989, Revised and 4505, Revised. Revisions to the One Bay Area Grant (OBAG 3) and MTC exchange programs to program \$1.5 million in STP/CMAQ to MTC's Bay Trail Marshlands Road Project and \$660,000 in STP/CMAQ and non-federal MTC exchange funds to various bikeshare projects, and an informational update on a FY 2023-24 apportionment exchange agreement.

**Action:**             Commission Approval

**Presenter:**        Thomas Arndt

**Attachments:**     [2g 24-0814 1 Summary Sheet MTC Resolution No 4505 Revised.pdf](#)  
[2g 24-0814 2 Attachment B-1 MTC Resolution No 4505 Revised.pdf](#)  
[2g 24-0814 3 MTC Resolution No 3989 Revised.pdf](#)  
[2g 24-0814 4 Attachment B MTC Resolution No 3989 Revised.pdf](#)

**2h.**     [24-0896](#)     MTC Resolution No. 4650, Revised. Revisions to the Regional Early Action Planning Grant (REAP 2) program, including programming \$1 million to MTC for development and implementation of the Community Action Resource and Empowerment (CARE) program and \$200,000 to MTC for legal services to support Regional Housing Technical Assistance (RHTA) activities, and to reflect other programming actions approved to-date.

**Action:**             Commission Approval

**Presenter:**        Valerie Coleman

**Attachments:**     [2h 24-0896 1 REAP2\\_0 Summary Sheet REAP2.pdf](#)  
[2h 24-0896 2 REAP2\\_1 MTC Resolution No 4650.pdf](#)  
[2h 24-0896 3 Attachment A MTC Resolution No 4650.pdf](#)



- 2i. [24-0895](#) MTC Resolution Nos. 4614 Revised; 4615 Revised; 4608, Revised; 4660; 4640, Revised and 4607, Revised. Allocation of \$21.6 million in Regional Measure 3 (RM3) capital funds to Water Emergency Transportation Authority (WETA), San Francisco Municipal Transportation Agency (SFMTA), Santa Clara Valley Transportation Authority (VTA) for San Jose Diridon Station, San Mateo County Transit District (SamTrans), Sonoma County Transportation Authority (SCTA) and Metropolitan Transportation Commission (MTC), and rescission of \$6 million in Regional Measure 3 (RM3) capital funds to Santa Clara Valley Transportation Authority (VTA).

**Action:** Commission Approval

**Presenter:** Julieth Ortiz

**Attachments:** [2i 24-0895 1 Summary Sheet RM3 MTC Resolutions 4615 Revised 4635](#)  
[2i 24-0895 2 Attachment A RM3 Capital Expenditure Plan Tracker.pdf](#)  
[2i 24-0895 3 Attachment B Project Summaries.pdf](#)  
[2i 24-0895 4 TOC Compliance Letter City Berkeley to MTC.pdf](#)  
[2i 24-0895 5 TOC SIGNED June 2024 Diridon RM3 Programming Letter](#)  
[2i 24-0895 6 TOC 06-10-24 Acknowledgment Letter Samtrans signed.pdf](#)  
[2i 24-0895 7 MTC Resolution No 4614 Revised.pdf](#)  
[2i 24-0895 8 Attachments A-D MTC Resolution No 4614.pdf](#)  
[2i 24-0895 9 MTC Resolution No 4615 Revised.pdf](#)  
[2i 24-0895 10 Attachments A-D MTC Resolution No 4615 Revised.pdf](#)  
[2i 24-0895 11 MTC Resolution No 4608.pdf](#)  
[2i 24-0895 12 Attachments A-D MTC Resolution No 4608.pdf](#)  
[2i 24-0895 13 MTC Resolution No 4660.pdf](#)  
[2i 24-0895 14 Attachments A-D MTC Resolution No 4660.pdf](#)  
[2i 24-0895 15 Attachments A-D MTC Resolution No 4640 Revised.pdf](#)  
[2i 24-0895 15 MTC Resolution No 4640 Revised.pdf](#)  
[2i 24-0895 16 MTC Resolution No 4607 Revised.pdf](#)  
[2i 24-0895 17 Attachemnts A-D MTC Resolution No 4607 Revised.pdf](#)

### 3. Information

3a. [24-0773](#) Senate Bill 125 Regional Accountability Measure Update.

Interim update on large operators' progress toward Senate Bill 125 Regional Accountability Measures.

**Action:** Information

**Presenter:** Raleigh McCoy

**Attachments:** [3a 24-0773 1 Summary Sheet SB 125 Regional Accountability Measure Update](#)  
[3a 24-0773 2 Attachment A SB125 Regional Accountability Measure Update](#)  
[3a 24 0773 3 Attachment C MTC Resolution 4619.docx.pdf](#)  
[3a 24-0773 4 Presentation.pdf](#)

3b. [24-0780](#) Draft 2025 Transportation Improvement Program (TIP) and Draft Transportation-Air Quality Conformity Analysis for the 2025 TIP.

The federally required TIP is the region's transportation funding document containing surface transportation projects and anticipated funding over the next four years. The projects are expected to receive federal funds, be subject to a federally required action, or are regionally significant. Federal air quality regulations require an air quality conformity determination on the TIP. The draft TIP and draft Air Quality Conformity Analysis documents were released for public review and comment beginning on June 27, 2024. The written comment period ends at 5:00 p.m. July 26, 2024.

**Action:** Information

**Presenter:** Libby Nachman

**Attachments:** [3b 24-0780 0 Summary Sheet Draft 2025 TIP and Air Quality Conformity Analysis](#)  
[3b 24-0780 1 TIP Update 2025 Fact Sheet.pdf](#)  
[3b 24-0780 2 Financially Significant Draft 2025 TIP Projects MAP+LIST.pdf](#)  
[3b 24-0780 3 Draft 2025 TIP and AQC Presentation.pdf](#)

3c. [24-0704](#) San Francisco Bay Area Transit District (BART) Capital Projects and Operating Outlook.

BART executive staff will provide a presentation on the District's high priority capital projects and status update related to operations sustainability.

**Action:** Information

**Presenter:** Pamela Herhold, Sylvia Lamb and Priya Mathur, BART

**Attachments:** [3c 24 0704 1 Summary Sheet BART Presentation.pdf](#)  
[3c 24 0704 2 Presentation.pdf](#)

#### 4. Regional

- 4a. [24-0841](#) Major Project Advancement Policy: Stage Gate Evaluation Authorization for Transbay Joint Powers Authority - the Portal Project and Preview of 2024 State Funding Cycles.

As part of the Major Project Advancement Policy (MAP) this item:

1. Recommends the Commission authorize MTC staff to initiate and perform a MAP Stage Gate Evaluation of the Portal project, consistent with MTC Resolution 4537, as requested by Transbay Joint Powers Authority staff.

2. Provide an informational update on 2024 State Funding Opportunities for the Transit and Intercity Rail Capital Program (TIRCP) and various Senate Bill 1 (SB1) programs.

**Action:** Commission Approval

**Presenter:** Craig Bosman

**Attachments:** [4a 24-0841 1 Summary Sheet Major Project Advancement.pdf](#)  
[4a 24-0841 2 MTC Resolution No 4537 Attachments A-E.pdf](#)  
[4a 24-0841 3 Attachment B SB1 TIRCP Projects.pdf](#)  
[4a 24-0841 4 Presentation.pdf](#)

#### 5. Information

- 5a. [24-0897](#) California Transportation Commission (CTC) and State Funding Program. Update on CTC and state funding programs under the CTC's purview.

**Action:** Information

**Presenter:** Kenneth Kao

**Attachments:** [5a 24-0897 CTC Update July.pdf](#)

#### 6. 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.*

#### 7. Adjournment / Next Meeting

**The next meeting of the Programming and Allocations Committee will be held on September 11, 2024 at 9:45 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.**

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

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

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

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

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

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

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

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 24-0750      **Version:** 1      **Name:**

**Type:** Minutes      **Status:** Consent

**File created:** 5/17/2024      **In control:** Programming and Allocations Committee

**On agenda:** 7/10/2024      **Final action:**

**Title:** Approval of Programming and Allocations Committee Minutes of June 12, 2024 Meeting.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2a\\_24-0750\\_7-10-2024\\_Prog&Allocations\\_Draft\\_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Approval of Programming and Allocations Committee Minutes of June 12, 2024 Meeting.

**Recommended Action:**  
Committee Approval

**Attachments:** List any attachments.



# Metropolitan Transportation Commission

## Meeting Minutes

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

### Programming and Allocations Committee

*Cindy Chavez, Chair    Nate Miley, Vice Chair*

Wednesday, June 12, 2024

10:40 AM

Board Room - 1st Floor

#### Roster

**Cindy Chavez (Chair), Nate Miley (Vice Chair),  
Margaret Abe-Koga, Victoria Fleming, Federal D. Glover,  
Gina Papan, Hillary Ronen, Sheng Thao**  
Non-Voting Members: Dina El-Tawansy, Libby Schaaf

#### 1. Call to Order / Roll Call / Confirm Quorum

**Present:** 7 - Commissioner Abe-Koga, Commissioner Chavez, Commissioner Glover,  
Commissioner Fleming, Commissioner Miley, Vice Chair Papan, and Commissioner  
Ronen  
**Absent:** 1 - Commissioner Thao

#### Chair Chavez called the meeting to order at 11:38 a.m.

Non-voting members present: Commissioner El-Tawansy and Commissioner Schaaf  
Ex Officio Voting Members Present: Commission Vice Chair Josefowitz, Commissioner  
and Commissioner Dutra-Vernaci  
Ad-Hoc Non-voting members present: Commissioner Giacomini

#### 2. Consent Calendar

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

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

**Absent:** 1 - Commissioner Thao

2a. [24-0642](#) Approval of Programming and Allocations Committee Minutes of May 8,  
2024 Meeting.

**Action:** Committee Approval

- 2b.**     [24-0636](#)     MTC Resolution No. 4545, Revised. 2023 Transportation Improvement Program (TIP) Amendment 2023-31.  
          **Action:** Commission Approval  
          **Presenter:** John Salee
- 2c.**     [24-0638](#)     MTC Resolution No. 3664, Revised. Regional Measure 2 capital funds for the design phase of the Livermore Amador Valley Transit Authority Transit Signal Priority Upgrade and Expansion Project.  
          **Action:** Commission Approval  
          **Presenter:** Anne Spevack
- 2d.**     [24-0658](#)     MTC Resolution Nos. 4615 Revised; 4635 Revised; and 4640. Allocation of \$22.7 million in Regional Measure 3 (RM3) capital funds to San Francisco Municipal Transportation Agency (SFMTA), San Mateo County Transportation Authority (SMCTA), and Sonoma County Transportation Authority (SCTA).  
  
          Recommended allocations of a total \$22.7 million in RM3 capital funds to four projects: 10) Muni Fleet Expansion & Facilities-\$6.7 million to SFMTA for the Vintage Streetcar Rehabilitation Project (RM3 Project #10.7), \$11.34 million to SFMTA for the New Flyer Midlife Overhaul Project (RM3 Project #10.8); 18) Highway 101/ State Route 92 Interchange-\$2.7 million to SMCTA for the US Highway 101/State Route 92 Area Improvements Project (RM3 Project #18.1); and 20) Highway 101-Marin/Sonoma Narrows-\$2 million to SCTA for the Marin Sonoma Narrows Mitigation Monitoring and Reporting Project (RM3 Project #20.2).  
  
          **Action:** Commission Approval  
          **Presenter:** Julieth Ortiz
- 2e.**     [24-0645](#)     MTC Resolution No. 4657. Allocation of FY2024-25 Transportation Development Act (TDA) funds to County Controllers for TDA administration and to MTC for TDA administration and planning.  
          **Action:** Commission Approval  
          **Presenter:** Luis Garcia

- 2f. [24-0702](#) MTC Resolutions Nos. 3989, Revised and 4505, Revised. Revisions to the One Bay Area Grant (OBAG 3) and MTC exchange programs to program \$5 million in non-federal MTC exchange funds to the Bay Area Housing Finance Authority (BAHFA) for county election cost reimbursement related to the 2024 regional housing bond measure.

**Action:** Commission Approval

**Presenter:** Thomas Arndt

### 3. Regional

- 3a. [24-0703](#) Housing Element Compliance and Related One Bay Area Grant (OBAG 2 and 3) Policies.

Update on regional Housing Element certifications and implementation of MTC's related policies for One Bay Area Grant (OBAG 2 and 3) recipients.

**Action:** Information

**Presenter:** Heather Peters and Thomas Arndt

The Committee requested that staff return to this Committee in November with a report on the status of jurisdictions including jurisdictions without certification and an understanding why certification is outstanding.

- 3b. [24-0646](#) MTC Resolution Nos. 4651, 4652, 4653, and 4655.

Allocation of \$440.9 million in FY2024-25 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB1107 funds to four transit operators and MTC to support transit operations and capital projects in the region.

**Action:** Commission Approval

**Presenter:** Luis Garcia

Upon the motion by Commissioner Papan and seconded by Commissioner Fleming, the Committee unanimously approved referral of MTC Resolution Nos. 4651, 4652, 4653 and 4655 to the Commission for approval with additional direction to provide comprehensive accountability matrix related to allocations supporting transit operations and capital allocations that identify which are subject to TOC policies. The motion carried the following vote:

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

**Absent:** 1 - Commissioner Thao



- 3c. [24-0640](#) MTC Resolution No. 4639. Adoption of the RM3 Safe Routes to Transit & Bay Trail (SR2TBT) Grant Program Guidelines.

**Action:** Commission Approval

**Presenter:** Karl Anderson

**Upon the motion by Commissioner Abe-Koga and seconded by Commissioner Fleming, the Committee unanimously approved the referral of MTC Resolution 4639 Adoption of the RM3 Safe Routes to Transit & Bay Trail (SR2TBT) Grant Program Guidelines to the Commission for approval. The motion carried by the following vote:**

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

**Absent:** 1 - Commissioner Thao

- 3d. [24-0349](#) MTC Resolution No. 4411, Revised. Initial Programming of RM3 Dumbarton Corridor Improvements project category.

Initial programming of the \$130 million in RM3 Project #17, Dumbarton Corridor Improvements. \$72 million programmed to projects in Alameda County, \$32.5 million programmed to projects in San Mateo County, \$5 million programmed to Bay Area Toll Authority projects, and \$20.5 million in a reserve for future programming.

**Action:** Commission Approval

**Presenter:** Craig Bosman

Commissioner Carol Dutra-Vernaci; Flavio Pullman; Diane Shaw, AC Transit; Adina Levin, Transbay Coalition; and Anne Olivia Eldred were called to speak.

**Upon the motion by Commissioner Papan and seconded by Vice Chair Miley, the Committee unanimously approved referral of MTC Resolution No. 4411, Revised Initial Programming of RM3 Dumbarton Corridor Improvements Project Category to the Commission for approval with the following conditions to allow project sponsors to seek match funding that is not limited to any one source, provide a definite timeline for accountability on the distribution principle of retaining the purchasing power of RM3 and provide letters of support from project co-sponsors. The motion carried by the following vote:**

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

**Absent:** 1 - Commissioner Thao

- 3e. [24-0639](#) Regional Measure 3 (RM3) Capital Program: Semi-Annual Update.

Report on the status of the RM3 capital program and the progress of projects that have received RM3 capital funds.

**Action:** Information

**Presenter:** Anne Spevack

- 3f. [24-0781](#) California Transportation Commission (CTC) and State Funding Programs.

Update on CTC and state funding programs under the CTC's purview.

**Action:** Information

**Presenter:** Kenneth Kao

#### 4. Public Comment / Other Business

#### 5. Adjournment / Next Meeting

**The next meeting of the Programming and Allocations Committee will be held on July 10, 2024 at 9:45 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.**

Chair Chavez adjourned the meeting at 12:39 p.m.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 24-0823      **Version:** 1      **Name:**

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

**File created:** 5/31/2024      **In control:** Programming and Allocations Committee

**On agenda:** 7/10/2024      **Final action:**

**Title:** MTC Resolution Nos. 4629, Revised; 4651, Revised; 4652, Revised; 4653, Revised; 4654; 4656; 4659; and 4661. Revises the FY 24-25 MTC Fund Estimate, allocates additional FY 24-25 Transportation Development Act (TDA) and State Transit Assistance (STA) Funds to three transit operators, and approves the FY 24-25 STA State of Good Repair Regional Project List.

**Sponsors:**

**Indexes:**

**Code sections:**

- Attachments:** [2b 24-0823 15 MTC Resolution No 4661.pdf](#)  
[2b 24-0823 1 Summary Sheet Attachment A MTC Resolution No 4629 Revised.pdf](#)  
[2b 24-0823 2 Attachment B SB125 Regional Accountability Measure Update.pdf](#)  
[2b 24-0823 3 Attachment C TDA AB1107 Summary.pdf](#)  
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[2b 24-0823 12 MTC Resolution No 4656.pdf](#)  
[2b 24-0823 13 MTC Resolution No 4659.pdf](#)

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

MTC Resolution Nos. 4629, Revised; 4651, Revised; 4652, Revised; 4653, Revised; 4654; 4656; 4659; and 4661. Revises the FY 24-25 MTC Fund Estimate, allocates additional FY 24-25 Transportation Development Act (TDA) and State Transit Assistance (STA) Funds to three transit operators, and approves the FY 24-25 STA State of Good Repair Regional Project List.

**Presenter:**

Terence Lee

**Recommended Action:**

Commission Approval

**Attachments:** List any attachments.

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

**July 10, 2024**

**Agenda Item 2b-24-0823**

**MTC Resolution Nos. 4629, Revised; 4651, Revised; 4652, Revised; 4653, Revised; 4654;  
4656; 4659; and 4661**

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**Subject:**

The proposed action revises the FY2024-25 MTC Fund Estimate to incorporate actual sales tax receipts for FY2023-24, allocates \$127.6 million in FY2024-25 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), Regional Measure 3, and 5% Bridge Toll funds to five transit operators and the Transbay Joint Powers Authority to support transit operations and capital projects in the region, and approves the FY2024-25 State of Good Repair (SGR) Program project list.

**Background:**

Fund Estimate Revision

Overall, actual Bay Area Transportation Development Act and AB 1107 sales tax receipts for FY 2023-24 were \$485.5 million and \$106.7 million, respectively, or 3% and 2%, below actual revenues in FY 2022-23. TDA receipts were also \$33 million, or 6%, below original estimates, which were projected based on strong sales tax receipts over the past two years. The decline in sales tax revenues is likely due to a combination of a declining regional population, and greater unemployment over the past 12 months. There were early indications of weakening sales tax performance when the FY 2024-25 MTC Fund Estimate was adopted in February, and estimates were revised downwards accordingly. However, recissions may still be required for certain transit operators.

Senate Bill (SB) 125 Adjustments to Reflect Regional Contributions

In March 2024, the Commission programmed Regional Measure 3 (RM3) Operating Program funds that were previously not accounted for in the standardized shortfall calculations that inform SB 125 funding levels. The programmed RM3 Operating Program funds will be counted against FY2024-25 shortfalls as part of the envisioned regional contribution of up to \$300 million, thus reducing the need for state SB 125 funds by roughly \$8 million. The FY2024-25 SB 125 distribution amounts within the Fund Estimate have been adjusted to reflect this contribution.

State of Good Repair (SGR) Program – FY 2024-25 Regional Project List

Caltrans' State of Good Repair (SGR) Program guidelines require regional agencies like MTC to approve SGR Program Revenue-Based projects from transit operators, in addition to the Population-Based funds, and submit a single region-wide list of projects to Caltrans by September 1st of each year. MTC has worked with the Bay Area's transit operators to compile a single, regional list of SGR Program projects for FY 2024-25, as shown in Attachment A to MTC Resolution 4659.

Approximately \$34.7 million is expected in Revenue-Based funds, along with \$12.5 million in Population-Based funds. Most operators are using their Revenue-Based funds for state of good repair projects at facilities and stations, or to provide local match, and in a few cases for rehabilitation of vehicles or to contribute to new vehicles costs. For the Population-Based funds, MTC is programming all \$12.5 million to the next generation Clipper® system, in accordance with the policy established in MTC Resolution No. 4321.

FY2024-25 Allocation of TDA, STA, RM2, RM3, and 5% Bridge Toll Funds

This month's proposed actions continue the annual allocation process of these funds for FY2024-25. Four entities are requesting TDA, STA, RM2, RM3, and/or 5% Bridge Toll allocations this month that exceed 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. These funds comprise a significant share of the revenue for agencies' operating budgets.

The proposed allocation amounts are based on the programming levels identified in the FY 2024-25 Fund Estimate (MTC Resolution 4629), the RM2 Operating Program (MTC Resolution 4643), and the RM3 Operating Program (MTC Resolution 4644). The proposed allocations are summarized in the following table:

**Allocation Amounts by Entity<sup>1</sup> (amounts in millions)**

<b>Entity</b>	<b>TDA</b> (Res. 4651)	<b>STA</b> (Res. 4652)	<b>RM2</b> (Res. 4653 and 4656)	<b>RM3</b> (Res. 4654)	<b>5% Unrestricted State</b> (Res. 4661)	<b>Grand Total</b>
LAVTA	\$20.6	\$2.1				<b>\$22.7</b>
Marin Transit	\$11.4	\$4.5				<b>\$15.9</b>
City of Santa Rosa	\$13.8	\$3.6				<b>\$17.5</b>
Sonoma County Transit	\$15	\$4.8				<b>\$19.8</b>
WETA		\$16.8	\$15.4		\$7.2	<b>\$39.4</b>
TJPA			\$8.7	\$3.5		<b>\$12.2</b>
<b>Total</b>	<b>\$60.9</b>	<b>\$31.8</b>	<b>\$24.1</b>	<b>\$3.5</b>	<b>\$7.2</b>	<b>\$127.6</b>

*Note that amounts may not sum due to rounding*

Information regarding the FY 2024-25 operating budgets and current and future operations for the transit operators included in the list above is provided in Attachment A.

**Recommendations:**

Refer MTC Resolution Nos. 4629, Revised; 4651, Revised; 4652, Revised; 4653, Revised; 4654; 4656; 4659; and 4661 to the Commission for approval.

**Attachments:**

- Attachment A – Transit Operator Budget Summary
- Attachment B – Senate Bill 125 Regional Accountability Measure Progress Update for Claimant(s)
- Attachment C – TDA and AB1107 Revenue Summary
- MTC Resolution No. 4629, Revised
  - Attachment A
- MTC Resolution No. 4651, Revised
  - Attachment A

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<sup>1</sup> Includes 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.

- MTC Resolution No. 4652, Revised
  - Attachment A
- MTC Resolution No. 4653, Revised
  - Attachment A
- MTC Resolution No. 4654
  - Attachment A
- MTC Resolution No. 4656
  - Attachment A
- MTC Resolution No. 4659
  - Attachment A
- MTC Resolution No. 4661
  - Attachment A



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Andrew B. Fremier

**Attachment A – Transit Operator Budget Summary**

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**Livermore Amador Valley Transit Authority/ LAVTA**

FY2024-25 Operating Budget	\$25.0 million
FY2023-24 Operating Budget	\$24.6 million
Increase in Budget compared to FY2023-24	1.7%
Projected Ridership (Estimated FY2024-25 as a percentage of 2018-19 Actual)	75.7%
Total Proposed FY2024-25 Operating Allocation <sup>2</sup>	\$17.6 million
Proportion of Operating Budget Funded with Allocations	70%

**Budget and Operating Highlights**

The Livermore Amador Valley Transit Authority (LAVTA) is the provider of the Wheels fixed-route bus and paratransit service in the Tri-Valley area, serving the cities of Livermore, Dublin, Pleasanton, and surrounding areas for a total service area of 40 square miles. LAVTA’s routes service two BART stations, both East and West Dublin/Pleasanton, plus the downtown Livermore Transit Center and provides service to over 1.2 million riders annually. LAVTA currently runs fixed-route bus service, complementary ADA service, and a Transportation Network Company program called Go Tri-Valley.

LAVTA has experienced a gradual recovery in ridership since the pandemic began, with ridership currently at approximately 76% of pre-pandemic levels. Prior to the pandemic LAVTA’s riders were a mix of commuters, students, and transit dependent individuals; however, for the last few years, the majority of riders have been transit-dependent riders and students. The service is heavily reliant on TDA/STA funding, with 70% of its funding coming from these sources. Fare revenue accounts for a small portion of revenue, at less than 7%.

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<sup>2</sup> 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.



The agency's Operating and Capital Budget for FY 2024-25 shows an operating budget of \$25 million, reflecting an overall increase of 1.7% from the FY 2023-24 budget. The increase is due to contractual increases in the cost of fixed route operations and maintenance. The operating budget also reflects a 12% decrease in Fixed Route service hours to adjust to the bus operator workforce and the challenges in recruiting and retaining drivers.

Looking forward, reducing LAVTA's carbon footprint is a near-term emphasis area. LAVTA's entire fixed route fleet is made up of 16 diesel electric hybrid buses. Additionally, LAVTA has begun design work on a Hydrogen Fueling Station at LAVTA's Atlantis Facility.

**Marin Transit**

FY2024-25 Operating Budget	\$40.8 million
FY2023-24 Operating Budget	\$38.1 million
Increase in Budget compared to FY2023-24	7.2%
Projected Ridership (Estimated FY2024-25 as a percentage of 2018-19 Actual)	95.3%
Total Proposed FY2024-25 Operating Allocation <sup>3</sup>	\$15.9 million
Proportion of Operating Budget Funded with Allocations	39.0%

**Budget and Operating Highlights**

Marin Transit offers local transit in Marin County with sustained pandemic ridership and a quicker recovery than other bus operators. Fixed route ridership is at 95.3% of pre-COVID levels, paralleling service levels. Marin Transit handles 2.8 million annual passenger trips, utilizing 79 buses for 225,000 revenue hours, and operates 23 routes primarily in the Marin County area.

Marin Transit's FY2024-25 operations budget reflects a 7.2% increase over the previous year, and includes funding for innovative program growth in areas like the Marin Access shuttle program. Salaries and benefits have risen by 9% to account for a grant funded facilities position and an additional operations position, as well as increases in merit-based raises and promotions.

The budget allocates resources for 173,325 hours of local service, consistent with pre-pandemic levels, as fixed-route ridership has reached 95.3% of its pre-pandemic benchmark. Anticipating a 3% reduction in fuel costs, the budget accounts for a scaled-down paratransit fuel budget due to post-pandemic service adjustments. Projected operating revenues rely on 61% from sales tax revenues of TDA, Measures A and AA. The FY2024-25 expenditure of Measure A/AA revenues

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<sup>3</sup> 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.

has remained stable in comparison to the previous year due to steady sales tax numbers. TDA funding increased by 45% and STA funding increased by 12% from the previous year primarily due to pandemic volatility creating carryforward funds.

In FY 2024-25, Marin Transit's endeavors encompass the funding of transit vehicle replacements, bus stop improvements, and facility improvement projects. Two projects are anticipated to be in construction in FY 2024-25—the District's ADA bus stop project, and the 3010/3020 Kerner vehicle parking with electric vehicle charging and solar power generation. Marin Transit also plans to complete the Environmental phase of a fixed route electric vehicle facility project.

**Santa Rosa CityBus**

FY2024-25 Operating Budget	\$17.7 million
FY2023-24 Operating Budget	\$15.3 million
Increase in FY2024-25 Budget compared to FY2023-24 estimated actual costs	15.2%
Projected Ridership (Estimated FY 2024-25 as a percentage of FY 2018-19 actual)	86.1%
Total Proposed FY2024-25 Operating Allocation <sup>4</sup>	\$12.8 million
Proportion of Operating Budget Funded with Allocations	72.7%

**Budget and Operating Highlights**

The Santa Rosa CityBus operates a mixed (fixed/paratransit) bus system in the City of Santa Rosa with an approximate 51 square mile service area and provides service to over 1.4 million passengers annually. The 13 fixed-route lines within the city of Santa Rosa are centered at the downtown transit mall with two secondary smaller hubs, the Coddington Transit Hub and Shopping Center north of downtown and the Montgomery Village Transit hub to the east. The downtown transit mall services Sonoma County Transit and Golden Gate Transit providing for intercounty travel. Santa Rosa CityBus has stops at the two SMART stations within the city of Santa Rosa but does not have major transit facilities next to the stations. Like all operators, Santa Rosa CityBus suffered ridership loss during the pandemic and suspended some services temporarily.

Santa Rosa CityBus has been reintroducing services, although this process has been challenged by ongoing operator shortages. On the ridership side, the city has taken steps to promote the CityBus service, including introducing a maximum of six fare free days throughout the year and its continued free fares for youth, veterans, and Santa Rosa Junior College students.

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<sup>4</sup> 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.

Santa Rosa CityBus continues with its fleet electrification, and recently approved a resolution authorizing the issuance of two purchase orders from Gillig and New Flyer for the purchase of six (6) battery-electric buses from each manufacturer. The operator plans to complete the transition to a zero emissions fleet by 2040.

Santa Rosa CityBus funds its annual operations with a mix of funding sources including approximately 72.7% TDA/STA, 15% FTA 5307 UZA Formula, 7% locally generated funds, 5% passenger fares. Fiscal year 2024-25 marks the first year since the start of the COVID-19 pandemic that there will be no federal emergency relief funding to assist with operations.

An increase in the proposed budget for FY2024-25 includes an estimate for higher vehicle repair shop rate costs, an increase in Bus Operator overtime due to staffing shortfalls, increased training costs for greater influx of new operators to train, an overall salary/benefit increase, and a new paratransit service contract containing a higher driver wage increase.

**Sonoma County Transit/SCT**

FY2024-25 Operating Budget	\$21.9 million
FY2023-24 Operating Budget	\$20.6 million
Increase in Budget compared to FY2023-24	6.3%
Projected Ridership (Estimated FY2024-25 as a percentage of 2018-19 Actual)	91.4%
Total Proposed FY2024-25 Operating Allocation <sup>5</sup>	\$14.7 million
Proportion of Operating Budget Funded with Allocations	79.2%

**Budget and Operating Highlights**

Sonoma County Transit (SCT) provides a mix of intercity and local routes throughout Sonoma County. SCT provides local transit services within the jurisdictions of Rohnert Park, Cotati, Sebastopol, Windsor, Healdsburg, Cloverdale, the Russian River communities of Guerneville and Monte Rio and the Sonoma/Sonoma Valley areas. Intercity routes link all incorporated cities with downtown Santa Rosa where transfers can be made to other SCT intercity routes, local service provided by Santa Rosa CityBus and regional services provided by Golden Gate Transit and SMART. A total of 19 routes are operated, 8 local and 11 intercity. SCT serves a total of 1,100 bus stops throughout its county-wide service area and provides service to over 700,00 passengers annually.

Sonoma County Transit’s primary sources of funding for operations consist of TDA, STA, local Measure M and farebox revenue. The operator’s budget for FY2024-25 shows a 6.3% increase overall from the previous year, primarily attributed to vehicle operational costs. This is reflective of the 6.6% increase in service hours planned for the new fiscal year. SCT's last COVID relief funds were drawn down in FY 2023-24.

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<sup>5</sup> 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.

Ridership continues to rebound to pre-pandemic levels. SCT anticipates that FY 2024-25's overall ridership will increase approximately 36% over FY 2022-23, arriving at approximately 91.4% of SCT's pre-pandemic ridership.

SCT continues to implement initiatives designed to increase ridership, both of which are subsidized by the Sonoma County Climate Resilience Program. This includes a Youth fare-free program and operation of intercity express routes serving Santa Rosa during weekday morning and evening commute periods. Both programs have contributed to FY 2023-24's ridership increase and are anticipated to promote ridership growth in FY2024-25.

SCT's continues to electrify their fleet with the new electric bus charging facility anticipated to be complete in December 2024. The facility, whose construction began in December 2023, includes 19 charging posts (13 DC and 6 AC.) The new charging facility will support 9 electric buses currently in service and a total of 18 buses that are budgeted in FY 2024-25. The new buses are expected to arrive between December 2024 and October 2026.

**San Francisco Bay Area Water Emergency Transportation Authority/WETA**

FY2024-25 Operating Budget	\$74.7 million
FY2023-24 Operating Budget	\$62.7 million
Increase in Budget compared to FY2023-24	19.1%
Projected Ridership (Estimated FY2024-25 as a percentage of 2018-19 Actual)	85.3%
Total Proposed FY2024-25 Operating Allocation <sup>6</sup>	\$24.5 million
Proportion of Operating Budget Funded with Allocations	32.9%

**Budget and Operating Highlights**

The San Francisco Bay Area Water Emergency Transportation Authority (WETA) operates six regular routes serving the cities of Alameda, Oakland, San Francisco, South San Francisco, Vallejo, and Richmond, and provides service to over 2.4 million passengers annually. The authority oversees the operation of regular and special event ferry routes, owns and maintains the fleet of vessels, owns and manages terminals, and works to expand and improve ferry services to meet the growing transportation needs of the Bay Area community.

The FY2024-25 Budget includes \$74.7 million for operating expenses and \$83.4 million for capital projects, totaling \$158.2 million for Ferry Operations, Planning, Administration, and Capital Projects. WETA’s operating budget shows a 19.1% increase from the previous fiscal year, which can be attributed to increase in salary/benefits and purchased transportation.

With the support of revenue sources from Regional Measures 2 and 3 and drawdown of State Transit Assistance funding, WETA aims to increase demonstration service of new technologies (such as a Hydrogen Ferry) and service improvements that bring growing ridership to the service. WETA will also be running a Pilot service within the Oakland Estuary funded by grants from other sources. WETA’s efforts at keeping fares low and maintaining

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<sup>6</sup> 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.



90% on time performance are all intended to build ridership and increase the choices for riders to choose transit over single occupancy vehicles. WETA has drawn down its remaining Federal COVID relief funds and will rely on RM3 to maintain current service levels. Significant staff time in the new fiscal year will be spent on planning for zero emission ferry service by 2026 on a new route between Downtown San Francisco and Treasure Island.

**Attachment B – Senate Bill 125 Regional Accountability Measure Progress Update for Claimant(s)**

MTC Resolution No. 4619 identifies Regional Accountability Measures for operators receiving Senate Bill (SB) 125 funds. These measures have been identified as projects in MTC Resolution No. 4630, the Fiscal Year 2023-24 Productivity Improvement Program (PIP). In accordance with MTC’s standard procedures, operators report on progress toward PIP projects when submitting their claims of transit operating funds on a rolling annual basis.

This document summarizes the progress made toward PIP projects for operators that are due to receive SB 125 funds in either Fiscal Year 2024-25 or Fiscal Year 2025-26 and are requesting an allocation of operating funds this month. Staff will continue to provide updates for eligible operators as their claims are received, and will provide a second mid-year update on PIP progress for all operators to the Programming and Allocations Committee in early 2025.

**LAVTA**

<b>SB 125 Regional Accountability Measure</b>	<b>FY2023-24 Progress Summary</b>	<b>MTC Assessment and Recommendations</b>
<b>Active Participation in Advancement of Regional Initiatives</b>	<ul style="list-style-type: none"> <li>LAVTA is currently participating in all applicable initiatives identified by MTC</li> <li>Notably, LAVTA staff participate in the Transit Priority working group and appeared on a panel discussion on the topic last year</li> </ul>	<ul style="list-style-type: none"> <li>LAVTA is fulfilling this SB 125 Regional Accountability Measure</li> </ul>
<b>Schedule Coordination</b>	<ul style="list-style-type: none"> <li>LAVTA is in the process of transitioning to operator sign-ups in January and August. Sign-ups occurred in August 2023, but the January 2024 sign-ups were delayed to March due to a major network realignment</li> </ul>	<ul style="list-style-type: none"> <li>This SB 125 Regional Accountability Measure is in-progress and satisfactory progress has been made</li> <li>MTC recommends that LAVTA prioritize adhering to the January and August sign-up schedule moving forward</li> </ul>
<b>General Transit Feed Specification (GTFS) Audit</b>	<ul style="list-style-type: none"> <li>LAVTA is in compliance with all basic GTFS and GTFS-Real Time best practice</li> <li>LAVTA is in compliance with some but not all best practices that go beyond basic standards</li> </ul>	<ul style="list-style-type: none"> <li>LAVTA has satisfactorily advanced this SB 125 Regional Accountability Measure</li> <li>MTC recommends that LAVTA develop a plan to meet all best practices</li> </ul>

<b>SB 125 Regional Accountability Measure</b>	<b>FY2023-24 Progress Summary</b>	<b>MTC Assessment and Recommendations</b>
	<ul style="list-style-type: none"><li>LAVTA is currently entering into an agreement with Swiftly to deploy its Real-Time Passenger Prediction module, which is expected to significantly enhance the accuracy of LAVTA's GTFS-RT feed.</li></ul>	identified in the audit checklist

Attachment C: FY 2023-24 TDA and AB1107 Revenues (\$ millions)

	A	B	C	D			
	FY 2022-23	FY 2023-24	FY 2023-24	FY 2023-24	FY 2023-24	FY 2023-24	FY 2022-23
		Feb. 2023	Feb. 2024		Revenue	Revenue	Actual vs. FY
County	Actual Revenue	Original Estimate	Revised Estimate	Actual Revenues	Adjustment	Adjustment	2023-24 Actual
					(D-B) - \$	(D-B) - %	(D-A) - %
Alameda	\$ 113,903,799	\$ 113,845,387	\$ 103,504,806	\$ 99,562,347	\$ (14,283,040)	-13%	-13%
Contra Costa	\$ 56,075,107	\$ 60,006,712	\$ 56,721,512	\$ 56,255,706	\$ (3,751,006)	-6%	0%
Marin	\$ 14,545,916	\$ 14,839,778	\$ 17,151,058	\$ 16,185,415	\$ 1,345,638	9%	11%
Napa	\$ 12,097,904	\$ 12,368,198	\$ 12,246,077	\$ 11,531,919	\$ (836,279)	-7%	-5%
San Francisco	\$ 50,199,087	\$ 51,445,000	\$ 48,967,500	\$ 47,862,223	\$ (3,582,777)	-7%	-5%
San Mateo	\$ 55,267,582	\$ 60,360,105	\$ 55,195,705	\$ 54,817,632	\$ (5,542,473)	-9%	-1%
Santa Clara	\$ 144,317,131	\$ 145,007,000	\$ 144,351,337	\$ 143,708,785	\$ (1,298,215)	-1%	0%
Solano	\$ 26,181,314	\$ 27,790,758	\$ 28,647,982	\$ 26,074,646	\$ (1,716,112)	-6%	0%
Sonoma	\$ 30,551,394	\$ 33,200,000	\$ 30,600,000	\$ 29,538,129	\$ (3,661,871)	-11%	-3%
<b>Total TDA</b>	<b>\$ 503,139,234</b>	<b>\$ 518,862,938</b>	<b>\$ 497,385,978</b>	<b>\$ 485,536,802</b>	<b>\$ (33,326,136)</b>	<b>-6%</b>	<b>-3%</b>
<b>AB1107</b>	<b>\$ 109,042,592</b>	<b>\$ 104,000,000</b>	<b>\$ 104,000,000</b>	<b>\$ 106,710,918</b>	<b>\$ 2,710,918</b>	<b>3%</b>	<b>-2%</b>

Attachment C: TDA Article 4/8 Revenue Impacts and Rescissions by Operator

	Original Estimate FY 2023-24	Actual Revenues FY 2023-24	Difference <sup>1</sup>	Anticipated Rescission <sup>2</sup>
<b>Alameda</b>				
AC Transit				
District 1	\$ 65,495,586	\$ 57,278,511	\$ (8,217,075)	\$ (7,115,849)
District 2	\$ 17,245,657	\$ 15,082,017	\$ (2,163,640)	\$ (1,867,307)
BART	\$ 142,186	\$ 124,347	\$ (17,839)	\$ (15,706)
LAVTA	\$ 14,669,457	\$ 12,829,027	\$ (1,840,430)	\$ -
Union City	\$ 4,197,568	\$ 3,670,941	\$ (526,627)	\$ -
<b>Alameda County Subtotal</b>	<b>\$ 101,750,453</b>	<b>\$ 88,984,842</b>	<b>\$ (12,765,611)</b>	<b>\$ (8,998,862)</b>
<b>Contra Costa</b>				
AC Transit				
District 1	\$ 9,475,264	\$ 8,882,967	\$ (592,297)	\$ (73,553)
BART	\$ 226,131	\$ 211,996	\$ (14,135)	\$ -
CCCTA	\$ 24,796,860	\$ 23,246,813	\$ (1,550,047)	\$ -
ECCTA	\$ 15,962,167	\$ 14,964,375	\$ (997,792)	\$ (807,461)
WCCTA	\$ 3,171,176	\$ 2,972,946	\$ (198,230)	\$ -
<b>Contra Costa County Subtotal</b>	<b>\$ 53,631,598</b>	<b>\$ 50,279,098</b>	<b>\$ (3,352,500)</b>	<b>\$ (881,014)</b>
<b>Marin</b>				
Golden Gate	\$ 5,483,984	\$ 5,981,260	\$ 497,276	\$ -
Marin Transit	\$ 8,477,279	\$ 9,245,980	\$ 768,701	\$ -
<b>Marin County Subtotal</b>	<b>\$ 13,961,263</b>	<b>\$ 15,227,239</b>	<b>\$ 1,265,977</b>	<b>\$ -</b>
<b>Napa</b>				
NVTA	\$ 11,054,201	\$ 10,306,768	\$ (747,433)	\$ (747,433)
<b>San Francisco</b>				
SFMTA	\$ 45,979,483	\$ 42,777,340	\$ (3,202,143)	\$ (2,886,851)
<b>San Mateo</b>				
SamTrans	\$ 53,947,447	\$ 48,993,806	\$ (4,953,641)	\$ -
<b>Santa Clara</b>				
VTA	\$ 129,601,457	\$ 128,441,164	\$ (1,160,293)	\$ (532,846)
<b>Solano</b>				
Dixon	\$ 1,085,464	\$ 1,018,436	\$ (67,029)	\$ -
Fairfield	\$ 6,819,888	\$ 6,398,752	\$ (421,136)	\$ -
Rio Vista	\$ 564,546	\$ 529,685	\$ (34,861)	\$ -
Solano County	\$ 1,043,031	\$ 978,623	\$ (64,408)	\$ -
Suisun City	\$ 1,643,640	\$ 1,542,143	\$ (101,497)	\$ -
Vacaville	\$ 5,759,622	\$ 5,403,959	\$ (355,663)	\$ -
Vallejo/Benicia	\$ 8,523,424	\$ 7,997,093	\$ (526,331)	\$ -
<b>Solano County Subtotal</b>	<b>\$ 25,439,615</b>	<b>\$ 23,868,690</b>	<b>\$ (1,570,925)</b>	<b>\$ -</b>
<b>Sonoma</b>				
Golden Gate	\$ 7,767,384	\$ 6,910,662	\$ (856,722)	\$ (868,816)
Petaluma	\$ 2,412,993	\$ 2,146,847	\$ (266,147)	\$ -
Santa Rosa	\$ 8,676,778	\$ 7,719,752	\$ (957,026)	\$ -
Sonoma County	\$ 12,377,405	\$ 11,012,210	\$ (1,365,195)	\$ -
<b>Sonoma County Subtotal</b>	<b>\$ 31,234,560</b>	<b>\$ 27,789,471</b>	<b>\$ (3,445,089)</b>	<b>\$ (868,816)</b>
<b>Region-wide Grand Total</b>	<b>\$ 466,600,077</b>	<b>\$ 436,668,418</b>	<b>\$ (29,931,659)</b>	<b>\$ (14,915,822)</b>

1. Table reflects impacts to TDA Article 4/8 revenues. There are an additional \$3M of revenue reductions that will impact planning & admin fees, as well as certain Articles 3 and 4.5 apportionments

2. Rescissions may not be required where outstanding commitments are below revenues, or may be offset by unallocated revenues carried over from previous years.

Date: February 28, 2024  
W.I.: 1511  
Referred by: PAC  
Revised: July 24, 2024-C

ABSTRACT

Resolution No. 4629, Revised

This resolution approves the FY 2024-25 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill (AB) 1107 sales tax, Low Carbon Transit Operations (LCTOP) cap-and-trade auction revenues, transit-related bridge toll funds, and Senate Bill (SB) 125 funds for transit operating assistance.

This resolution was revised on July 24, 2024 to reflect actual receipts for TDA and AB1107 funds in FY 2023-24.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheets dated February 14, 2024 and July 10, 2024.

Date: February 28, 2024  
W.I.: 1511  
Referred by: PAC  
Revised: 07/24/24-C

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2024-25

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4629

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

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

WHEREAS, pursuant to 21 California Code of Regulations Section 6620, the County Auditor for each of the nine counties in the Bay Area has submitted the revised and new TDA fund estimates for FY 2023-24 and FY 2024-25 as shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

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

WHEREAS, all area apportionments of TDA funds for the 2024-25 fiscal year are shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

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

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

RESOLVED, that MTC approves the area apportionments of TDA funds, and the proposed distribution of operating assistance funds for the 2024-25 fiscal year as shown in Attachment A, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC intends to allocate operating assistance funds for the 2024-25 fiscal year, based on the area apportionments of TDA funds, the proposed distribution of operating assistance funds and upon the receipt of appropriate claims from eligible claimants; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on February 28, 2024.



**FY 2024-25 FUND ESTIMATE  
REGIONAL SUMMARY**

Attachment A  
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**TDA REGIONAL SUMMARY TABLE**

Column	A	B	C	D	E	F	G	H=Sum(A:G)
	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	FY2024-25	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance <sup>1</sup>	Outstanding Commitments, Refunds, & Interest <sup>2</sup>	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	50,671,967	(114,724,316)	113,845,387	(14,283,040)	(3,982,494)	104,539,854	(4,181,594)	131,885,764
Contra Costa	53,390,374	(70,902,915)	60,006,712	(3,751,006)	(2,250,228)	58,423,157	(2,336,927)	92,579,165
Marin	268,925	(13,897,748)	14,839,778	1,345,638	(647,417)	17,494,079	(699,762)	18,703,494
Napa	5,176,302	(9,676,349)	12,368,198	(836,277)	(461,277)	12,490,999	(499,640)	18,561,952
San Francisco	6,292,656	(48,368,939)	51,445,000	(3,582,777)	(1,914,489)	50,292,500	(2,011,701)	52,152,250
San Mateo	13,838,281	(58,558,179)	60,360,105	(5,542,473)	(2,192,705)	58,595,049	(2,343,801)	64,156,275
Santa Clara	12,071,491	(146,015,792)	145,007,000	(1,298,215)	(5,748,351)	147,383,000	(5,895,320)	145,503,811
Solano	45,432,860	(49,502,291)	27,790,758	(1,716,112)	(1,718,841)	28,647,982	(1,888,475)	47,045,882
Sonoma	35,278,789	(37,032,244)	33,200,000	(3,661,871)	(1,181,525)	31,500,000	(1,260,000)	56,843,148
<b>TOTAL</b>	<b>\$222,421,643</b>	<b>(\$548,678,773)</b>	<b>\$518,862,938</b>	<b>(\$33,326,136)</b>	<b>(\$20,097,327)</b>	<b>\$509,366,620</b>	<b>(\$21,117,220)</b>	<b>\$627,431,741</b>

**STA, AB 1107, BRIDGE TOLL, LOW CARBON TRANSIT OPERATIONS PROGRAM, SGR PROGRAM, & SB125 REGIONAL SUMMARY TABLE**

Column	A	B	C	D	E=Sum(A:D)
Fund Source	6/30/2023	FY2022-24	FY2023-24	FY2024-25	FY2024-25
	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Revenue Estimate	Revenue Estimate	Available for Allocation
<b>State Transit Assistance</b>					
Revenue-Based	78,481,735	(134,288,345)	258,125,769	249,517,946	451,837,102
Population-Based	99,313,121	(75,803,454)	93,383,567	90,269,467	207,162,699
<b>SUBTOTAL</b>	<b>177,794,856</b>	<b>(210,091,799)</b>	<b>351,509,336</b>	<b>339,787,413</b>	<b>658,999,801</b>
<b>AB1107 - BART District Tax (25% Share)</b>	<b>0</b>	<b>(106,710,918)</b>	<b>106,710,918</b>	<b>104,000,000</b>	<b>104,000,000</b>
<b>Bridge Toll Total</b>					
MTC 2% Toll Revenue	8,965,253	(6,735,076)	1,450,000	1,450,000	5,130,176
5% State General Fund Revenue	24,330,375	(18,286,723)	3,476,936	3,511,706	13,032,294
<b>SUBTOTAL</b>	<b>33,295,628</b>	<b>(25,021,799)</b>	<b>4,926,936</b>	<b>4,961,706</b>	<b>18,162,470</b>
<b>Low Carbon Transit Operations Program</b>	<b>0</b>	<b>0</b>	<b>78,260,504</b>	<b>66,585,278</b>	<b>144,845,782</b>
<b>State of Good Repair Program</b>					
Revenue-Based <sup>3</sup>	21,759	(33,656,207)	33,656,207	34,666,010	34,687,767
Population-Based	20,109,423	(31,799,022)	12,175,989	12,541,311	13,027,701
<b>SUBTOTAL</b>	<b>20,131,181</b>	<b>(65,455,229)</b>	<b>45,832,196</b>	<b>47,207,321</b>	<b>47,715,468</b>
<b>Senate Bill 125 Funding</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>162,927,458</b>	<b>162,927,458</b>
<b>TOTAL</b>	<b>\$231,221,665</b>	<b>(\$407,279,745)</b>	<b>\$587,239,890</b>	<b>\$725,469,175</b>	<b>\$1,136,650,979</b>

Please see Attachment A pages 2-19 for detailed information on each fund source.

- Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
- The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations as of 6/30/24.

**FY 2024-25 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
ALAMEDA COUNTY**

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FY2023-24 TDA Revenue Estimate		FY2024-25 TDA Revenue Estimate	
<b>FY2023-24 Generation Estimate Adjustment</b>		<b>FY2024-25 County Auditor's Generation Estimate</b>	
1. Original County Auditor Estimate (Feb, 23)	113,845,387	13. County Auditor Estimate	104,539,854
2. Actual Revenue (Jul, 24)	99,562,347	<b>FY2024-25 Planning and Administration Charges</b>	
3. Revenue Adjustment (Lines 2-1)	(14,283,040)	14. MTC Administration (0.5% of Line 13)	522,699
<b>FY2023-24 Planning and Administration Charges Adjustment</b>		15. County Administration (0.5% of Line 13)	522,699
4. MTC Administration (0.5% of Line 3)	(71,415)	16. MTC Planning (3.0% of Line 13)	3,136,196
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	(71,415)	17. Total Charges (Lines 14+15+16)	4,181,594
6. MTC Planning (3.0% of Line 3)	(428,491)	18. TDA Generations Less Charges (Lines 13-17)	100,358,260
7. Total Charges (Lines 4+5+6)	(571,321)	<b>FY2024-25 TDA Apportionment By Article</b>	
8. Adjusted Generations Less Charges (Lines 3-7)	(13,711,719)	19. Article 3.0 (2.0% of Line 18)	2,007,165
<b>FY2023-24 TDA Adjustment By Article</b>		20. Funds Remaining (Lines 18-19)	98,351,095
9. Article 3 Adjustment (2.0% of line 8)	(274,234)	21. Article 4.5 (5.0% of Line 20)	4,917,555
10. Funds Remaining (Lines 8-9)	(13,437,485)	22. TDA Article 4 (Lines 20-21)	93,433,540
11. Article 4.5 Adjustment (5.0% of Line 10)	(671,874)		
12. Article 4 Adjustment (Lines 10-11)	(12,765,611)		

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
<b>Article 3</b>	7,484,280	113,954	7,598,234	(6,265,191)	0	2,185,831	(274,234)	3,244,640	2,007,165	5,251,805
<b>Article 4.5</b>	897,011	15,071	912,082	(5,595,495)	0	5,355,287	(671,874)	0	4,917,555	4,917,555
<b>SUBTOTAL</b>	<b>8,381,291</b>	<b>129,025</b>	<b>8,510,316</b>	<b>(11,860,686)</b>	<b>0</b>	<b>7,541,118</b>	<b>(946,108)</b>	<b>3,244,640</b>	<b>6,924,720</b>	<b>10,169,360</b>
<b>Article 4</b>										
AC Transit										
District 1	8,408,316	103,272	8,511,588	(65,790,099)	0	65,495,586	(8,217,075)	0	60,180,711	60,180,711
District 2	2,261,460	27,636	2,289,096	(17,371,113)	0	17,245,657	(2,163,640)	0	15,957,528	15,957,528
BART <sup>3</sup>	12,398	470	12,868	(137,215)	0	142,186	(17,839)	0	101,010	101,010
LAVTA	20,012,120	259,243	20,271,363	(20,272,880)	8,332,704	14,669,457	(1,840,430)	21,160,214	13,382,358	34,542,572
Union City	11,596,383	184,358	11,780,741	(8,329,032)	0	4,197,568	(526,627)	7,122,650	3,811,933	10,934,583
<b>SUBTOTAL</b>	<b>42,290,676</b>	<b>574,980</b>	<b>42,865,656</b>	<b>(111,900,339)</b>	<b>8,332,704</b>	<b>101,750,453</b>	<b>(12,765,611)</b>	<b>28,282,864</b>	<b>93,433,540</b>	<b>121,716,404</b>
<b>GRAND TOTAL</b>	<b>\$50,671,967</b>	<b>\$704,005</b>	<b>\$51,375,972</b>	<b>(\$123,761,024)</b>	<b>\$8,332,704</b>	<b>\$109,291,571</b>	<b>(\$13,711,719)</b>	<b>\$31,527,504</b>	<b>\$100,358,260</b>	<b>\$131,885,764</b>

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.  
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations as of 6/30/24.  
3. Details on the proposed apportionment of BART funding to local operators are shown on page 15 of the Fund Estimate.  
4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2024-25 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
CONTRA COSTA COUNTY**

FY2023-24 TDA Revenue Estimate		FY2024-25 TDA Revenue Estimate	
<b>FY2023-24 Generation Estimate Adjustment</b>		<b>FY2024-25 County Auditor's Generation Estimate</b>	
1. Original County Auditor Estimate (Feb, 23)	60,006,712	13. County Auditor Estimate	58,423,157
2. Actual Revenue (Jul, 24)	56,255,706	<b>FY2024-25 Planning and Administration Charges</b>	
3. Revenue Adjustment (Lines 2-1)	(3,751,006)	14. MTC Administration (0.5% of Line 13)	292,116
<b>FY2023-24 Planning and Administration Charges Adjustment</b>		15. County Administration (0.5% of Line 13)	292,116
4. MTC Administration (0.5% of Line 3)	(18,755)	16. MTC Planning (3.0% of Line 13)	1,752,695
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	(18,755)	17. Total Charges (Lines 14+15+16)	2,336,927
6. MTC Planning (3.0% of Line 3)	(112,530)	18. TDA Generations Less Charges (Lines 13-17)	56,086,230
7. Total Charges (Lines 4+5+6)	(150,040)	<b>FY2024-25 TDA Apportionment By Article</b>	
8. Adjusted Generations Less Charges (Lines 3-7)	(3,600,966)	19. Article 3.0 (2.0% of Line 18)	1,121,725
<b>FY2023-24 TDA Adjustment By Article</b>		20. Funds Remaining (Lines 18-19)	54,964,505
9. Article 3 Adjustment (2.0% of line 8)	(72,019)	21. Article 4.5 (5.0% of Line 20)	2,748,225
10. Funds Remaining (Lines 8-9)	(3,528,947)	22. TDA Article 4 (Lines 20-21)	52,216,280
11. Article 4.5 Adjustment (5.0% of Line 10)	(176,447)		
12. Article 4 Adjustment (Lines 10-11)	(3,352,500)		

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
<b>Article 3</b>	2,563,551	96,839	2,660,390	(3,639,952)	0	1,152,129	(72,019)	100,548	1,121,725	1,222,273
<b>Article 4.5</b>	(10,399)	12,575	2,177	(2,648,446)	0	2,822,716	(176,447)	0	2,748,225	2,748,225
<b>SUBTOTAL</b>	<b>2,553,153</b>	<b>109,414</b>	<b>2,662,566</b>	<b>(6,288,398)</b>	<b>0</b>	<b>3,974,845</b>	<b>(248,466)</b>	<b>100,548</b>	<b>3,869,950</b>	<b>3,970,498</b>
<b>Article 4</b>										
AC Transit										
District 1	(14,932)	22,036	7,104	(8,890,071)	0	9,475,264	(592,297)	0	9,213,421	9,213,421
BART <sup>3</sup>	(2,072)	2,245	173	(226,131)	205,113	226,131	(14,135)	191,150	218,572	409,722
CCCTA	41,352,632	1,220,820	42,573,452	(40,558,854)	10,786,896	24,796,860	(1,550,047)	36,048,307	24,036,247	60,084,554
ECCTA	4,558,250	189,645	4,747,895	(19,712,270)	0	15,962,167	(997,792)	0	15,660,711	15,660,711
WCCTA	4,943,344	96,434	5,039,778	(8,756,372)	896,578	3,171,176	(198,230)	152,930	3,087,329	3,240,259
<b>SUBTOTAL</b>	<b>50,837,221</b>	<b>1,531,180</b>	<b>52,368,401</b>	<b>(78,143,698)</b>	<b>11,888,587</b>	<b>53,631,598</b>	<b>(3,352,500)</b>	<b>36,392,387</b>	<b>52,216,280</b>	<b>88,608,667</b>
<b>GRAND TOTAL</b>	<b>\$53,390,374</b>	<b>\$1,640,594</b>	<b>\$55,030,967</b>	<b>(\$84,432,096)</b>	<b>\$11,888,587</b>	<b>\$57,606,443</b>	<b>(\$3,600,966)</b>	<b>\$36,492,935</b>	<b>\$56,086,230</b>	<b>\$92,579,165</b>

- Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
- The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations as of 6/30/24.
- Details on the proposed apportionment of BART funding to local operators are shown on page 15 of the Fund Estimate.
- Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2024-25 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
MARIN COUNTY**

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FY2023-24 TDA Revenue Estimate		FY2024-25 TDA Revenue Estimate	
<b>FY2023-24 Generation Estimate Adjustment</b>		<b>FY2024-25 County Auditor's Generation Estimate</b>	
1. Original County Auditor Estimate (Feb, 23)	14,839,778	13. County Auditor Estimate	17,494,079
2. Actual Revenue (Jul, 24)	16,185,415	<b>FY2024-25 Planning and Administration Charges</b>	
3. Revenue Adjustment (Lines 2-1)	1,345,638	14. MTC Administration (0.5% of Line 13)	87,470
<b>FY2023-24 Planning and Administration Charges Adjustment</b>		15. County Administration (0.5% of Line 13)	87,470
4. MTC Administration (0.5% of Line 3)	6,728	16. MTC Planning (3.0% of Line 13)	524,822
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	6,728	17. Total Charges (Lines 14+15+16)	699,762
6. MTC Planning (3.0% of Line 3)	40,369	18. TDA Generations Less Charges (Lines 13-17)	16,794,317
7. Total Charges (Lines 4+5+6)	53,825	<b>FY2024-25 TDA Apportionment By Article</b>	
8. Adjusted Generations Less Charges (Lines 3-7)	1,291,813	19. Article 3.0 (2.0% of Line 18)	335,886
<b>FY2023-24 TDA Adjustment By Article</b>		20. Funds Remaining (Lines 18-19)	16,458,431
9. Article 3 Adjustment (2.0% of line 8)	25,836	21. Article 4.5 (5.0% of Line 20)	0
10. Funds Remaining (Lines 8-9)	1,265,977	22. TDA Article 4 (Lines 20-21)	16,458,431
11. Article 4.5 Adjustment (5.0% of Line 10)	0		
12. Article 4 Adjustment (Lines 10-11)	1,265,977		

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	292,156	59,454	351,609	(615,956)	0	284,924	25,836	46,414	335,886	382,300
Article 4.5										
<b>SUBTOTAL</b>	<b>292,156</b>	<b>59,454</b>	<b>351,609</b>	<b>(615,956)</b>	<b>0</b>	<b>284,924</b>	<b>25,836</b>	<b>46,414</b>	<b>335,886</b>	<b>382,300</b>
Article 4/8										
GGBHTD	(11,640)	12,439	799	(5,483,984)	0	5,483,984	497,276	498,075	6,961,916	7,459,991
Marin Transit	(11,591)	12,222	632	(7,881,923)	0	8,477,279	768,701	1,364,688	9,496,515	10,861,203
<b>SUBTOTAL</b>	<b>(23,230)</b>	<b>24,661</b>	<b>1,431</b>	<b>(13,365,907)</b>	<b>0</b>	<b>13,961,263</b>	<b>1,265,977</b>	<b>1,862,763</b>	<b>16,458,431</b>	<b>18,321,194</b>
<b>GRAND TOTAL</b>	<b>\$268,925</b>	<b>\$84,115</b>	<b>\$353,040</b>	<b>(\$13,981,863)</b>	<b>\$0</b>	<b>\$14,246,187</b>	<b>\$1,291,813</b>	<b>\$1,909,177</b>	<b>\$16,794,317</b>	<b>\$18,703,494</b>

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations as of 6/30/24.

**FY 2024-25 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NAPA COUNTY**

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FY2023-24 TDA Revenue Estimate		FY2024-25 TDA Revenue Estimate	
<b>FY2023-24 Generation Estimate Adjustment</b>		<b>FY2024-25 County Auditor's Generation Estimate</b>	
1. Original County Auditor Estimate (Feb, 23)	12,368,198	13. County Auditor Estimate	12,490,999
2. Actual Revenue (Jul, 24)	11,531,919	<b>FY2024-25 Planning and Administration Charges</b>	
3. Revenue Adjustment (Lines 2-1)	-836,279	14. MTC Administration (0.5% of Line 13)	62,455
<b>FY2023-24 Planning and Administration Charges Adjustment</b>		15. County Administration (0.5% of Line 13)	62,455
4. MTC Administration (0.5% of Line 3)	(4,181)	16. MTC Planning (3.0% of Line 13)	374,730
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	(4,181)	17. Total Charges (Lines 14+15+16)	499,640
6. MTC Planning (3.0% of Line 3)	(25,088)	18. TDA Generations Less Charges (Lines 13-17)	11,991,359
7. Total Charges (Lines 4+5+6)	(33,450)	<b>FY2024-25 TDA Apportionment By Article</b>	
8. Adjusted Generations Less Charges (Lines 3-7)	(802,829)	19. Article 3.0 (2.0% of Line 18)	239,827
<b>FY2023-24 TDA Adjustment By Article</b>		20. Funds Remaining (Lines 18-19)	11,751,532
9. Article 3 Adjustment (2.0% of line 8)	(16,057)	21. Article 4.5 (5.0% of Line 20)	587,577
10. Funds Remaining (Lines 8-9)	(786,772)	22. TDA Article 4 (Lines 20-21)	11,163,955
11. Article 4.5 Adjustment (5.0% of Line 10)	(39,339)		
12. Article 4 Adjustment (Lines 10-11)	(747,433)		

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	491,987	5,626	497,613	(510,000)	0	237,469	(16,057)	209,025	239,827	448,852
Article 4.5	274,592	3,502	278,094	(820,555)	0	581,800	(39,339)	0	587,577	587,577
<b>SUBTOTAL</b>	<b>766,580</b>	<b>9,128</b>	<b>775,707</b>	<b>(1,330,555)</b>	<b>0</b>	<b>819,269</b>	<b>(55,396)</b>	<b>209,025</b>	<b>827,404</b>	<b>1,036,429</b>
Article 4/8										
NVTA <sup>3</sup>	4,409,722	42,412	4,452,134	(11,931,965)	3,534,631	11,054,201	(747,433)	6,361,568	11,163,955	17,525,523
<b>SUBTOTAL</b>	<b>4,409,722</b>	<b>42,412</b>	<b>4,452,134</b>	<b>(11,931,965)</b>	<b>3,534,631</b>	<b>11,054,201</b>	<b>(747,433)</b>	<b>6,361,568</b>	<b>11,163,955</b>	<b>17,525,523</b>
<b>GRAND TOTAL</b>	<b>\$5,176,302</b>	<b>\$51,540</b>	<b>\$5,227,841</b>	<b>(\$13,262,520)</b>	<b>\$3,534,631</b>	<b>\$11,873,470</b>	<b>(\$802,829)</b>	<b>\$6,570,593</b>	<b>\$11,991,359</b>	<b>\$18,561,952</b>

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations as of 6/30/24.
3. NVTA is authorized to claim 100% of the apportionment to Napa County.

**FY 2024-25 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SAN FRANCISCO COUNTY**

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FY2023-24 TDA Revenue Estimate		FY2024-25 TDA Revenue Estimate	
<b>FY2023-24 Generation Estimate Adjustment</b>		<b>FY2024-25 County Auditor's Generation Estimate</b>	
1. Original County Auditor Estimate (Feb, 23)	51,445,000	13. County Auditor Estimate	50,292,500
2. Actual Revenue (Jul, 24)	47,862,223	<b>FY2024-25 Planning and Administration Charges</b>	
3. Revenue Adjustment (Lines 2-1)	(3,582,777)	14. MTC Administration (0.5% of Line 13)	251,463
<b>FY2023-24 Planning and Administration Charges Adjustment</b>		15. County Administration (0.5% of Line 13)	251,463
4. MTC Administration (0.5% of Line 3)	(17,914)	16. MTC Planning (3.0% of Line 13)	1,508,775
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	(17,914)	17. Total Charges (Lines 14+15+16)	2,011,701
6. MTC Planning (3.0% of Line 3)	(107,483)	18. TDA Generations Less Charges (Lines 13-17)	48,280,799
7. Total Charges (Lines 4+5+6)	(143,311)	<b>FY2024-25 TDA Apportionment By Article</b>	
8. Adjusted Generations Less Charges (Lines 3-7)	(3,439,466)	19. Article 3.0 (2.0% of Line 18)	965,616
<b>FY2023-24 TDA Adjustment By Article</b>		20. Funds Remaining (Lines 18-19)	47,315,183
9. Article 3 Adjustment (2.0% of line 8)	(68,789)	21. Article 4.5 (5.0% of Line 20)	2,365,759
10. Funds Remaining (Lines 8-9)	(3,370,677)	22. TDA Article 4 (Lines 20-21)	44,949,424
11. Article 4.5 Adjustment (5.0% of Line 10)	(168,534)		
12. Article 4 Adjustment (Lines 10-11)	(3,202,143)		

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
<b>Article 3</b>	1,891,650	79,966	1,971,616	(1,009,396)	0	987,744	(68,789)	1,881,175	965,616	2,846,791
<b>Article 4.5</b>	4,520,175	0	4,520,175	0	(4,781,338)	2,419,973	(168,534)	1,990,276	2,365,759	4,356,035
<b>SUBTOTAL</b>	<b>6,411,825</b>	<b>79,966</b>	<b>6,491,791</b>	<b>(1,009,396)</b>	<b>(4,781,338)</b>	<b>3,407,717</b>	<b>(237,323)</b>	<b>3,871,451</b>	<b>3,331,375</b>	<b>7,202,826</b>
<b>Article 4</b>										
SFMTA	(119,169)	119,169	0	(47,558,678)	4,781,338	45,979,483	(3,202,143)	0	44,949,424	44,949,424
<b>SUBTOTAL</b>	<b>(119,169)</b>	<b>119,169</b>	<b>0</b>	<b>(47,558,678)</b>	<b>4,781,338</b>	<b>45,979,483</b>	<b>(3,202,143)</b>	<b>0</b>	<b>44,949,424</b>	<b>44,949,424</b>
<b>GRAND TOTAL</b>	<b>\$6,292,656</b>	<b>\$199,135</b>	<b>\$6,491,791</b>	<b>(\$48,568,074)</b>	<b>\$0</b>	<b>\$49,387,200</b>	<b>(\$3,439,466)</b>	<b>\$3,871,451</b>	<b>\$48,280,799</b>	<b>\$52,152,250</b>

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations as of 6/30/24.

**FY 2024-25 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SAN MATEO COUNTY**

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FY2023-24 TDA Revenue Estimate		FY2024-25 TDA Revenue Estimate	
<b>FY2023-24 Generation Estimate Adjustment</b>		<b>FY2024-25 County Auditor's Generation Estimate</b>	
1. Original County Auditor Estimate (Feb, 23)	60,360,105	13. County Auditor Estimate	58,595,049
2. Actual Revenue (Jul, 24)	54,817,632	<b>FY2024-25 Planning and Administration Charges</b>	
3. Revenue Adjustment (Lines 2-1)	(5,542,473)	14. MTC Administration (0.5% of Line 13)	292,975
<b>FY2023-24 Planning and Administration Charges Adjustment</b>		15. County Administration (0.5% of Line 13)	292,975
4. MTC Administration (0.5% of Line 3)	(27,712)	16. MTC Planning (3.0% of Line 13)	1,757,851
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	(27,712)	17. Total Charges (Lines 14+15+16)	2,343,801
6. MTC Planning (3.0% of Line 3)	(166,274)	18. TDA Generations Less Charges (Lines 13-17)	56,251,248
7. Total Charges (Lines 4+5+6)	(221,698)	<b>FY2024-25 TDA Apportionment By Article</b>	
8. Adjusted Generations Less Charges (Lines 3-7)	(5,320,775)	19. Article 3.0 (2.0% of Line 18)	1,125,025
<b>FY2023-24 TDA Adjustment By Article</b>		20. Funds Remaining (Lines 18-19)	55,126,223
9. Article 3 Adjustment (2.0% of line 8)	(106,416)	21. Article 4.5 (5.0% of Line 20)	2,756,311
10. Funds Remaining (Lines 8-9)	(5,214,359)	22. TDA Article 4 (Lines 20-21)	52,369,912
11. Article 4.5 Adjustment (5.0% of Line 10)	(260,718)		
12. Article 4 Adjustment (Lines 10-11)	(4,953,641)		

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
<b>Article 3</b>	4,002,861	143,865	4,146,726	(2,598,444)	0	1,158,914	(106,416)	2,600,780	1,125,025	3,725,805
<b>Article 4.5</b>	491,773	40,375	532,149	(2,820,723)	0	2,839,339	(260,718)	290,047	2,756,311	3,046,358
<b>SUBTOTAL</b>	<b>4,494,634</b>	<b>184,241</b>	<b>4,678,875</b>	<b>(5,419,167)</b>	<b>0</b>	<b>3,998,253</b>	<b>(367,134)</b>	<b>2,890,827</b>	<b>3,881,336</b>	<b>6,772,163</b>
<b>Article 4</b>										
SamTrans	9,343,646	270,496	9,614,142	(53,593,748)	0	53,947,447	(4,953,641)	5,014,200	52,369,912	57,384,112
<b>SUBTOTAL</b>	<b>9,343,646</b>	<b>270,496</b>	<b>9,614,142</b>	<b>(53,593,748)</b>	<b>0</b>	<b>53,947,447</b>	<b>(4,953,641)</b>	<b>5,014,200</b>	<b>52,369,912</b>	<b>57,384,112</b>
<b>GRAND TOTAL</b>	<b>\$13,838,281</b>	<b>\$454,736</b>	<b>\$14,293,017</b>	<b>(\$59,012,915)</b>	<b>\$0</b>	<b>\$57,945,700</b>	<b>(\$5,320,775)</b>	<b>\$7,905,027</b>	<b>\$56,251,248</b>	<b>\$64,156,275</b>

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations as of 6/30/24.
3. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2024-25 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SANTA CLARA COUNTY**

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FY2023-24 TDA Revenue Estimate			FY2024-25 TDA Revenue Estimate		
<b>FY2023-24 Generation Estimate Adjustment</b>			<b>FY2024-25 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 23)	145,007,000		13. County Auditor Estimate	147,383,000	
2. Actual Revenue (Jul, 24)	143,708,785		<b>FY2024-25 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		(1,298,215)	14. MTC Administration (0.5% of Line 13)	736,915	
<b>FY2023-24 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	736,915	
4. MTC Administration (0.5% of Line 3)	(6,491)		16. MTC Planning (3.0% of Line 13)	4,421,490	
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	(6,491)		17. Total Charges (Lines 14+15+16)	5,895,320	
6. MTC Planning (3.0% of Line 3)	(38,946)		18. TDA Generations Less Charges (Lines 13-17)	141,487,680	
7. Total Charges (Lines 4+5+6)		(51,928)	<b>FY2024-25 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		(1,246,287)	19. Article 3.0 (2.0% of Line 18)	2,829,754	
<b>FY2023-24 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)	138,657,926	
9. Article 3 Adjustment (2.0% of line 8)	(24,926)		21. Article 4.5 (5.0% of Line 20)	6,932,896	
10. Funds Remaining (Lines 8-9)		(1,221,361)	22. TDA Article 4 (Lines 20-21)	131,725,030	
11. Article 4.5 Adjustment (5.0% of Line 10)	(61,068)				
12. Article 4 Adjustment (Lines 10-11)		(1,160,293)			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	7,906,741	260,582	8,167,323	(6,910,399)	0	2,784,134	(24,926)	4,016,131	2,829,754	6,845,885
Article 4.5	208,238	5,302	213,540	(6,973,601)	0	6,821,129	(61,068)	0	6,932,896	6,932,896
<b>SUBTOTAL</b>	<b>8,114,979</b>	<b>265,884</b>	<b>8,380,863</b>	<b>(13,884,000)</b>	<b>0</b>	<b>9,605,263</b>	<b>(85,994)</b>	<b>4,016,131</b>	<b>9,762,650</b>	<b>13,778,781</b>
Article 4										
VTA	3,956,512	100,731	4,057,243	(132,498,407)	0	129,601,457	(1,160,293)	0	131,725,030	131,725,030
<b>SUBTOTAL</b>	<b>3,956,512</b>	<b>100,731</b>	<b>4,057,243</b>	<b>(132,498,407)</b>	<b>0</b>	<b>129,601,457</b>	<b>(1,160,293)</b>	<b>0</b>	<b>131,725,030</b>	<b>131,725,030</b>
<b>GRAND TOTAL</b>	<b>\$12,071,491</b>	<b>\$366,615</b>	<b>\$12,438,106</b>	<b>(\$146,382,407)</b>	<b>\$0</b>	<b>\$139,206,720</b>	<b>(\$1,246,287)</b>	<b>\$4,016,131</b>	<b>\$141,487,680</b>	<b>\$145,503,811</b>

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations as of 6/30/24.

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



**FY 2024-25 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SOLANO COUNTY**

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FY2023-24 TDA Revenue Estimate		FY2024-25 TDA Revenue Estimate	
<b>FY2023-24 Generation Estimate Adjustment</b>		<b>FY2024-25 County Auditor's Generation Estimate</b>	
1. Original County Auditor Estimate (Feb, 23)	27,790,758	14. County Auditor Estimate	28,647,982
2. Actual Revenue (Jul, 24)	26,074,646	<b>FY2024-25 Planning and Administration Charges</b>	
3. Revenue Adjustment (Lines 2-1)	(1,716,112)	15. MTC Administration (0.5% of Line 14)	143,240
<b>FY2023-24 Planning and Administration Charges Adjustment</b>		16. County Administration (0.5% of Line 14)	143,240
4. MTC Administration (0.5% of Line 3)	(8,581)	17. MTC Planning (3.0% of Line 14)	859,439
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	(8,581)	18. Total Charges (Lines 15+16+17)	1,145,919
6. MTC Planning (3.0% of Line 3)	(51,483)	19. Solano Transportation Authority Planning (2.7% of Line 14-18) <sup>5</sup>	742,556
7. Total Charges (Lines 4+5+6)	(68,645)	20. TDA Generations Less Charges (Lines 14-18-19)	26,759,507
8. STA Planning (2.7%)	(44,482)	<b>FY2024-25 TDA Apportionment By Article</b>	
9. Adjusted Generations Less Charges (Lines 3-7-8)	(1,602,985)	21. Article 3.0 (2.0% of Line 20)	535,190
<b>FY2023-24 TDA Adjustment By Article</b>		22. Funds Remaining (Lines 20-21)	26,224,317
10. Article 3 Adjustment (2.0% of line 9)	(32,060)	23. Article 4.5 (5.0% of Line 22)	0
11. Funds Remaining (Lines 9-10)	(1,570,925)	24. TDA Article 4 (Lines 22-23)	26,224,317
12. Article 4.5 Adjustment (5.0% of Line 11)	0		
13. Article 4 Adjustment (Lines 11-12)	(1,570,925)		

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
<b>Article 3</b>	1,262,385	28,151	1,290,536	(1,613,761)	0	519,176	(32,060)	163,891	535,190	699,081
<b>Article 4.5</b>										
<b>SUBTOTAL</b>	<b>1,262,385</b>	<b>28,151</b>	<b>1,290,536</b>	<b>(1,613,761)</b>	<b>0</b>	<b>519,176</b>	<b>(32,060)</b>	<b>163,891</b>	<b>535,190</b>	<b>699,081</b>
<b>Article 4/8</b>										
Dixon	2,204,870	47,091	2,251,961	(973,157)	0	1,085,464	(67,029)	2,297,240	1,123,910	3,421,150
Fairfield	7,030,992	198,495	7,229,488	(12,470,986)	0	6,819,888	(421,136)	1,157,254	7,063,650	8,220,904
Rio Vista	1,761,669	37,069	1,798,739	(635,209)	0	564,546	(34,861)	1,693,214	590,263	2,283,477
Solano County	3,482,413	78,038	3,560,451	(970,407)	367,537	1,043,031	(64,408)	3,936,204	1,069,777	5,005,981
Suisun City	1,284,769	35,150	1,319,919	(1,708,150)	5,556	1,643,640	(101,497)	1,159,468	1,682,556	2,842,024
Vacaville	14,057,168	360,767	14,417,935	(17,805,314)	0	5,759,622	(355,663)	2,016,580	5,957,351	7,973,931
Vallejo/Benicia	14,348,593	308,036	14,656,628	(14,791,197)	0	8,523,424	(526,331)	7,862,524	8,736,810	16,599,334
<b>SUBTOTAL</b>	<b>44,170,475</b>	<b>1,064,647</b>	<b>45,235,121</b>	<b>(49,354,420)</b>	<b>373,093</b>	<b>25,439,615</b>	<b>(1,570,925)</b>	<b>20,122,484</b>	<b>26,224,317</b>	<b>46,346,801</b>
<b>GRAND TOTAL</b>	<b>\$45,432,860</b>	<b>\$1,092,797</b>	<b>\$46,525,657</b>	<b>(\$50,968,181)</b>	<b>\$373,093</b>	<b>\$25,958,791</b>	<b>(\$1,602,985)</b>	<b>\$20,286,375</b>	<b>\$26,759,507</b>	<b>\$47,045,882</b>

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations as of 6/30/24.

3. Beginning with FY24, the MTC Fund Estimate will directly program the 2.7% of TDA revenues to Solano Transportation Authority for planning purposes, as authorized by PUC 99233.12 of the Transportation Development Act statute.

**FY 2024-25 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SONOMA COUNTY**

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FY2023-24 TDA Revenue Estimate		FY2024-25 TDA Revenue Estimate	
<b>FY2023-24 Generation Estimate Adjustment</b>		<b>FY2024-25 County Auditor's Generation Estimate</b>	
1. Original County Auditor Estimate (Feb, 23)	33,200,000	13. County Auditor Estimate	31,500,000
2. Actual Revenue (Jul, 24)	29,538,129	<b>FY2024-25 Planning and Administration Charges</b>	
3. Revenue Adjustment (Lines 2-1)	(3,661,871)	14. MTC Administration (0.5% of Line 13)	157,500
<b>FY2023-24 Planning and Administration Charges Adjustment</b>		15. County Administration (0.5% of Line 13)	157,500
4. MTC Administration (0.5% of Line 3)	(18,309)	16. MTC Planning (3.0% of Line 13)	945,000
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	(18,309)	17. Total Charges (Lines 14+15+16)	1,260,000
6. MTC Planning (3.0% of Line 3)	(109,856)	18. TDA Generations Less Charges (Lines 13-17)	30,240,000
7. Total Charges (Lines 4+5+6)	(146,474)	<b>FY2024-25 TDA Apportionment By Article</b>	
8. Adjusted Generations Less Charges (Lines 3-7)	(3,515,397)	19. Article 3.0 (2.0% of Line 18)	604,800
<b>FY2023-24 TDA Adjustment By Article</b>		20. Funds Remaining (Lines 18-19)	29,635,200
9. Article 3 Adjustment (2.0% of line 8)	(70,308)	21. Article 4.5 (5.0% of Line 20)	0
10. Funds Remaining (Lines 8-9)	(3,445,089)	22. TDA Article 4 (Lines 20-21)	29,635,200
11. Article 4.5 Adjustment (5.0% of Line 10)	0		
12. Article 4 Adjustment (Lines 10-11)	(3,445,089)		

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
<b>Article 3</b>	2,776,280	36,607	2,812,886	(2,087,330)	0	637,440	(70,308)	1,292,689	604,800	1,897,489
<b>Article 4.5</b>										
<b>SUBTOTAL</b>	<b>2,776,280</b>	<b>36,607</b>	<b>2,812,886</b>	<b>(2,087,330)</b>	<b>0</b>	<b>637,440</b>	<b>(70,308)</b>	<b>1,292,689</b>	<b>604,800</b>	<b>1,897,489</b>
<b>Article 4/8</b>										
GGBHTD <sup>3</sup>	(8,783)	14,354	5,571	(6,916,233)	0	7,767,384	(856,722)	0	7,408,800	7,408,800
Petaluma	4,181,137	60,605	4,241,742	(5,045,912)	0	2,412,993	(266,147)	1,342,677	2,573,313	3,915,990
Santa Rosa	10,205,578	125,020	10,330,598	(9,925,805)	1,800,274	8,676,778	(957,026)	9,924,819	8,112,132	18,036,951
Sonoma County	18,124,578	217,659	18,342,237	(18,618,911)	3,307,427	12,377,405	(1,365,195)	14,042,963	11,540,954	25,583,917
<b>SUBTOTAL</b>	<b>32,502,509</b>	<b>417,638</b>	<b>32,920,147</b>	<b>(40,506,860)</b>	<b>5,107,701</b>	<b>31,234,560</b>	<b>(3,445,089)</b>	<b>25,310,459</b>	<b>29,635,200</b>	<b>54,945,659</b>
<b>GRAND TOTAL</b>	<b>\$35,278,789</b>	<b>\$454,245</b>	<b>\$35,733,034</b>	<b>(\$42,594,190)</b>	<b>\$5,107,701</b>	<b>\$31,872,000</b>	<b>(\$3,515,397)</b>	<b>\$26,603,148</b>	<b>\$30,240,000</b>	<b>\$56,843,148</b>

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations as of 6/30/24.

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

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

**FY 2024-25 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
REVENUE-BASED FUNDS (PUC 99314)**

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FY2023-24 STA Revenue Estimate		FY2024-25 STA Revenue Estimate	
1. State Estimate (Aug, 23) <sup>3</sup>	\$258,125,769	4. Projected Carryover (Jan, 24)	\$202,319,156
2. Actual Revenue (Aug, 24)		5. State Estimate (Jan, 24)	\$249,517,946
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$451,837,102

**STA REVENUE-BASED APPORTIONMENT BY OPERATOR**

Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2023	FY2022-24	FY2023-24	6/30/2024	FY2024-25	Total
Apportionment Jurisdictions	Balance (w/interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Revenue Estimate <sup>3</sup>	Projected Carryover <sup>4</sup>	Revenue Estimate <sup>5</sup>	Available For Allocation
ACCMA - Corresponding to ACE	29,939	0	376,768	406,707	364,204	770,911
Caltrain	3,735,616	(3,365,754)	12,234,876	12,604,739	11,826,875	24,431,614
CCCTA	852,028	(1,681,676)	1,072,650	243,002	1,036,880	1,279,882
City of Dixon	58,487	0	10,473	68,960	10,124	79,084
ECCTA	182,549	(647,366)	518,610	53,793	501,316	555,109
City of Fairfield	93,860	(264,398)	190,333	19,795	183,986	203,781
GGBHTD	4,140,630	(15,651,179)	11,739,882	229,333	11,348,387	11,577,720
LAVTA	181,692	(499,413)	514,526	196,805	497,367	694,172
Marin Transit	2,849,615	(2,500,000)	2,006,381	2,355,996	1,939,474	4,295,470
NVTA	51,267	(181,821)	145,664	15,110	140,807	155,917
City of Petaluma	5,180	0	62,499	67,679	60,415	128,094
City of Rio Vista	20,360	0	3,329	23,689	3,219	26,908
SamTrans	4,557,269	(1,541,284)	12,270,784	15,286,769	11,861,584	27,148,353
SMART	916,701	0	2,536,390	3,453,091	2,451,807	5,904,898
City of Santa Rosa	15,686	(203,846)	210,014	21,854	203,010	224,864
Solano County Transit	157,428	(558,377)	447,352	46,403	432,435	478,838
Sonoma County Transit	102,987	(283,960)	292,552	111,579	282,797	394,376
City of Union City	12,644	0	158,936	171,580	153,636	325,216
Vacaville City Coach	161,234	0	34,064	195,298	32,928	228,226
VTA	2,746,274	(36,100,554)	37,191,452	3,837,172	35,951,214	39,788,386
VTA - Corresponding to ACE	16,043	(210,982)	217,366	22,427	210,118	232,545
WCCTA	332,824	(660,333)	680,315	352,806	657,628	1,010,434
WETA	19,093,482	(9,527,654)	3,336,243	12,902,071	3,224,988	16,127,059
<b>SUBTOTAL</b>	<b>40,313,799</b>	<b>(73,878,597)</b>	<b>86,251,459</b>	<b>52,686,658</b>	<b>83,375,199</b>	<b>136,061,857</b>
AC Transit	11,539,770	(40,947,165)	32,810,667	3,403,272	31,716,516	35,119,788
BART	20,133,794	(18,462,584)	51,414,358	53,085,568	49,699,822	102,785,390
SFMTA	6,494,373	(1,000,000)	87,649,285	93,143,658	84,726,409	177,870,067
<b>SUBTOTAL</b>	<b>38,167,937</b>	<b>(60,409,749)</b>	<b>171,874,310</b>	<b>149,632,498</b>	<b>166,142,747</b>	<b>315,775,245</b>
<b>GRAND TOTAL</b>	<b>\$78,481,735</b>	<b>(\$134,288,345)</b>	<b>\$258,125,769</b>	<b>\$202,319,156</b>	<b>\$249,517,946</b>	<b>\$451,837,102</b>

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY 2023-24 allocations as of 1/31/24.

3. FY 2023-24 STA revenue estimates are based on State Controller's Office forecasts from August 2023.

4. Projected carryover as of 6/30/24 does not include interest accrued in FY2023-24.

5. FY2024-25 STA revenue generation based on January 2024 State Controller's Office (SCO) forecast.

**FY 2024-25 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS**

FY2023-24 STA Revenue Estimate		FY2024-25 STA Revenue Estimate	
1. State Estimate (Aug, 23) <sup>3</sup>	\$93,383,567	4. Projected Carryover (Jan, 24)	\$116,474,779
2. Actual Revenue (Aug, 24)		5. State Estimate <sup>5</sup> (Jan, 24)	\$90,269,467
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$206,744,246

**STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT**

Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2023	FY2022-24	FY2023-24	6/30/2024	FY2024-25	Total
Apportionment Jurisdictions	Balance (w/interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Revenue Estimate <sup>3</sup>	Projected Carryover <sup>4</sup>	Revenue Estimate <sup>5</sup>	Available For Allocation
<b>County Block Grant<sup>b</sup></b>						
Alameda	8,803,885	(11,667,439)	11,555,259	8,691,705	11,169,921	19,861,626
Contra Costa	11,037,661	(15,787,520)	14,500,385	9,750,525	14,016,834	23,767,359
Marin	2,841,929	(4,461,536)	3,730,219	2,110,612	3,605,825	5,716,437
Napa	1,161,656	(3,209,927)	2,281,782	233,511	2,205,691	2,439,202
San Francisco	5,209,534	0	5,527,224	10,736,758	5,342,905	16,079,663
San Mateo	6,101,403	0	3,309,292	9,410,695	3,198,936	12,609,631
Santa Clara	681,886	(8,961,946)	9,211,738	931,679	8,904,551	9,836,230
Solano	10,266,348	(9,783,634)	6,864,979	7,347,692	6,636,050	13,983,742
Sonoma	2,354,896	(8,367,704)	8,387,619	2,374,811	8,107,914	10,482,725
<b>SUBTOTAL</b>	<b>48,459,199</b>	<b>(62,239,706)</b>	<b>65,368,497</b>	<b>51,587,988</b>	<b>63,188,627</b>	<b>114,776,615</b>
<b>Regional Program</b>	28,341,407	(13,563,748)	27,596,617	42,374,276	19,080,840	61,455,116
<b>WestCat Feeder Bus Support</b>			418,453		0	418,453
<b>Means-Based Transit Fare Program</b>	21,504,764	0	0	21,504,764	8,000,000	29,504,764
<b>Transit Emergency Service Contingency Fund<sup>7</sup></b>	1,007,751	0	0	1,007,751	0	1,007,751
<b>GRAND TOTAL</b>	<b>\$99,313,121</b>	<b>(\$75,803,454)</b>	<b>\$93,383,567</b>	<b>\$116,474,779</b>	<b>\$90,269,467</b>	<b>\$207,162,699</b>

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed. Balances from the Northern County/Small Operator and Regional Paratransit programs, previously established by MTC Resolution 3837, have been transferred to the appropriate County Block Grant program.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2022-23 allocations as of 1/31/24.

3. FY 2023-24 STA revenue generation is based on actuals report from State Controller's Office from August 2023.

4. The projected carryover as of 6/30/2024 does not include interest accrued in FY 2023-24.

5. FY2024-25 STA revenue generation based on forecasts from the State Controller's Office from January 2024.

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

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

**FY 2024-25 FUND ESTIMATE  
BRIDGE TOLLS<sup>1</sup>**

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**BRIDGE TOLL APPORTIONMENT BY CATEGORY**

<i>Column</i>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D=Sum(A:C)</b>	<b>E</b>	<b>F=D+E</b>
	<b>6/30/2023</b>	<b>FY2022-24</b>	<b>FY2023-24</b>	<b>6/30/2024</b>	<b>FY2024-25</b>	<b>Total</b>
<b>Fund Source</b>	<b>Balance<sup>2</sup></b>	<b>Outstanding Commitments<sup>3</sup></b>	<b>Programming Amount<sup>4</sup></b>	<b>Projected Carryover</b>	<b>Programming Amount<sup>4</sup></b>	<b>Available for Allocation</b>
<b>MTC 2% Toll Revenues</b>						
Ferry Capital	8,075,495	(5,670,337)	1,000,000	3,405,158	1,000,000	4,405,158
Bay Trail	352,213	(802,213)	450,000	0	450,000	450,000
Studies	537,544	(262,526)	0	275,018	0	275,018
<b>SUBTOTAL</b>	<b>8,965,253</b>	<b>(6,735,076)</b>	<b>1,450,000</b>	<b>3,680,176</b>	<b>1,450,000</b>	<b>5,130,176</b>
<b>5% State General Fund Revenues</b>						
Ferry	24,008,730	(17,674,836)	3,186,694	9,520,588	3,218,561	12,739,149
Bay Trail	321,645	(611,887)	290,242	0	293,145	293,145
<b>SUBTOTAL</b>	<b>24,330,375</b>	<b>(18,286,723)</b>	<b>3,476,936</b>	<b>9,520,588</b>	<b>3,511,706</b>	<b>13,032,294</b>

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60) and relieved BATA from making those fund transfers for that 50 year period. The MTC 2% Toll Revenues listed above, commencing in FY2010-11, are funded from this payment.

2. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations and as of 1/31/24.

4. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for 2%, and 5% bridge toll revenues.

**FY 2024-25 FUND ESTIMATE  
 AB1107 FUNDS  
 AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX**

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FY2023-24 AB1107 Revenue Estimate			FY2024-25 AB1107 Estimate		
1. Original MTC Estimate (Feb, 23)	\$104,000,000		4. Projected Carryover (Jul, 23)		\$0
2. Actual Revenue (Jul, 24)	\$106,710,918		5. MTC Estimate (Feb, 24)		\$104,000,000
3. Revenue Adjustment (Lines 2-1)	\$2,710,918		6. Total Funds Available (Lines 4+5)		\$104,000,000

**AB1107 APPORTIONMENT BY OPERATOR**

Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2023	FY2022-24	6/30/2023	FY2022-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(53,355,459)	52,000,000	1,355,459	0	52,000,000	52,000,000
SFMTA	0	0	0	(53,355,459)	52,000,000	1,355,459	0	52,000,000	52,000,000
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$106,710,918)</b>	<b>\$104,000,000</b>	<b>\$2,710,918</b>	<b>\$0</b>	<b>\$104,000,000</b>	<b>\$104,000,000</b>

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations as of 6/30/24.

**FY 2024-25 FUND ESTIMATE  
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES  
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

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**ARTICLE 4.5 SUBAPPORTIONMENT**

Apportionment Jurisdictions	Alameda Article 4.5	Contra Costa Article 4.5
<b>Total Available</b>	<b>\$4,917,555</b>	<b>\$2,748,225</b>
AC Transit	\$4,157,809	\$771,417
LAVTA	\$246,809	
Pleasanton	(\$3,431)	
Union City	\$146,393	
CCCTA		\$1,070,231
ECCTA		\$586,307
WCCTA		\$178,963

**IMPLEMENTATION OF OPERATOR AGREEMENTS**

**Apportionment of BART Funds to Implement Transit Coordination Program**

Apportionment Jurisdictions	Total Available Funds (TDA and STA) FY 2024-25
CCCTA	\$820,003
LAVTA	\$597,369
ECCTA	\$2,665,851
WCCTA	\$2,960,077

Fund Source	Apportionment Jurisdictions	Claimant	Amount <sup>1</sup>	Program
<b>Total Available BART STA Revenue-Based Funds<sup>2</sup></b>			<b>\$102,785,390</b>	
STA Revenue-Based	BART	CCCTA <sup>2</sup>	(820,003)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA <sup>2</sup>	(496,359)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA <sup>2</sup>	(2,665,851)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA <sup>2</sup>	(2,550,354)	BART Feeder Bus
<b>Total Payment</b>			<b>(6,532,568)</b>	
<b>Remaining BART STA Revenue-Based Funds</b>			<b>\$96,252,822</b>	
<b>Total Available BART TDA Article 4 Funds<sup>2</sup></b>			<b>\$510,732</b>	
TDA Article 4	BART-Alameda	LAVTA	(101,010)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(409,722)	BART Feeder Bus
<b>Total Payment</b>			<b>(510,732)</b>	
<b>Remaining BART TDA Article 4 Funds</b>			<b>\$0</b>	
<b>Total Available SamTrans STA Revenue-Based Funds</b>			<b>\$27,148,353</b>	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
<b>Total Payment</b>			<b>(801,024)</b>	
<b>Remaining SamTrans STA Revenue-Based Funds</b>			<b>\$26,347,329</b>	
<b>Total Available Union City TDA Article 4 Funds</b>			<b>\$10,934,583</b>	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
<b>Total Payment</b>			<b>(116,699)</b>	
<b>Remaining Union City TDA Article 4 Funds</b>			<b>\$10,817,884</b>	

1. Amounts assigned to the claimants in this page will reduce the funds available for allocation in the corresponding apportionment jurisdictions by the same amounts, and may include carryover from previous years

2. Staff recommendation is to maintain the same percentage reduction as FY2023-24, as this reduction aligns with the assumptions that inform the SB 125 distribution framework. The precise distribution of the reduced payment between the bus operators may be adjusted based on operator feedback.

**FY 2024-25 FUND ESTIMATE  
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**

<b>FY2023-24 LCTOP Revenue Estimate<sup>1</sup></b>		<b>FY2024-25 LCTOP Revenue Estimate<sup>2</sup></b>	
1. Estimated Statewide Appropriation (Jan, 23)	\$214,500,000	5. Estimated Statewide Appropriation (Jan, 23)	\$182,500,000
2. MTC Region Revenue-Based Funding	\$57,469,463	6. Estimated MTC Region Revenue-Based Funding	\$48,895,930
3. MTC Region Population-Based Funding	\$20,791,041	7. Estimated MTC Region Population-Based Funding	\$17,689,347
<b>4. Total MTC Region Funds</b>	<b>\$78,260,504</b>	<b>8. Estimated Total MTC Region Funds</b>	<b>\$66,585,278</b>

1. The FY 2023-24 LCTOP revenue generation is based on the \$215 million revised estimate included in the FY 2024-25 Governor's Proposed State Budget.

2. The FY 2024-25 LCTOP revenue generation is based on the \$183 million estimated in the FY 2024-25 Governor's Proposed State Budget.



**FY 2024-25 FUND ESTIMATE  
STATE OF GOOD REPAIR (SGR) PROGRAM  
REVENUE-BASED FUNDS**

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FY2023-24 SGR Revenue-Based Revenue Estimate		FY2024-25 SGR Revenue-Based Revenue Estimate	
1. State Estimate (Aug, 23)	\$33,656,207	4. Projected Carryover (Jan, 24)	\$21,757
2. Actual Revenue (Aug, 24)		5. State Estimate (Jan, 24)	\$34,666,010
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$34,687,767

**STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR**

Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2023	FY2022-24	FY2022-24	6/30/2024	FY2024-25	Total
Apportionment Jurisdictions	Balance (w/interest)	Outstanding Commitments	Actual Revenue <sup>1</sup>	Projected Carryover	Revenue Estimate <sup>2</sup>	Available For Allocation
ACCMA - Corresponding to ACE	32	(49,125)	49,125	32	50,600	50,632
Caltrain	1,034	(1,595,267)	1,595,267	1,034	1,643,131	1,644,165
CCCTA	91	(139,859)	139,859	91	144,056	144,147
City of Dixon	2	(1,366)	1,366	2	1,407	1,409
ECCTA	44	(67,620)	67,620	44	69,649	69,693
City of Fairfield	16	(24,817)	24,817	16	25,562	25,578
GGBHTD	992	(1,530,726)	1,530,726	992	1,576,653	1,577,645
LAVTA	43	(67,087)	67,087	43	69,100	69,143
Marin Transit	169	(261,606)	261,606	169	269,455	269,624
NVTA	12	(18,993)	18,993	12	19,563	19,575
City of Petaluma	5	(8,149)	8,149	5	8,393	8,398
City of Rio Vista	1	(434)	434	1	447	448
SamTrans	1,037	(1,599,949)	1,599,949	1,037	1,647,953	1,648,990
SMART	214	(330,712)	330,712	214	340,634	340,848
City of Santa Rosa	18	(27,383)	27,383	18	28,205	28,223
Solano County Transit	38	(58,329)	58,329	38	60,079	60,117
Sonoma County Transit	26	(38,145)	38,145	26	39,289	39,315
City of Union City	14	(20,723)	20,723	14	21,345	21,359
Vacaville City Coach	2	(4,441)	4,441	2	4,575	4,577
VTA	3,143	(4,849,277)	4,849,277	3,143	4,994,771	4,997,914
VTA - Corresponding to ACE	18	(28,342)	28,342	18	29,192	29,210
WCCTA	0	(88,704)	88,704	0	91,366	91,366
WETA	282	(435,002)	435,002	282	448,054	448,336
<b>SUBTOTAL</b>	<b>7,234</b>	<b>(11,246,056)</b>	<b>11,246,056</b>	<b>7,233</b>	<b>11,583,479</b>	<b>11,590,712</b>
AC Transit	2,768	(4,278,080)	4,278,080	2,768	4,406,436.54	4,409,205
BART	4,338	(6,703,756)	6,703,756	4,339	6,904,891.76	6,909,231
SFMTA	7,418	(11,428,315)	11,428,315	7,417	11,771,202.70	11,778,620
<b>SUBTOTAL</b>	<b>14,524</b>	<b>(22,410,151)</b>	<b>22,410,151</b>	<b>14,524</b>	<b>23,082,531</b>	<b>23,097,055</b>
<b>GRAND TOTAL</b>	<b>\$21,759</b>	<b>(\$33,656,207)</b>	<b>\$33,656,207</b>	<b>\$21,757</b>	<b>\$34,666,010</b>	<b>\$34,687,767</b>

1. FY2023-24 State of Good Repair Program revenue generation is based on September 2023 report from the State Controller's Office (SCO).

2. FY2024-25 State of Good Repair Program revenue generation based on January 2024 State Controller's Office (SCO) forecast.

**FY 2024-25 FUND ESTIMATE  
STATE OF GOOD REPAIR (SGR) PROGRAM  
POPULATION-BASED FUNDS**

*Attachment A  
Res No. 4629  
Page 18 of 19  
7/24/2024*

FY2023-24 SGR Population-Based Revenue Estimate		FY2024-25 SGR Population-Based Revenue Estimate	
1. State Estimate (Jan, 23)	\$12,203,772	4. Projected Carryover (Jan, 24)	\$486,390
2. Actual Revenue (Aug, 23)	\$12,175,989	5. State Estimate (Jan, 24)	\$12,541,311
3. Revenue Adjustment (Lines 2-1)	<b>(\$27,783)</b>	6. Total Funds Available (Lines 4+5)	<b>\$13,027,701</b>

SGR PROGRAM POPULATION-BASED APPORTIONMENT						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2023	FY2022-24	FY2023-24	6/30/2024	FY2024-25	Total
Apportionment	Balance (w/interest)	Outstanding Commitments	Revenue Estimate <sup>1</sup>	Projected Carryover	Revenue Estimate <sup>2</sup>	Available For Allocation
Clipper®/Clipper® 2.0 <sup>3</sup>	20,109,423	(31,799,022)	12,175,989	486,390	12,541,311	13,027,701
<b>GRAND TOTAL</b>	<b>\$20,109,423</b>	<b>(\$31,799,022)</b>	<b>\$12,175,989</b>	<b>\$486,390</b>	<b>\$12,541,311</b>	<b>\$13,027,701</b>

1. FY2023-24 State of Good Repair Program revenue generation is based on August 2023 report from the State Controller's Office (SCO).
2. FY2024-25 State of Good Repair Program revenue generation is based on January 2024 estimates from the State Controller's Office (SCO).
3. State of Good Repair Program funds are shown here according to the policy in MTC Resolution 4321.

**FY 2024-25 FUND ESTIMATE  
SB 125 TRANSIT OPERATIONS FUNDING**

Attachment A  
Res No. 4629  
Page 19 of 19  
7/24/2024

<b>FY2024-25 SB 125 Funding</b>	
1. Estimate (Feb, 24)	\$162,927,458
2. Actual Revenue	
3. Revenue Adjustment (Lines 2-1)	

**SB 125 FUNDING DISTRIBUTION**

<i>Column</i>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D=Sum(A:C)</b>	<b>E</b>	<b>F</b>
	<b>6/30/2023</b>	<b>FY2021-23</b>	<b>FY2023-24</b>	<b>6/30/2024</b>	<b>FY2024-25</b>	<b>Total</b>
<b>Apportionment Jurisdictions</b>	<b>Balance</b>	<b>Outstanding</b>	<b>Distribution</b>	<b>Projected</b>	<b>Distribution<sup>1</sup></b>	<b>Available For</b>
	<b>(w/interest)</b>	<b>Commitments</b>		<b>Carryover</b>		<b>Allocation</b>
SFMTA	0	0	0	0	99,477,176	99,477,176
BART	0	0	0	0	58,211,496	58,211,496
AC Transit	0	0	0	0	0	0
Caltrain	0	0	0	0	0	0
GGBHTD	0	0	0	0	656,448	656,448
ACE	0	0	0	0	1,776,585	1,776,585
ECCTA	0	0	0	0	0	0
LAVTA	0	0	0	0	0	0
NVTA	0	0	0	0	805,753	805,753
SolTrans	0	0	0	0	0	0
WCCTA	0	0	0	0	0	0
MTC (Regional Network Management)	0	0	0	0	2,000,000	2,000,000
<b>GRAND TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$162,927,458</b>	<b>\$162,927,458</b>

1. FY2024-25 distributions have been adjusted to deduct Regional Measure 3 Allocations, which are considered part of the regional contribution towards transit operating shortfalls. Additional details are available in the March 2024 MTC Programming & Allocations Committee materials associated with MTC Res. No 4526.

Date: June 26, 2024  
W.I.: 1514  
Referred by: PAC  
Revised: 07/24/24-C

ABSTRACT

Resolution No. 4651, Revised

This resolution approves the allocation of fiscal year 2024-2025 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution includes the following attachments:

Attachment A—Allocation Summary

Attachment B—Findings

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

Attachment A was revised on July 24, 2023, to allocate funds to Livermore Amador Valley Transit Authority (LAVTA), Marin Transit, City of Santa Rosa, and Sonoma County Transit.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 12, 2024 and July 10, 2024.

Date: June 26, 2024  
W.I.: 1514  
Referred by: PAC

Re: Allocation of Fiscal Year 2024-25 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4651

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 2023-24 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 2024-25 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 2024-25 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

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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 26, 2024.

Date: June 26, 2024  
Referred by: PAC  
Revised: 07/24/24-C

Attachment A  
ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS  
DURING FISCAL YEAR 2024-25

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
<b>5801 - PUC 99233.7, 99275 Community Transit Service - Operations</b>						
AC Transit	Paratransit Operations	4,327,294	01	06/26/24	AC Transit - Alameda	
VTA	Community Transit	6,935,078	02	06/26/24	Santa Clara County	
CCCTA	Paratransit Operations	1,079,293	03	06/26/24	CCCTA	
	<b>Subtotal</b>	<b>12,341,665</b>				
<b>5802 - PUC 99260A Transit - Operations</b>						
NVTA	Transit Operations	4,321,000	04	06/26/24	NVTA	
AC Transit	Transit Operations	9,213,421	05	06/26/24	AC Transit - Contra Costa D1	
AC Transit	Transit Operations	15,957,528	06	06/26/24	AC Transit - Alameda D2	
AC Transit	Transit Operations	60,180,711	07	06/26/24	AC Transit - Alameda D1	
VTA	Transit Operations	131,766,472	08	06/26/24	VTA	
CCCTA	Transit Operations	27,613,208	09	06/26/24	CCCTA	
LAVTA	Transit Operations	13,682,140	13	07/24/24	LAVTA	
Marin Transit	Transit Operations	11,412,830	14	07/24/24	Marin Transit	
Santa Rosa Sonoma County	Transit Operations	8,841,944	15	07/24/24	Santa Rosa	
Transit	Transit Operations	9,300,727	16	07/24/24	Sonoma County	
	<b>Subtotal</b>	<b>292,289,981</b>				
<b>5803 - PUC 99260A Transit - Capital</b>						
NVTA	Transit Capital	2,594,000	10	06/26/24	NVTA	
CCCTA	Transit Capital	5,468,714	11	06/26/24	CCCTA	
LAVTA	Transit Capital	6,965,751	17	07/24/24	LAVTA	
Santa Rosa Sonoma County	Transit Capital	5,000,000	18	07/24/24	Santa Rosa	
Transit	Transit Capital	3,132,851	19	07/24/24	Sonoma County	
	<b>Subtotal</b>	<b>23,161,316</b>				
<b>5807 - PUC 99400C Transit - Operations</b>						
Sonoma County	Transit	2,597,152	20	07/24/24	Sonoma County	
	<b>Subtotal</b>	<b>2,597,152</b>				

**5812 - PUC 99400D Planning and Administration - Operations**

NVTA	Planning and Administration	2,829,800	12	06/26/24	NVTA
	<b>Subtotal</b>	<b>2,829,800</b>			
	<b>Total</b>	<b>333,219,914</b>			



Date: June 26, 2024  
Referred by: PAC

Attachment B  
Resolution No. 4651  
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2024-25  
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 26, 2024  
W.I.: 1514  
Referred by: PAC  
Revised: 07/24/24-C

ABSTRACT

Resolution No. 4652, Revised

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2024-25.

This resolution includes the following attachments:

Attachment A—Allocation Summary

Attachment B—Findings

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

Attachment A was revised on July 24, 2024 to allocate funds to Livermore Amador Transit Authority (LAVTA), Marin Transit, City of Santa Rosa, Sonoma County Transit, and the San Francisco Bay Area Water Emergency Transportation Authority.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 12, 2024, and July 10, 2024.

Date: June 26, 2024  
W.I.: 1514  
Referred by: PAC

Re: Allocation of Fiscal Year 2024-25 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4652

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 2024-25 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 2024-25 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 2024-25 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

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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations on June 26, 2024.

Date: June 26, 2024  
Referred by: PAC  
Revised: 07/24/24-C

Attachment A  
ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS  
DURING FISCAL YEAR 2024-25

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
<b>5820 - CCR 6730A Operations - Population-based County Block Grant</b>						
NVTA	Transit Operations	2,435,433	01	06/26/24	Napa County AC Transit - Contra	
AC Transit	Transit Operations	2,239,632	02	06/26/24	Costa	
VTA	Transit Operations	9,773,454	03	06/26/24	Santa Clara County	
CCCTA	Transit Operations	6,615,946	04	06/26/24	County Connection	
<b>Sonoma County</b>						
Transit	Transit Operations	3,589,069	10	07/24/24	Sonoma County Transit	
LAVTA	Transit Operations	2,131,779	11	07/24/24	LAVTA	
Marin Transit	Transit Operations	1,981,608	12	07/24/24	Marin Transit	
Santa Rosa	Transit Operations	3,643,560	13	07/24/24	Santa Rosa CityBus	
	<b>Subtotal</b>	<b>32,410,481</b>				
<b>5820 - CCR 6730A Operations - Population-based MTC Coordination</b>						
MTC	Clipper Operations	7,800,000	05	06/26/24		
	<b>Subtotal</b>	<b>7,800,000</b>				
<b>5820 - CCR 6730A Operations - Revenue-based</b>						
AC Transit	Transit Operations	35,119,788	06	06/26/24	AC Transit	
VTA	Transit Operations	39,788,386	07	06/26/24	VTA	
CCCTA	Transit Operations	1,036,880	08	06/26/24	CCCTA	
Marin Transit	Transit Operations	2,500,000	14	07/24/24	Marin Transit	
WETA	Terminal Operations	11,664,129	15	07/24/24	WETA	
	<b>Subtotal</b>	<b>90,109,183</b>				
<b>5821 - CCR 6730B Capital - County Block Grant</b>						
AC Transit	Transit Operations	8,212,092	09	06/26/24	AC Transit - Alameda	
	<b>Subtotal</b>	<b>8,212,092</b>				
<b>5821 - CCR 6730B Capital - Revenue-based</b>						
WETA	Replacement Vessel - MV Inti	5,108,366	16	07/24/24	WETA	
	<b>Subtotal</b>	<b>5,108,366</b>				

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

<b>Sonoma County</b>					
Transit	Paratransit Operations	1,173,949	16	07/24/24	Sonoma County Transit
	<i>Subtotal</i>	<b>1,173,949</b>			
	<i>Total</i>	<b>144,814,071</b>			



Date: June 26, 2024  
Referred by: PAC

Attachment B  
Resolution No. 4652  
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2024-25 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: June 26, 2024  
W.I.: 1255  
Referred by: PAC  
Revised: 07/24/24-C

ABSTRACT

Resolution No. 4653, Revised

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2024-25.

This resolution includes the following attachment:

Attachment A—Allocation Summary

This resolution allocates funds to Alameda-Contra Costa Transit District (AC Transit) and MTC.

Attachment A was revised on July 24, 2024 to allocate funds to Transbay Joint Powers Authority and the San Francisco Bay Area Water Emergency Transportation Authority.

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 12, 2024 and July 10, 2024.

Date: June 26, 2024  
W.I.: 1255  
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2024-25

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4653

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

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and programs eligible for RM2 funding for transit operating and planning assistance as identified in Streets and Highways Code Section 30914(d).

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

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan on June 23, 2004, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636, Revised); and

WHEREAS, MTC has reviewed the allocation requests submitted for RM2 transit operations and planning 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 RM2 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Streets and Highway Code Section 30914(e) 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 RM2 funding, project specific conditions, and amounts recommended for RM2 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 RM2 funds in accordance with Attachment A; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the project sponsor complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set for in length in MTC Resolution 3636, Revised; and be it further

RESOLVED, that the allocation and reimbursement of RM2 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

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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California and at other remote locations, on June 26, 2024.

FY 2024-25 ALLOCATION OF REGIONAL MEASURE 2 FUNDS  
FOR TRANSIT OPERATIONS AND PLANNING

1. Funding for each route is limited to the amount identified in the FY2024-25 RM2 Operating Program (MTC Resolution 4643).
2. Allocation amounts may be reduced in order to stay within the statutorily mandated RM2 operating program limit of 38% of annual revenue [SHC Section 30915(d)].
3. Payment of RM2 operating funds may be limited to no more than 1/12 of the allocated amount monthly.
4. Operating advances will be considered on a case-by-case basis.
5. RM2 performance requirements are suspended due to the continuing transit impacts resulting from the COVID-19 pandemic.

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<b>Claimant</b>	<b>Project Description</b>	<b>Allocation Amount</b>	<b>Allocation Code</b>	<b>Approval Date</b>	<b>Project Number</b>
MTC	Clipper	\$ 1,688,630	01	06/26/24	12
AC Transit	Express Bus Service	\$ 4,547,557	02	06/26/24	4
AC Transit	Dumbarton Bus	\$ 3,128,481	03	06/26/24	5
AC Transit	Owl Bus Service	\$ 1,263,108	04	06/26/24	7
AC Transit	Enhanced/Rapid Bus Service	\$ 2,532,945	05	06/26/24	9
WETA	Ferry Operations	\$ 12,918,018	06	07/24/24	6
WETA	Planning and Administrations	\$ 2,532,945	07	07/24/24	11
TJPA	Transbay Transit Center	\$ 2,532,945	08	07/24/24	13

**Total \$ 31,144,629**

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

ABSTRACT

Resolution No. 4654

This resolution approves the allocation of the Regional Measure 3 operating funds for FY 2024-25.

This resolution includes the following attachment:

Attachment A – FY2024-25 Allocation of Regional Measure 3 Funds for Operating Program

This resolution allocates funds to Transbay Joint Powers Authority.

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



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

Re: Allocation of Regional Measure 3 Operating Program funds for FY 2024-25

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4654

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

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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California and at other remote locations, on July 24, 2024.

FY 2024-25 ALLOCATION OF REGIONAL MEASURE 3 FUNDS  
FOR OPERATING PROGRAM

1. Funding for each route is limited to the amount identified in the FY2024-25 RM3 Operating Program (MTC Resolution 4644).
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.

<b>Claimant</b>	<b>Project Description</b>	<b>Allocation Amount</b>	<b>Allocation Code</b>	<b>Approval Date</b>	<b>Project Number</b>
TJPA	Terminal Operations	\$ 3,549,361	01	07/24/24	1
		<b>Total \$ 3,549,361</b>			

Date: July 24, 2024  
W.I.: 1254  
Referred By: PAC

ABSTRACT

Resolution No. 4656

This resolution approves the FY2024-25 allocation of bridge tolls to the Transbay Joint Powers Authority (TJPA) for operation and maintenance assistance of the Salesforce Transit Center, pursuant to California Streets and Highways Code 30914(b).

Additional discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated July 10, 2024.

Date: July 24, 2024  
W.I.: 1254  
Referred By: PAC

RE: Approval of allocation of bridge toll funds to Transbay Joint Powers Authority for the operation and maintenance of the Salesforce Transit Center

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4656

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

WHEREAS, 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, pursuant to Streets and Highways Code 30914(b), MTC shall allocate toll bridge revenues in an annual amount not to exceed three million dollars (\$3,000,000) plus a 3.5-percent annual increase beginning July 1, 2004, to the department or to the Transbay Joint Powers Authority after the department transfers the title of the Transbay Terminal Building to that entity, for operation and maintenance expenditures. This allocation shall be payable from funds transferred by the Bay Area Toll Authority; and

WHEREAS, the transfer of ownership of the Transbay Terminal Building from the state to the Transbay Joint Powers Authority occurred on August 6<sup>th</sup>, 2010; and

WHEREAS, the Salesforce Transit Center opened in 2018 now therefore be it

RESOLVED, that MTC approves the allocation and reimbursement of bridge toll funds in accordance with the amount, reimbursement schedule, and conditions set forth in Attachment A; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

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

Date: July 24, 2024  
W.I.: 1254  
Referred By: PAC

Attachment A  
MTC Resolution No. 4656  
Page 1 of 1

**ALLOCATION OF BRIDGE TOLLS  
PURSUANT TO STREETS AND HIGHWAY CODE 30914(b)**

Project Title: **Operations and Maintenance of Salesforce Transit Center**  
Sponsor: **Transbay Joint Powers Authority**

Allocation No.	Approval Date	Amount	Reimbursement Period
25465601	7/24/24	\$6,178,295	FY 2024-25

Conditions of Allocation:

1. Reimbursement shall be provided for eligible operating and maintenance expenditures at the Salesforce Transit Center.
2. If requested by MTC, details regarding any operating expenditures for the Transbay Terminal Facilities shall be provided by TJPA.
3. TJPA shall continue to incorporate regional wayfinding standards to the maximum extent feasible.
4. When implementing wayfinding in cases that regional wayfinding standards do not exist, such as digital kiosks and digital kiosk interfaces, TJPA shall work with MTC and transit operators to support development of a regional approach to the extent practicable.
5. Payment for operating expenses shall not be requested more than once monthly.
6. Progress reports on implementing the overall wayfinding program shall be provided with quarterly with invoices.
7. Maximum monthly reimbursement for operating expenses may be limited to no more than 1/12 of the amount allocated.



Date: July 24, 2024  
W.I.: 1511  
Referred by: PAC

ABSTRACT

Resolution No. 4659

This resolution adopts the regional project list for the Caltrans Transit State of Good Repair Program for the San Francisco Bay Area for Fiscal Year (FY) 2024-25.

This resolution includes the following attachment:

Attachment A – FY 2024-25 State of Good Repair Program Public Utilities Code § 99314 and 99313 Project List

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated July 10, 2024.

Date: July 24, 2024  
W.I.: 1511  
Referred by: PAC

RE: Caltrans Transit State of Good Repair Program, FY 2024-25

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4659

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, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, establishes the State of Good Repair Program (SGR Program); and

WHEREAS, the SGR Program will provide approximately \$129 million annually to transit operators in California for eligible transit maintenance and capital projects; and

WHEREAS, Public Utilities Code § 99313 and 99314 provides for the allocation by the State Controller of SGR Program funds to MTC based on the ratio of the population of the area under MTC' s jurisdiction to the total population of the State of California and based on each Bay Area operator's qualifying revenue, respectively; and

WHEREAS, the State Department of Transportation (Caltrans) is responsible for administering the SGR Program; and

WHEREAS, Caltrans has developed guidelines for the purpose of administering and distributing SGR Program funds to eligible project sponsors; and

WHEREAS, Caltrans' guidelines for the Fiscal Year 2024-25 SGR Program require Regional Transportation Planning Agencies (RTPAs) like MTC to approve and submit a regional project list for all Public Utilities Code § 99314 and 99313 funds to be allocated to operators in the Bay Area; and

WHEREAS, staff has prepared a SGR Program Public Utilities Code § 99314 and 99313 funding allocation request list, Attachment A, for submittal to Caltrans, said attachment attached hereto and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the Fiscal Year 2024-25 SGR Program Public Utilities Code § 99314 and 99313 funding allocation request list, attached hereto as Attachment A; and, be it further

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

RESOLVED, that MTC hereby authorizes the submittal of the SGR Program Public Utilities Code § 99314 and 99313 funding allocation request list, attached hereto as Attachment A; and, be it further

RESOLVED, that should the final Fiscal Year 2024-25 amount differ from the State Controller's Office estimate, any amount above or below the estimate will be allocated to the projects listed in Attachment A; and, be it further

RESOLVED, that the Executive Director is authorized to make minor changes to Attachment A to conform to sponsor requests, and Caltrans and State Controller's actions.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

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

<b>Fiscal Year 2024-25 State of Good Repair Program Public Utilities Code § 99314 Project List</b>			
<b>Agency</b>	<b>Project Title</b>	<b>Amount</b>	<b>Notes</b>
Alameda-Contra Costa Transit District (AC Transit)	AC Transit Fleet and Facilities State of Good Repair Project	\$4,406,437	
ACE Train (Alameda County Apportionment)	ACE Facilities Capital Improvements	\$50,600	
BART	Repair & Rehabilitation of Various BART Districtwide Systems	\$6,904,892	
Peninsula Corridor Joint Powers Board (Caltrain)	Electric Multiple Unit (EMU) Procurement	\$1,643,131	
Central Contra Costa Transit Authority (County Connection)	Intelligent Transportation System Security Maintenance	\$144,056	
City of Fairfield (FAST)	Corporation Yard Transit Fleet Electrification Project	\$31,991	Includes apportionment to Dixon, Vacaville and Rio Vista
Golden Gate Bridge Highway and Transportation District	San Francisco Ferry Terminal (SFFT) Berth Rehabilitation	\$1,576,653	
Marin County Transit District (Marin Transit)	Purchase 4 30ft Hybrid Vehicles (LF)	\$269,455	
Napa County Transportation and Planning Agency	Vine Zero Emission Bus Project	\$19,563	
City of Petaluma	Bus Repair and Rehabilitation	\$8,393	
San Mateo County Transit District (SamTrans)	North Base Zero Emission Infrastructure	\$1,647,953	
City of Santa Rosa (Santa Rosa City Bus)	Fixed Route Fleet Preventative Maintenance	\$28,205	

<b>Agency</b>	<b>Project Title</b>	<b>Amount</b>	<b>Notes</b>
Livermore Amador Valley Transportation Authority (LAVTA)	Rutan Facility Rehabilitation and Enhancement	\$69,100	
City of San Francisco (SFMTA)	SFMTA Facilities SGR Project FY 24-25	\$5,885,601	
City of San Francisco (SFMTA)	SFMTA Fixed Guideway SGR Projects FY 24-25	\$5,885,601	
Sonoma-Marin Area Rail Transit District (SMART)	Capital Spare Parts	\$340,634	
Solano County Transit (SolTrans)	Security Camera Upgrades at Various Facilities	\$60,079	
County of Sonoma (Sonoma County Transit)	Fixed-Route Vehicle Replacements	\$39,289	
Eastern Contra Costa Transit Authority (TriDelta Transit)	ECCTA Roof Resealing	\$69,649	
City of Union City (Union City Transit)	Bus Stop Replacement	\$21,345	
Santa Clara Valley Transportation Authority (VTA)	Cerone Operations Control Center (OCC) Project	\$5,023,963	Includes apportionment for VTA-Corresponding to ACE
Western Contra Costa Transit Authority (WestCAT)	Local Match for purchase of replacement revenue vehicles	\$91,366	
San Francisco Bay Area Water Emergency Transportation Authority (WETA)	Water Jet Equipment	\$448,054	
<b>TOTAL</b>		<b>\$34,666,010</b>	

<b>Fiscal Year 2024-25 State of Good Repair Program Public Utilities Code § 99313 Project List</b>			
<b>Agency</b>	<b>Project Title</b>	<b>Amount</b>	<b>Notes</b>
Metropolitan Transportation Commission (MTC)	Clipper®/Clipper® 2	\$12,541,311	
<b>TOTAL</b>		<b>\$12,541,311</b>	

Date: July 24, 2024  
W.I.: 1514  
Referred by: PAC

ABSTRACT

Resolution No. 4661

This resolution approves the Five Percent Unrestricted State Fund Revenues program of projects and the allocation of such funds for FY 2024-25.

This resolution includes the following attachment:

Attachment A – FY2024-25 Allocation of Five Percent Unrestricted State Fund Revenues to Projects

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

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

Date: July 24, 2024  
W.I.: 1514  
Referred by: PAC

RE: Programming and Allocation of Five Percent Unrestricted State Fund Revenues in the Fiscal Year 2024-25 to Various Claimants

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4661

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, with the toll increase authorized by the Regional Measure 1, approved by the voters on November 8, 1988, 3% of the revenue from the toll increase collected on all the state-owned bridges in the region may be allocated by MTC pursuant to Streets and Highways Code §§ 30913 and 30914, for certain projects which are designed to reduce vehicular traffic congestion on these bridges; and

WHEREAS, Streets and Highways Code §§ 30913 and 30914 have been amended to require that an additional 2% of those toll revenues be allocated by MTC for the planning, construction, and acquisition of rapid water transit systems; and,

WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015 which sets forth MTC's Bridge Toll Revenue Allocation Policy and established the Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues Programming and Allocation Policy; and

WHEREAS, the claimants listed on Attachment A have submitted applications to MTC for allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY 2024-25; and

WHEREAS, those applications are for projects and purposes that are in conformance with MTC's Regional Transportation Plan, with the requirements of the California Environmental Quality Act (Public Resources Code § 2100 et seq.) and the State Environmental Impact Report Guidelines (14 Cal. Admin. Code § 15000 et seq.); now therefore, be it

RESOLVED, that MTC approves the programming and allocation of Five Percent Unrestricted State Fund Revenues in FY 2024-25 to the claimants, in the amounts, for the purposes,



and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Vice Chair

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

Date: July 24, 2024  
Referred by: PAC

Attachment A

ALLOCATION OF FIVE PERCENT UNRESTRICTED STATE FUND REVENUES AND TWO PERCENT BRIDGE  
TOLL REVENUES  
FOR FISCAL YEAR 2024-25

<b>Claimant</b>	<b>Project Description</b>	<b>Allocation Amount</b>	<b>Alloc. Code</b>	<b>Approval Date</b>	<b>Apportionment Area</b>
<i>Five Percent Unrestricted State Fund Revenues</i>					
WETA	Vessel refurbishments/overhauls and various facility improvements	7,248,000	01	07/24/24	Ferry
	<i>Total</i>	<i>7,248,000</i>			



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 24-0843      **Version:** 1      **Name:**

**Type:** Report      **Status:** Consent

**File created:** 6/7/2024      **In control:** Programming and Allocations Committee

**On agenda:** 7/10/2024      **Final action:**

**Title:** FY 2023-24 Federal Earmark Repurposing. Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2024.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2c 24-0843 Summary Sheet Federal Earmark Repurposing.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
FY 2023-24 Federal Earmark Repurposing. Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2024.

**Presenter:**  
Mallory Atkinson

**Recommended Action:**  
Commission Approval

**Attachments:** List any attachments.

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

**July 10, 2024**

**Agenda Item 2c-24-0843**

**FY 2023-24 Federal Earmark Repurposing**

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**Subject:**

Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act of 2024.

**Background:**

The Consolidated Appropriations Act of 2024 includes a provision enabling states to repurpose unused earmark balances. To be eligible for repurposing, the earmark projects must have been appropriated or authorized more than 10 years ago and be completed and closed or not substantially progressed (with less than 10% of the earmark funds having been obligated).

Repurposed funds can be directed to any new or existing project that is eligible to receive Surface Transportation Block Grant Program (STBGP) funds. The project must also be located within 25 miles of the original earmark designation.

Earmarks Available for Repurposing

At this time, MTC has not received a list of potential eligible earmarks for repurposing from the California Department of Transportation (Caltrans). Staff expect to receive guidance and a potential project list from Caltrans by the end of July. Upon receipt of this list, staff will work with project sponsors and Caltrans to identify specific earmark funds to be repurposed. Staff expect the balance available for repurposing will be limited, as many unused earmarks have already been repurposed in prior years. For reference, \$2.6 million in earmark balances were recommended for repurposing on Bay Area projects last year.

Recommendation for Projects to Receive Repurposed Funds

For the next step in the process, Caltrans typically requests regions to submit a recommended list of projects to receive repurposed funds (or the projects to which the earmark funds will be directed). Staff will work with project sponsors and County Transportation Agencies (CTAs) to develop this list and forward repurposing recommendations to Caltrans by the required deadline, which is anticipated for early August.

Staff will follow-up with an informational item at the September Programming and Allocations Committee meeting.

**Issues:**

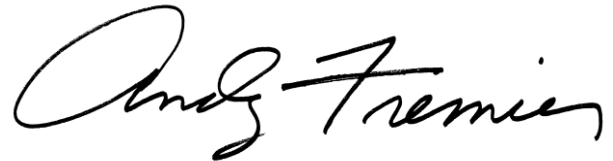
Federal regulations require repurposed funds to be fully obligated within three fiscal years of repurposing, or by September 30, 2027, for this year's repurposing effort. To reduce the risk of funds being lost to the region, and consistent with MTC's Project Delivery Policy (MTC Resolution No. 3606), Bay Area sponsors are required to fully obligate any repurposed earmark balances one year in advance of federal deadlines. Additionally, once repurposed onto a new project, the earmark funds cannot be repurposed again.

**Recommendation:**

Direct staff to develop the FY 2024 repurposed earmark list and submit necessary documentation to Caltrans by the required deadline.

**Attachments:**

None.



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Andrew B. Fremier



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 24-0880      **Version:** 1      **Name:**

**Type:** Report      **Status:** Consent

**File created:** 6/13/2024      **In control:** Programming and Allocations Committee

**On agenda:** 7/10/2024      **Final action:**

**Title:** Delegated Authority Quarterly Report: Fourth Quarterly Report of the Executive Director's Delegated Authority Actions.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2d\\_24-0880\\_1\\_Summary\\_Sheet\\_Quarterly\\_Delegated\\_Authority\\_Summary.pdf](#)  
[2d\\_24-0880\\_2\\_Attachment\\_A\\_Quarterly\\_Delegated\\_Authority\\_Summary.docx.pdf](#)

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

Delegated Authority Quarterly Report: Fourth Quarterly Report of the Executive Director's Delegated Authority Actions.

**Presenter:**

Luis Garcia

**Recommended Action:**

Information

**Attachments:** List any attachments.

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

July 10, 2024

Agenda Item 2d-24-0880

**Quarterly Report of the Executive Director’s Delegated Authority Actions**

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**Subject:**

Fourth Quarterly Report of the Executive Director’s Delegation of Authority Actions.

**Background:**

MTC Resolution No. 3620, Revised, adopted by the Commission in March 2004, allows the Executive Director to make administrative allocations of local funds up to \$1 million, with authority to take any rescission actions requested by claimants. To keep the Commission informed on actions approved by the Executive Director, staff reports quarterly on all ‘delegated authority’ allocations or rescissions. Fund sources included within delegated authority include Transportation Development Act, State Transit Assistance, Regional Measure 2, Regional Measure 3, and other formula bridge toll funds.

The Fourth quarter report for FY2023-24 covers the period of April 2024 through June 2024.

The Executive Director approved the following allocation actions summarized in the tables below and detailed in Attachment A:

<b>FY 2023-24 Delegated Authority Actions</b>	<b>1st Quarter</b>	<b>2nd Quarter</b>	<b>3rd Quarter</b>	<b>4th Quarter</b>	<b>Year-to-Date</b>
<b>Allocations</b>					
Transportation Development Act	\$ 14,899,061	\$ 4,741,393	\$3,934,225	\$3,324,341	\$ 26,899,020
State Transit Assistance	\$ 7,110,747	\$ 11,932,411	\$ 5,185,801	\$4,046,231	\$ 28,275,190
Regional Measure 2	\$ 2,032,809	\$ 1,604,033	\$ 1,141,657	\$273,334	\$ 5,051,833
Regional Measure 3	\$ 0	\$ 0	\$ 0	\$3,150,173	\$ 3,150,173
2% Bridge Tolls	\$ 450,000	\$ 0	\$ 0	\$ 0	\$ 450,000
5% Unrestricted State	\$ 290,242	\$ 0	\$ 0	\$ 0	\$ 290,242
<b>Total Allocations</b>	<b>\$ 24,782,859</b>	<b>\$ 18,277,837</b>	<b>\$ 10,261,683</b>	<b>\$ 10,794,079</b>	<b>\$ 64,116,458</b>

FY 2023-24 Delegated Authority Actions	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year-to-Date
<b>Rescissions</b>					
Transportation Development Act	\$ (150,000)	\$ (200,000)	\$ 0	\$ (3,256,502)	\$ (3,606,502)
State Transit Assistance	\$ (951,783)	\$ (49,102,105)	\$ (3,114,290)	\$ (8,946,535)	\$ (62,114,714)
Regional Measure 2	\$ 0	\$ (350,000)	\$ (775,000)	\$ (27,500)	\$ (1,152,500)
Regional Measure 3	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
2% Bridge Tolls	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
5% Unrestricted State	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
<b>Total Rescissions</b>	<b>\$ (1,101,783)</b>	<b>\$ (49,652,105)</b>	<b>\$ (3,889,290)</b>	<b>\$ (12,230,537)</b>	<b>\$ (66,873,716)</b>

**Issues:**

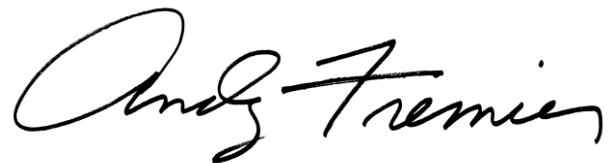
None identified.

**Recommendations:**

Information

**Attachments:**

- Attachment A – FY 2023-24 Delegated Authority Action for Fourth Quarter




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Andrew B. Fremier



**FY 2023-24 Delegated Authority**

Allocation and Rescission of Transportation Development Act, State Transit Assistance, Regional Measure 2,  
Regional Measure 3, Bridge Toll and Feeder Bus Funds pursuant to MTC Resolution 3620

**Fourth Quarter 2024**

<b>Transportation Development Act - Allocation (001)</b>				<b>Approval</b>	<b>Apportionment/</b>
<b>Claimant</b>	<b>Description</b>	<b>Amount</b>	<b>Code</b>	<b>Date</b>	<b>Notes</b>
<b>5800 - PUC 99233.3 Pedestrian &amp; Bicycle Facilities - Capital</b>					
Santa Clara	Crosswalk Lighting at Traffic Signals	485,000	106	04/24/24	Santa Clara County
Berkeley	Vision Zero Quick Build	250,000	107	04/24/24	Alameda County
Dublin	SRTS- Crosswalk Enhancements	109,539.20	108	04/24/24	Alameda County
Pittsburg	Delta DeAnza Trail Roadway Crossing Improvements	83,892.22	109	04/24/24	Contra Costa County
Fremont	Fremont Blvd and Country Dr. Protected Intersections	43,022.44	110	04/24/24	Alameda County
San Jose	Routes to Schools Mapping Project	59,187.96	111	04/24/24	Santa Clara County
San Jose	Citywide Bike Parking	17,119.16	112	04/24/24	Santa Clara County
Palo Alto	Bicycle and Pedestrian Transportation Plan Update	250,719.65	113	04/24/24	Santa Clara County
Berkeley	Bike Plan Update	121,373.47	114	04/24/24	Alameda County
Santa Clara	Class 2 Bike Facility Lafayette/Bassett St.	682,323.50	115	04/24/24	Santa Clara County
Solano TA	Countywide Wayfinding Sign Program	25,000	116	04/24/24	Solano County
San Pablo	Wildcat Creek Trail Crossing Enhancement	70,674.96	117	05/22/24	Contra Costa County
City of Alameda	Cross Alameda Trail Gap-Closing Connectors Project	50,000	118	05/22/24	Alameda County
San Jose	Ped and Safety Improvements	92,563	119	05/22/24	Santa Clara County
Danville	Diablo Rd. Trail Ped and Bicycle Crossing Improvements	150,000	120	05/22/24	Contra Costa County
Orinda	Camino Pablo Pathway Rehabilitation	120,000	121	06/26/24	Contra Costa County
	<b>Subtotal</b>	<b>2,610,416</b>			
<b>5802 - PUC 99260A Transit - Operations</b>					
GGBHTD	Transit Operations	713,925	024	04/24/24	GGBHTD - Marin
	<b>Subtotal</b>	<b>713,925</b>			
	<b>Total</b>	<b>3,324,341</b>			
<b>State Transit Assistance - Allocation (002)</b>					
<b>Claimant</b>	<b>Description</b>	<b>Amount</b>	<b>Code</b>	<b>Date</b>	<b>Apportionment/</b>
<b>5820 - CCR 6730A Operations - Population-based County Block Grant</b>					
SMART	Transit Operations	510,764	054	05/22/24	SMART - Sonoma
SMART	Transit Operations	143,028	055	05/22/24	SMART - Marin
	<b>Subtotal</b>	<b>653,792</b>			
<b>5820 - CCR 6730A Operations - Population-based Lifeline</b>					
SamTrans	Transit Operations	238,187	053	04/24/24	Lifeline - San Mateo
	<b>Subtotal</b>	<b>238,187</b>			
<b>5820 - CCR 6730A Operations - Revenue-based</b>					
Petaluma	Transit Operations	60,663	052	04/24/24	Petaluma
	<b>Subtotal</b>	<b>60,663</b>			
<b>5821 - CCR 6730B Capital - County Block Grant</b>					
Solano TA	Inductive Charging	270,584.43	056	05/22/24	Solano County
Solano TA	CBTP Lifeline Projects	170,000	057	05/22/24	Solano County
Solano TA	Fairgrounds Dr Transit Project	500,000	058	05/22/24	Solano County
Solano TA	Suisun Mobility Hub Project	950,000	059	05/22/24	Solano County
Solano TA	Suisun Mobility Hub Project	800,000	059	06/26/24	Solano County
	<b>Subtotal</b>	<b>2,690,584</b>			
<b>5821 - CCR 6730B Capital - Population-based MTC Coordination</b>					
MTC	RTC Salesforce Capital	54,768.72	060	05/22/24	MTC
	<b>Subtotal</b>	<b>54,769</b>			

**5821 - CCR 6730B Capital - Population-based TAP**

BART	Clipper BayPass Program Administration	348,236	061	06/26/24	TAP
	<b>Subtotal</b>	<b>348,236</b>			
	<b>Total</b>	<b>4,046,231</b>			

Regional Measure 2 Funds - Allocation (006)		Amount	Code	Approval Date	Apportionment/Notes
Claimant	Description				

<b>5360 - Operations</b>					
SamTrans	Transit Operations	245,834	016	04/24/24	Owl Service
	<b>Subtotal</b>	<b>245,834</b>			

**5360 - Marketing**

MTC	Regional Network Management Staffing	27,500	017	04/24/24	MTC
	<b>Subtotal</b>	<b>27,500</b>			
	<b>Total</b>	<b>273,334</b>			

Regional Measure 3 Funds - Allocation (012)		Amount	Code	Approval Date	Apportionment/Notes
Claimant	Description				

<b>5370 - Operations</b>					
NVTA	Express Bus	678,760	001	04/24/24	NVTA
ECCTA	Express Bus	526,491	002	05/22/24	ECCTA
CCCTA	Express Bus	22,630	003	05/22/24	CCCTA
LAVTA	Express Bus	915,829	004	05/22/24	LAVTA
WestCAT	Express Bus	350,512	005	05/22/24	WCCTA
SolTrans	Express Bus	655,951	006	05/22/24	SolTrans
	<b>Subtotal</b>	<b>3,150,173</b>			

**Capital Allocations**

CCCTA	Mokelumne Trail Bike/Ped Overcrossing at SR-4 CON	0		06/26/24	23458501
CCCTA	Mokelumne Trail Bike/Ped Overcrossing at SR-4 CON	0		06/26/24	24458502
CCCTA	I-680/SR-4 Interchange Improvements PS&E	0		06/26/24	23458601
TAM	US-101 Marin-Sonoma Narrows ROW	0		06/26/24	23459301
TAM	US-101 Marin-Sonoma Narrows CON	0		06/26/24	23459302
Solano TA	I-80/I-680/SR-12 Interchange Project ROW	0		06/26/24	23459401
	<b>Subtotal</b>	<b>0</b>			
	<b>Total</b>	<b>3,150,173</b>			

**Allocations Grand Total 10,794,079**

Rescission - Transportation Development Act		Amount	Code	Approval Date	Allocation Instruction
Claimant	Description				

Santa Clara	Crosswalk Lighting at Traffic Signals	(485,000)		04/24/24	22001046
Berkeley	Vision Zero Quick Build	(250,000)		04/24/24	22001032
Dublin	SRTS- Crosswalk Enhancements	(109,539.20)		04/24/24	22001041
Pittsburg	Delta DeAnza Trail Roadway Crossing Improvements	(83,892.22)		04/24/24	22001102
Fremont	Fremont Blvd and Country Dr. Protected Intersections	(43,022.44)		04/24/24	22001039
San Jose	Routes to Schools Mapping Project	(59,187.96)		04/24/24	22001056
San Jose	Citywide Bike Parking	(17,119.16)		04/24/24	22001057
Sunnyvale	Pedestrian/Bicycle Pathway Spot Improvements	(149,435.21)		04/24/24	22001058
Palo Alto	Bicycle and Pedestrian Transportation Plan Update	(250,719.65)		04/24/24	22001053
Berkeley	Bike Plan Update	(121,373.47)		04/24/24	22001031
Petaluma	Lynch Creek Trail	(161,584)		04/24/24	23001003
Santa Clara	Class 2 Bike Facility Lafayette/Bassett St.	(682,323.50)		04/24/24	22001045
Solano TA	Countywide Wayfinding Sign Program	(25,000)		04/24/24	22001071
San Pablo	Wildcat Creek Trail Crossing Enhancement	(70,674.96)		05/22/24	22001011
City of Alameda	Grand St Sidewalk Gap	(50,000)		05/22/24	23001043

San Jose	Ped and Safety Improvements	(92,563)	05/22/24	22001055
Danville	Diablo Rd. Trail Ped and Bicycle Crossing Improvements	(150,000)	05/22/24	22001012
ECCTA	Transit Capital	(175,067.03)	06/26/24	22446517
Yountville	Washington Park ADA Improvements	(160,000)	06/26/24	22001044
Orinda	Camino Pablo Pathway Rehabilitation	(120,000)	06/26/24	22001014
<b>Total</b>		<b>(3,256,502)</b>		

Rescission - State Transit Assistance			Approval	Allocation	
Claimant	Description	Amount	Code	Date	Instruction
Solano TA	Inductive Charging	(270,584.43)		05/22/24	22002022
MTC	RTC Phase 1 to 2	(49,570)		05/22/24	22002062
MTC	RTC Salesforce Licenses	(5,198.72)		05/22/24	22002063
Solano TA	CBTP Lifeline Projects	(170,000)		05/22/24	22002023
Solano TA	Fairgrounds Dr Transit Project	(500,000)		05/22/24	22002045
Solano TA	Suisun Mobility Hub Project	(950,000)		05/22/24	22446627
WETA	Replacement Vessel-MV Intintoli	(5,108,365.90)		06/26/24	22446626
Solano TA	Suisun Mobility Hub Project	(800,000)		06/26/24	22446627
MTC	Regional Network Management Staffing	(603,634)		06/26/24	24002027
MTC	TAP Accessibility work plan	(480,007.50)		06/26/24	24002013
MTC	Coordinated Plan	(9,174.80)		06/26/24	24002012
<b>Total</b>		<b>(8,946,535)</b>			

Rescission - Regional Measure 2 Funds			Approval	Allocation	
Claimant	Description	Amount	Code	Date	Instruction
MTC	511 Program	(15,000)		04/24/24	24006005
MTC	Return to Transit	(12,500)		04/24/24	24006007
<b>Total</b>		<b>(27,500)</b>			

**Rescissions Grand Total (12,230,537)**



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 24-0882      **Version:** 1      **Name:**

**Type:** Report      **Status:** Consent

**File created:** 6/14/2024      **In control:** Programming and Allocations Committee

**On agenda:** 7/10/2024      **Final action:**

**Title:** Transit Performance Initiative - Investment Program Semi-Annual Update.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2e 24-0882 1 Summary Sheet TPI Investment Update.pdf](#)  
[2e 24-0882 2 Attachment A TPI Investment Semi-Annual Update.pdf](#)  
[2e 24-0882 3 Attachment B Project List TPI Investment Semi-Annual Update.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Transit Performance Initiative - Investment Program Semi-Annual Update.

**Presenter:**  
Anne Spevack

**Recommended Action:**  
Information

**Attachments:** List any attachments.

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

**July 10, 2024**

**Agenda Item 2e-24-0882**

**Transit Performance Initiative – Investment Program Semi-Annual Update**

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**Subject:**

Semi-annual update on the progress of projects awarded under the Transit Performance Initiative (TPI) Investment Program.

**Background:**

The TPI Investment program funds low-cost capital investments that can be implemented rapidly to improve operations and customer experience on major transit corridors and systems.

The TPI program has been funded through a combination of One Bay Area Grant (OBAG) federal funds from the OBAG 1 and OBAG 2 programs and from state Low Carbon Transit Operations Program (LCTOP). Overall, since 2012, \$132.1 million has been programmed to 48 capital and planning projects, and 28 of these have been completed or are substantially completed.

**Project Status Updates:**

Most projects funded through the early rounds of TPI through 2020 are completed or in construction and nearing completion. Projects funded in recent years are either in design or under construction. Projects awarded under the TPI 2022-23 program are primarily in early planning or design phases, with many still awaiting final award of federal funding.

This program update covers the period from December 2023 through May 2024. Please refer to Attachment A for further detail and status updates on individual projects.

**TPI Program Look Ahead:**

Staff anticipates coordinating with the Regional Network Management transit priority efforts to identify eligible projects for future rounds of TPI funding, including the annual LCTOP funding allocations. Staff will also continue to coordinate with project sponsors to monitor project progress.

**Issues:**

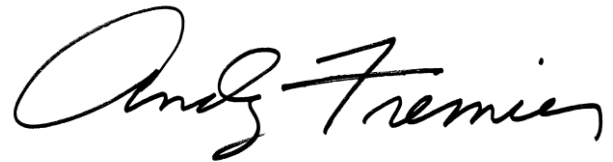
The underlying federal funding source for the OBAG funds programmed in February 2023 as part of the TPI 2022-23 program goes through a multi-step, multi-agency review and approval process prior to the award and allocation of funds. Most projects receiving these funds experienced significant delays throughout the federal award process, and many of them have yet to receive their funds. This has resulted in delays of a year or more to the start of work on these projects, and may result in cost increases, effectively reducing the purchasing power of the TPI funds. Staff will continue to monitor the status of these funds, and work with sponsors to ensure applications for future awards are handled as efficiently as possible.

**Recommendation:**

Information

**Attachments:**

- Attachment A – TPI Investment Program Semi-Annual Update
- Attachment B – Transit Performance Initiative Investment Program Projects by Round



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Andrew B. Fremier

## Transit Performance Initiative Investment Program Semi-Annual Update

The Transit Performance Initiative (TPI) Investment program funds low-cost capital investments that can be implemented rapidly to improve operations and customer experience on major transit corridors and systems. This report summarizes TPI-funded projects throughout the life of the program and provides progress updates for ongoing TPI projects.

### Program Summary

The TPI Investment program funds low-cost capital investments that can be implemented rapidly to improve operations and customer experience on major transit corridors and systems. Since 2012, \$132.1 million has been programmed to 48 capital and planning projects, and 28 of these have been completed or are substantially completed.

The TPI program has been funded through a combination of One Bay Area Grant (OBAG) federal funds from the OBAG 1 and OBAG 2 programs and from state Low Carbon Transit Operations Program (LCTOP). Five rounds of the TPI program, including the majority of the TPI 2022-23 Program awarded in February 2023 were funded by OBAG funds, totaling \$98.6 million. In May 2016, the Commission committed one-third of the region's annual population-based LCTOP funds to augment the TPI program, subject to the region's Cap and Trade Framework in MTC Resolution No. 4130, Revised. Five cycles of LCTOP funds have been programmed by MTC, totaling \$33.5 million from FY 2017-18 to FY 2022-23. This includes \$6.6 million in FY 2023-24 LCTOP funding programmed by the Commission in March 2024 to three new projects led by AC Transit, SFMTA, and VTA, but these funds have not yet been allocated by the state. These projects are included in the project lists below and in Attachment B but will begin reporting during the next round.

Completed projects have benefitted transit service and helped agencies build up tools and experience for getting transit out of traffic. Ongoing projects from STP/CMAQ rounds 1-4 are in or entering construction, and LCTOP projects are either in design or under construction. COVID-19 and supply-chain issues caused delays on many projects. Overall, projects are moving forward again, including nine projects that were completed or substantially completed in 2023.

Project Sponsor	Total TPI Awards (\$M)
AC Transit (11 projects*)	\$41.8
SFMTA (15 projects)	\$49.4
VTA (8 projects)	\$20.2
Other (13 projects)	\$20.7
<b>Total</b>	<b>\$132.1</b>

\*Includes Bay Bridge Forward award to MTC implemented in coordination with AC Transit

## Report Highlights

Several projects were completed this round, including some early TPI investments.

The original scope of the Geary Rapid Project implemented safety and reliability improvements that resulted in 1-2 minutes of peak transit travel time savings and was finished with some cost savings to the original TPI award. The remaining funds were applied to additional lane colorization on the corridor, which was completed this reporting period.

The Colored Lanes on MTA Rapid Network project funded implementation of red transit lanes on several Muni Rapid corridors. The initial scope of the project included colorization of portions of Clay Street, Fremont Street, and Fourth Street. These segments were completed with cost savings, because the colorization projects were completed more quickly and with less materials than originally estimated. The savings were applied to additional segments, and over time SFMTA achieved efficiencies from implementing many colored lanes projects and was able to further extend these funds to still further corridors. In addition to the original scope, segments of roadways surrounding the Transbay Terminal, First Street, Mission Street, and Geary Boulevard were colorized and materials to colorize portions of 16<sup>th</sup> Street were procured (installation of this colored lane is to be completed with other funds).

Other recently completed projects are SFMTA's 27 Bryant Tenderloin Transit Reliability Project, which implemented changes to the route and bus stop spacing to improve efficiency and constructed new transit bulbs at eight intersections; and AC Transit's Dumbarton Innovative Deployments to Enhance Arterials (IDEA), which implemented Transit Signal Priority (TSP), queue jumps, and bus stop enhancements along the Dumbarton Express Route, delivered with additional support from MTC's IDEA Program. The sponsors are evaluating the results of both of these projects, which will be included in a future TPI report if and when available.



Dumbarton transit signal and TSP installation



## Ongoing Projects

Below is a list of ongoing TPI-funded projects by operator covered in this report. Recently completed projects are listed in bold and will no longer be included in the Semi-Annual report (except projects noted as “substantially completed”, which will continue to report until remaining minor tasks or closeout are completed). The full list of TPI projects by round and by operator, including completed projects, is included in Attachment B.

Projects awarded FY 2023-24 LCTOP by the Commission in March 2024 are newly added to this list, in italics. After MTC programs the LCTOP funds, project sponsors must apply to the state to receive the allocation. Allocation is expected later this year, so these projects did not start during the reporting period and are not included in Individual Project Updates below.

<b>AC Transit</b>
<ul style="list-style-type: none"> <li>• San Pablo and Telegraph Rapid Bus Upgrades Project</li> <li>• <b>Dumbarton Innovative Deployments to Enhance Arterials (IDEA)</b></li> <li>• <b>Bay Bridge Forward – West Grand TSP</b></li> <li>• Quick Build Transit Lanes</li> <li>• Mission Boulevard TSP</li> <li>• MacDonald Avenue Transit Signal Priority Project Phase 1</li> <li>• Foothill Corridor Planning Study</li> <li>• <i>Cutting Boulevard Project</i></li> </ul>
<b>SFMTA</b>
<ul style="list-style-type: none"> <li>• <b>N-Judah Customer First (Substantially completed)</b></li> <li>• <b>Colored Lanes on MTA Rapid Network</b></li> <li>• <b>Geary Rapid Project</b></li> <li>• <b>27-Bryant Tenderloin Transit Reliability Project</b></li> <li>• 5-Fulton Arguello to 25<sup>th</sup> Ave Muni Forward</li> <li>• 29-Sunset Muni Forward Phase 1</li> <li>• Next Generation Transit Lane and Bus Zone Enforcement Pilot Program</li> <li>• 29-Sunset Improvement Project Phase 2</li> <li>• Third Street Dynamic Traffic Signal Optimization Project</li> <li>• Muni Forward Five-Minute Network Corridor Planning Program</li> <li>• <i>Cloud-Based TSP</i></li> </ul>
<b>VTA</b>
<ul style="list-style-type: none"> <li>• Light Rail Transit Signal Priority Improvements</li> <li>• Stevens Creek Ltd 323 TSP</li> <li>• Eastridge to BART Regional Connector</li> <li>• Transit Reliability Improvement and Performance System (TRIPS)</li> <li>• Monterey Road Transit Lane Project</li> <li>• <i>Senter Road Bus Boarding Islands and Bulb Outs</i></li> </ul>

Other
<ul style="list-style-type: none"><li>• <b>SamTrans</b> – Traffic Signal Priority on El Camino Real (Expanded Scope)</li><li>• <b>Novato</b> — <b>Downtown SMART Station</b></li><li>• <b>Solano Transportation Authority</b> – Solano Express Bus Stop Improvements</li><li>• <b>TAM/Marin Transit</b> – Marin County Hwy 101 Part Time Transit Lane</li><li>• <b>NVTA</b> – Napa Valley Transit Safety and Efficiency Improvements</li><li>• <b>SamTrans</b> – El Camino Real Mid-County Transit and Multimodal Corridor Plan</li><li>• <b>CCTA/County Connection</b> – Transit Corridors Study</li></ul>

## Individual Project Updates

### Round 1

#### VTA

- Light Rail TSP
  - In-vehicle installations are completed
  - Intersection installations expected to be complete by the end of 2024
- Stevens Creek – Limited 323 TSP
  - Original scope complete
  - Savings directed towards additional TSP Central Monitoring System – the server has been activated and installation of the field devices is expected by the end of 2024

#### Muni

- N-Judah
  - TSP, lane colorization, camera elements complete
  - Stop branding design is complete; installation is anticipated in the coming months

### Round 2

#### Muni

##### Geary Rapid Project Phase 1

- Initial implementation resulted in 1-2 minutes of peak hour transit travel time savings
- Construction of Phase 1, including transit lane colorization, is complete

##### Colored Lanes on Rapid Network

- All colored lanes segments are complete

### Round 3

#### AC Transit

##### AC Transit San Pablo/Telegraph

- Telegraph Avenue
  - Construction contract awarded and scheduled to begin mid-2024; additional funding for project committed through RM3 after project costs were increased due to a difficult bidding environment
- San Pablo Avenue
  - Construction completed and closed out

### *SamTrans*

#### Traffic Signal Priority on El Camino Real

- Original scope complete
- MTC approved proposal to use savings to expand TSP equipment to the remainder of the bus fleet 2022; implementation has been delayed due to delays in FTA approval of revised scope and postponement of production of new battery-electric buses that will receive the new TSP equipment

### Round 4

#### *City of Novato/SMART*

##### Novato Downtown SMART Station

- Train service at the Novato SMART Station commenced in January 2020. TPI funds were used to support installation of station signals, systems, and amenities.
- The original TPI award scope also included access improvements at the former Depot site funded through non-TPI funds. This component has been delayed awaiting private development of the site with no set date for implementation. Because the original TPI application focused on implementation of rail service to Downtown Novato, staff recommend considering the TPI grant complete.

#### *Solano Transportation Authority*

##### Solano Express Fairgrounds Drive/SR-37 Bus Stop and West Texas Bus Stop

- Additional savings being directed to West Texas bus stop improvements; design of this project is underway, and construction is expected to begin in 2025

## LCTOP Projects – FY18 through FY22

### *SFMTA*

#### 27-Bryant Tenderloin Transit Reliability

- Scope: transit bulbs, pedestrian bulbs, ADA-compliant curb ramps
- Construction was completed in May 2023, project is in closeout

#### 5-Fulton Arguello to 25<sup>th</sup> Ave Muni Forward

- Scope Transit bulb and signal upgrades
- Design is complete; construction is expected to start in fall 2024

#### 29-Sunset Muni Forward Phase 1

- Scope: stop consolidation, traffic signal upgrades, and other improvements to improve reliability, travel time, and safety
- Quick Build aspects of phase 1 are currently underway, remaining construction expected to be complete in 2026

### *VTA*

#### Eastridge to BART Regional Connector

- Current TPI funding for this project includes:

- Reprogrammed FY 18 LCTOP funds
- Replacement project for the LCTOP-funded FY 2019 ZEB project (which is not TPI eligible)
- FY21 LCTOP funds
- Commission also made \$130M RM3 construction allocation
- In March 2024, VTA awarded the construction contract and committed additional funding to cover the cost increase, including additional (non-TPI) LCTOP funding and local VTA funds.
- Groundbreaking for construction occurred in June 2024

### *AC Transit*

#### *Dumbarton IDEA*

- Scope includes extending AC Transit's TSP network across the Dumbarton/SR-84 corridor and installing queue jump lanes and bus stop enhancements
- Construction and implementation complete
- Project evaluation in-progress

#### *Quick Build Transit Lanes*

- Scope: Quick-build red transit lanes on MacArthur Blvd in Oakland and Durant Ave in Berkeley
- Construction contract was executed and early construction activities began in March 2024

#### *Mission Boulevard TSP*

- Scope: Implement TSP along the Mission Blvd. corridor in Hayward and Union City to close the gap in the Adaptive Traffic Control Systems
- Design complete and approved by all 4 agencies
- Construction began April 2024

## **TPI 2022-23 Program**

### *AC Transit*

#### *Foothill Corridor Planning Study*

- Scope: Study to identify service and design improvements to reduce delay and improve bus operations
- Currently bringing design consultant on board
- Fund transfer to FTA not yet finalized

#### *MacDonald Ave Transit Signal Priority Project Phase 1*

- Scope: Install TSP equipment along MacDonald Ave in Richmond
- Awarded design contract from on-call bench
- Fund transfer to FTA not yet finalized

### *SFMTA*

#### *Muni Forward Five-Minute Network Corridor Planning*

- Scope: Develop next generation of Muni Forward corridor projects to support five-minute headways
- Project not yet started, awaiting fund transfer to FTA

#### Next Generation Transit Lane and Bus Zone Enforcement Pilot

- Scope: Modernize a quarter of the Muni bus fleet with next generation camera technology to improve lane violation detection
- Project not yet started

#### 29-Sunset Improvement Project Phase 2

- Scope: Removal of some stops, relocation of stops, improved amenities, implementation of TSP on the Muni 29 Sunset Bus Route
- Project not yet started

#### Third Street Dynamic Traffic Signal Optimization Project

- Scope: Implement Smart technology traffic signals on the T-Third Street light rail line
- Project not yet started, awaiting fund transfer to FTA

#### VTA

##### Monterey Road Transit Lane (Planning)

- Scope: Transportation Analysis and Final Design for dedicated bus lanes on Monterey Road
- Project not yet started, awaiting fund transfer to FTA

##### Transit Reliability Improvement and Performance System (TRIPS)

- Scope: Implement a centralized TSP system
- Contractor procurement underway
- Beginning conversations with roadway owners to identify locations and hardware

#### *Other Operators*

##### County Connection – Transit Corridors Study

- Scope: Analyze current conditions on four major bus corridors, gather feedback, and identify speed and reliability improvements
- Project not yet started, awaiting fund transfer to FTA

##### SamTrans – El Camino Real Mid-County Transit and Multimodal Corridor Plan

- Scope: Develop preferred conceptual design for the ECR mid-county corridor
- Project not yet started, awaiting Caltrans local assistance and FHWA approval

##### Marin Transit – Marin County Highway 101 Part Time Transit Lane

- Scope: Pilot a Part Time Transit lane on the shoulder of SB US-101 in Marin County
- To be implemented by the Transportation Authority of Marin (TAM); TAM and Marin Transit have entered into a funding agreement
- Initiated planning phase and Project Initiation Document with Caltrans

##### Napa Valley Transportation Authority – Napa Valley Transit Safety and Efficiency Improvements

- Scope: Suite of improvements at three transit facilities and to vehicles serving the Vine transit network
- Procuring design contractors for Imola PnR and Redwood PnR improvements
- Soscol Gateway Transit Center wayfinding and signage complete
- Contract and procurement for vehicle improvements initiated

## Look Ahead

Staff will continue to monitor project progress and work with project sponsors to apply project savings to additional improvements consistent with the TPI Savings Policy.

Projects awarded in the FY 2022-23 round will get underway.

Additional funding opportunities will be announced relative to FY 2024-25 LCTOP funds and for transit priority projects consistent with the Blue Ribbon Transit Transformation Action Plan.

## Background and Context

Additional background information on TPI funds and projects can be found in the Committee and Commission items for the following actions:

Initial Programming of each TPI round:

- [STP/CMAQ Round 1 – May 17, 2012](#)
- [STP/CMAQ Round 2 – September 24, 2014](#)
- [STP/CMAQ Round 3 – May 27, 2015](#)
- [STP/CMAQ Round 4 – May 25, 2016](#)
- [LCTOP FY 17-18 – March 28, 2018](#)
- [LCTOP FY 18-19 – April 24, 2019](#)
- [LCTOP FY 19-20 – March 25, 2020](#)
- [LCTOP FY 20-21 – March 24, 2021](#)
- [LCTOP FY 21-22 – March 23, 2022](#)
- [FY2022-23 Round – February 22, 2023](#)
- [LCTOP FY 23-24 – March 27, 2024](#)

Major Reprogramming Actions:

- Round 1
  - [July 22, 2015](#)
- Round 2
  - [January 25, 2017](#)
- Round 3
  - [April 26, 2017](#)
- LCTOP FY 17-18
  - [December 16, 2020](#)

**Transit Performance Initiative - Investment Program**  
**Projects by Round** (\$ in millions)

**1st Round** (Approved May 2012)

Agency	Project	TPI Award
AC Transit	Line 51 Corridor Delay Reduction & Sustainability Project <i>Complete</i>	\$10.5
San Francisco Municipal Transportation Authority (SFMTA)	Mission Customer First <i>Complete</i>	\$5.4
	N-Judah Customer First* <i>Substantially Complete</i>	\$2.4
	Colored Lanes on MTA Rapid Network* <i>Substantially Complete</i>	\$3.0
	Bus Stop Consolidation and Roadway Modification (9-San Bruno)** <i>Complete</i>	\$4.1
Santa Clara Valley Transportation Authority (SCVTA)	Light Rail Transit Signal Priority Improvements	\$1.6
	Stevens Creek — Limited 323 Transit Signal Priority <i>Complete</i>	\$0.7
<b>Total</b>		<b>\$27.7</b>

\*In July 2015, MTC approved reprogramming of \$3 million from the SFMTA Round 1 N-Judah Customer First project to the Colored Lanes on MTA Rapid Network project

\*\*Scope determined Sept. 2014. Project is reporting with Round 2 projects

**2nd Round** (Approved September 2014)

Agency	Project	TPI Award
Various – Small Operators	Clipper Phase 3 Implementation <i>Complete</i>	\$8.0
Santa Clara Valley Transportation Authority (SCVTA)	Mountain View Double Track Improvements – Phase 1 <i>Complete</i>	\$8.0
City of Dublin/ Livermore Amador Valley Transit Authority (LAVTA)	Dublin Boulevard Transit Performance Initiative <i>Complete</i>	\$1.0
AC Transit	South Alameda County Major Corridors Travel Time Improvement <i>Complete</i>	\$5.2
San Francisco Municipal Transportation Authority (SFMTA)*	Colored Lanes on MTA Rapid Network <i>Complete</i>	\$1.0
	Geary Rapid Project Phase 1 <i>Complete</i>	\$4.0
<b>Total</b>		<b>\$27.2</b>

\*In January 2017, MTC approved reprogramming \$4 million from the SFMTA Round 2 Colored Lanes and Muni Forward projects to Geary BRT Phase 1, which was also awarded TPI Round 3 funds.

**Transit Performance Initiative - Investment Program**  
**Projects by Round - *Continued*** (\$ in millions)

**3rd Round** (Approved January 2017)

Agency	Project	TPI Award
Various	Bay Bridge Forward (AC Transit Double Deckers + Bus Wash + West Grand TSP) <i>Complete</i>	\$10.0
SFMTA	Geary Rapid Project Phase 1 <i>Complete</i>	\$5.6
SamTrans	Traffic Signal Priority on El Camino Real <i>Original Scope Complete</i> (expanded scope ongoing)	\$3.5
BART	Train Seat Modification Project <i>Complete</i>	\$1.5
AC Transit*	San Pablo and Telegraph Rapid Bus Upgrades Project	\$5.0
VTA	Santa Clara Light Rail Crossovers and Switches <i>Complete</i>	\$0.5
<b>Total</b>		<b>\$26.1</b>

\*AC Transit received a total of \$5M in combined federal STP/CMAQ funds and state Cap and Trade LCTOP funds.

**4th Round - North Bay** (Approved July 2017)

County	Project	TPI Award
Marin	Novato Downtown SMART Station <i>Phase 2 Complete</i>	\$0.5
Sonoma	Santa Rosa CityBus New Transit System Optimization <i>Complete</i>	\$0.4
Napa	NVTA Imola Ave and SR-29 Express Bus Improvements <i>Complete</i>	\$0.4
Solano	SolanoExpress Fairgrounds Drive/SR-37 Bus Stop <i>Substantially Complete</i> + West Texas Bus Stop	\$1.0
<b>Total</b>		<b>\$2.3</b>

**Low Carbon Transit Operations Program FY 2017-18** (Approved March 2018)

Agency	Project	TPI Award
SFMTA	Mission Bay Loop <i>Complete</i>	\$1.4
VTA	Eastridge to BART Regional Connector*	\$0.9
AC Transit	San Leandro BART -- Transit Access Improvements <i>Complete</i>	\$0.6
AC Transit	South Alameda County Major Corridors Travel Time Improvement Project <i>Complete</i>	\$0.2
<b>Total</b>		<b>\$3.1</b>

\*In December 2020, MTC approved reprogramming of VTA's North First Street Light Rail Speed and Safety Improvements Project - Phase 1 to the Eastridge to BART Regional Connector



**Transit Performance Initiative - Investment Program**  
**Projects by Round - *Continued*** (\$ in millions)

**Low Carbon Transit Operations Program FY 2018-19** (Approved April 2019)

Agency	Project	TPI Award
SFMTA	West Portal Optimization and Crossover Activation* <i>Complete</i>	\$1.4
VTA	Eastridge to BART Regional Connector**	\$1.3
AC Transit	Dumbarton Innovative Deployments to Enhance Arterials (IDEA) <i>Complete</i>	\$1.2
<b>Total</b>		<b>\$3.9</b>

\*\$753,280 in savings from SFMTA's West Portal Optimization and Crossover Activation project was redirected to a non-TPI project to ensure they were spent within LCTOP timely use of funds requirements. As this was a non-eligible TPI project, the minimum amount set aside for SFMTA TJPI funds programmed through LCTOP will be reduced by this amount.

\*\*VTA's FY 2018-19 LCTOP TPI award went to the 2021 Zero-Emission Bus Purchase program, which was ineligible under the TPI program. VTA has committed the same amount of local funds to the Eastridge to BART Regional Connector as a TPI-eligible replacement project.

**Low Carbon Transit Operations Program FY 2019-20** (Approved March 2020)

Agency	Project	TPI Award
NVTA	Imola Park and Ride and Express Bus Stop Improvements <i>Complete</i>	\$1.1
ECCTA	Wi-Fi for Bus and Paratransit Rider Connectivity <i>Complete</i>	\$0.3
SFMTA	27 Bryant Tenderloin Transit Reliability Project <i>Complete</i>	\$3.3
<b>Total</b>		<b>\$4.7</b>

**Low Carbon Transit Operations Program FY 2020-21** (Approved March 2021)

Agency	Project	TPI Award
SFMTA	5 Fulton: Arguello to 25th Ave Muni Forward	\$1.2
VTA	Eastridge to BART Regional Connector	\$0.7
AC Transit	AC Transit Quick Build Transit Lanes	\$0.7
<b>Total</b>		<b>\$2.7</b>

**Low Carbon Transit Operations Program FY 2021-22** (Approved March 2022)

Agency	Project	TPI Award
SFMTA	29 Sunset Muni Forward Phase 1	\$2.9
VTA	Eastridge to BART Regional Connector	\$1.7
AC Transit	Mission Boulevard Corridor TSP Project	\$1.6
<b>Total</b>		<b>\$6.2</b>

**Transit Performance Initiative - Investment Program**  
**Projects by Round - *Continued*** (\$ in millions)

**FY2022-23 Program (OBAG and LCTOP funding)** (Approved February 2023)

Agency	Project	TPI Award
<b>Capital Projects</b>		<b>\$15.6</b>
SFMTA	Next Generation Transit Lane and Bus Zone Enforcement Pilot Program	\$2.5
SFMTA	29 Sunset Improvement Project - Phase Two	\$3.0
SFMTA	Third Street Dynamic Traffic Signal Optimization Project	\$2.0
VTA	Transit Reliability Improvement and Performance System (TRIPS)	\$2.4
AC Transit	MacDonald Avenue Transit Signal Priority Project Phase 1	\$3.5
Marin County Transit District	Marin County Hwy 101 Part Time Transit Lane	\$1.1
NVTA	Napa Valley Transit Safety and Efficiency Improvements	\$1.1
<b>Planning Projects</b>		<b>\$5.9</b>
SFMTA	Muni Forward Five-Minute Network Corridor Planning Program	\$3.0
SamTrans	El Camino Real Mid-County Transit and Multimodal Corridor Plan	\$0.4
VTA	Monterey Road Transit Lane Project	\$0.6
County Connection	Transit Corridors Study	\$0.4
AC Transit	Foothill Corridor Planning Study	\$1.5
<b>Total</b>		<b>\$21.5</b>

**Low Carbon Transit Operations Program FY 2023-24** (Approved March 2024)

Agency	Project	TPI Award
SFMTA	Cloud-Based TSP	\$3.0
VTA	Senter Road Bus Boarding Islands and Bulb Outs	\$1.8
AC Transit	Cutting Boulevard Project	\$1.7
<b>Total</b>		<b>\$6.6</b>

<b>Total OBAG Funding</b>	<b>\$98.6</b>
<b>Total LCTOP Funding</b>	<b>\$33.5</b>
<b>TPI Program Grand Total</b>	<b>\$132.1</b>

**Transit Performance Initiative - Investment Program**  
**Projects by Operator** (\$ in millions)

SFMTA	TPI Award (\$ millions)
Mission Customer First <i>Complete</i>	\$5.4
N-Judah Customer First <i>Substantially Complete</i>	\$2.4
Bus Stop Consolidation and Roadway Modification (9-San Bruno) <i>Complete</i>	\$4.1
Colored Lanes on MTA Rapid Network <i>Complete</i>	\$4.0
Geary Rapid Project Phase 1 <i>Complete</i>	\$9.6
Mission Bay Loop <i>Complete</i>	\$1.4
West Portal Optimization and Crossover Activation <i>Complete</i>	\$1.4
27-Bryant Tenderloin Transit Reliability Project <i>Complete</i>	\$3.3
5 Fulton: Arguello to 25th Ave Muni Forward	\$1.2
29 Sunset Muni Forward Phase 1	\$2.9
Next Generation Transit Lane and Bus Zone Enforcement Pilot Program	\$2.5
29 Sunset Improvement Project - Phase Two	\$3.0
Third Street Dynamic Traffic Signal Optimization Project	\$2.0
Muni Forward Five-Minute Network Corridor Planning Program (Planning)	\$3.0
Cloud-Based TSP	\$3.0
<b>Total SFMTA</b>	<b>\$49.4</b>

AC Transit	TPI Award (\$ millions)
Line 51 Corridor Delay Reduction & Sustainability Project <i>Complete</i>	\$10.5
South Alameda County Major Corridors Travel Time Improvement <i>Complete</i>	\$5.4
San Pablo and Telegraph Rapid Bus Upgrades Project	\$5.0
San Leandro BART -- Transit Access Improvements <i>Complete</i>	\$0.6
Dumbarton Innovative Deployments to Enhance Arterials (IDEA) <i>Complete</i>	\$1.2
Quick Build Transit Lanes	\$0.7
Mission Boulevard Corridor TSP Project	\$1.6
MacDonald Avenue Transit Signal Priority Project Phase 1	\$3.5
Foothill Corridor Planning Study (Planning)	\$1.5
Cutting Boulevard Project	\$1.7
<b>Subtotal AC Transit Awards</b>	<b>\$31.8</b>
Bay Bridge Forward (AC Transit Double Deckers + Bus Wash + West Grand TSP) <i>Complete</i>	\$10.0
<b>Total AC Transit</b>	<b>\$41.8</b>

VTA	TPI Award (\$ millions)
Light Rail Transit Signal Priority Improvements	\$1.6
Stevens Creek — Limited 323 Transit Signal Priority <i>Complete</i>	\$0.7
Mountain View Double Track Improvements – Phase 1 <i>Complete</i>	\$8.0
Santa Clara Light Rail Crossovers and Switches <i>Complete</i>	\$0.5
Eastridge to BART Regional Connector*	\$4.6
Transit Reliability Improvement and Performance System (TRIPS)	\$2.4
Monterey Road Transit Lane Project (Planning)	\$0.6
Senter Road Bus Boarding Islands and Bulb Outs	\$1.8
<b>Total VTA</b>	<b>\$20.2</b>

Other Operators/Projects	TPI Award (\$ millions)
<b>LAVTA/Dublin</b> — Dublin Boulevard Transit Performance Initiative <i>Complete</i>	\$1.0
<b>SamTrans</b> — Traffic Signal Priority on El Camino Real <i>Original Scope Complete, expanded scope ongoing</i>	\$3.5
<b>BART</b> — Train Seat Modification Project <i>Complete</i>	\$1.5
<b>Novato</b> — Downtown SMART Station <i>Phase 2 Complete (Phase 3 ongoing)</i>	\$0.5
<b>Santa Rosa CityBus</b> — New Transit System Optimization <i>Complete</i>	\$0.4
<b>NVTA</b> — Imola Ave and SR-29 Express Bus Improvements <i>Complete</i>	\$1.5
<b>SolanoExpress</b> — Fairgrounds Drive/SR-37 Bus Stop <i>Substantially Complete</i> + West Texas Bus	\$1.0
<b>Clipper</b> — Phase 3 Implementation <i>Complete</i>	\$8.0
<b>Tri-Delta Transit</b> — Wi-Fi for Bus and Paratransit Rider Connectivity <i>Complete</i>	\$0.3
<b>Marin County Transit District</b> — Marin County Hwy 101 Part Time Transit Lane	\$1.1
<b>NVTA</b> — Napa Valley Transit Safety and Efficiency Improvements	\$1.1
<b>SamTrans</b> — El Camino Real Mid-County Transit and Multimodal Corridor Plan (Planning)	\$0.4
<b>County Connection</b> — Transit Corridors Study (Planning)	\$0.4
<b>Total Other</b>	<b>\$20.7</b>

<b>TPI Program Grand Total</b>	<b>\$132.1</b>
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# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 24-0881      **Version:** 1      **Name:**

**Type:** Report      **Status:** Consent

**File created:** 6/14/2024      **In control:** Programming and Allocations Committee

**On agenda:** 7/10/2024      **Final action:**

**Title:** Regional Measure 2 (RM2) Capital Program: Semi-Annual Update.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2f 24-0881 1 Summary Sheet RM2 Capital Update.pdf](#)  
[2f 24-0881 2 RM2 Capital Program Attachment A.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Regional Measure 2 (RM2) Capital Program: Semi-Annual Update.

**Presenter:**  
Anne Spevack

**Recommended Action:**  
Information

**Attachments:** List any attachments.

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

July 10, 2024

Agenda Item 2f-24-0881

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**Regional Measure 2 (RM2) Capital Program: Semi-Annual Update**

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**Subject:**

Semi-annual update on the progress of projects that have received Regional Measure 2 (RM2) capital funds.

**Background:**

**RM2 Capital Program**

RM2 was passed by the voters in March 2004 and the Commission began allocating funds in July 2004. Attached is the latest semiannual report for the RM2 capital program.

Allocation/Expenditure Status

The RM2 Capital Program has a total program amount of approximately \$1.6 billion. As of June 2024, MTC has approved \$1.57 billion in capital allocations, of which \$1.55 billion has been expended (97% of the total amount available).

Project Status

The majority of projects are completed or are on track and under construction. Staff continues to work with sponsors to move projects with remaining unallocated funds toward construction.

**Issues:**


None identified.

**Recommendations:**

Information

**Attachments:**

- Attachment A – RM2 Semi-Annual Report



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Andrew B. Fremier

### **Regional Measure 2 (RM2) Capital Program Semi-Annual Update**

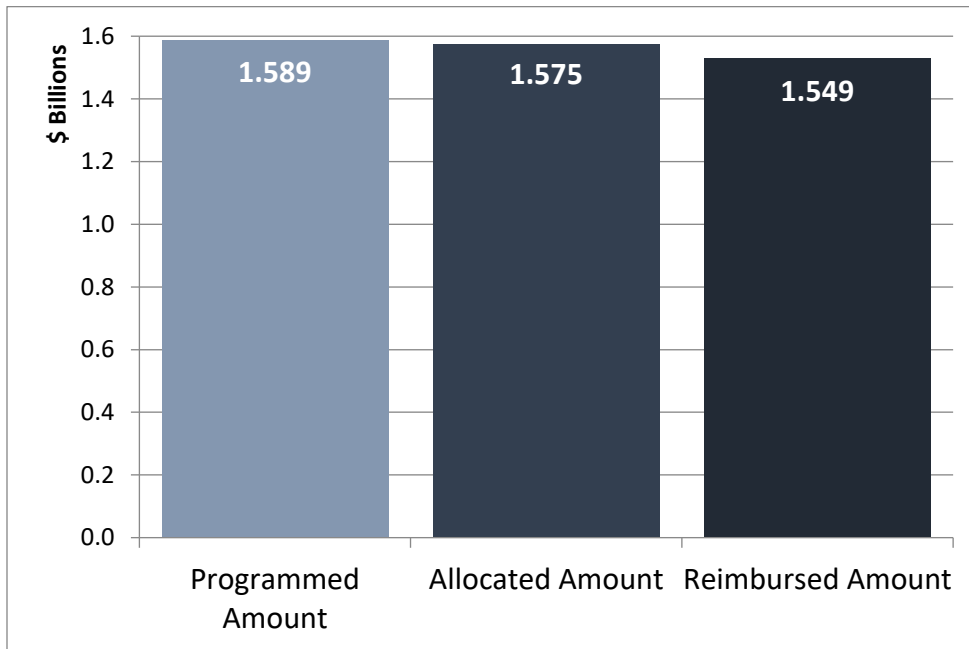
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This report summarizes the status of the RM2 capital program and highlights ongoing and recently completed RM2-funded projects.

#### **Capital Program Summary**

Of the \$1.59 billion RM2 capital program, 99% of the funds have been allocated to projects and 97% of the funds have been reimbursed.

Figure 1: RM2 Capital Program Summary



The remaining \$14 million not yet allocated includes the following projects:

- Express Bus South (Dumbarton Reserve) (\$5M)
- Bay Bridge Forward (\$3M)
- LAVTA Transit Signal Priority Upgrade and Expansion (\$2.5M; new subproject as of June 2024)
- LAVTA Rapid Bus Stop Improvements (\$2M)
- BART/Muni Connection (\$1.5M)

Staff are working with project sponsors to move these projects towards readiness for RM2 allocation. Some projects have received allocations for earlier phases; staff are monitoring progress of these allocations.

The \$26 million allocated but not yet reimbursed includes the following projects:

- Bay Bridge Forward (\$10M - includes funds from RM2 Project 29- Original Bay Bridge Forward projects and RM2 Project 38- Bay Bridge Forward 2020)
- Dublin/Pleasanton Parking Garage (\$6M)
- Richmond Parkway Park & Ride (\$2M)
- Irvington BART Station (\$2M)
- Blue Ribbon Task Force Initiatives (\$1M)
- BART Extension to Warm Springs (\$1M)
- Clipper Next Generation (\$1M)
- BART/Muni Connection (\$1M)
- \$2M in smaller allocations across other ongoing projects

Staff are working with project sponsors to track project progress and redirect project savings as appropriate. Most projects are on track to be completed as planned, with most ongoing projects under or entering construction or in closeout. Some projects are still recovering from COVID-19 related delays and cost increases. Staff will continue to monitor projects to assess and minimize risks, including project delays and funding shortfalls, and to provide opportunities for meaningful scope changes.

### **Project Highlights**

The following are highlights of the projects covered by this year-end report, which includes both projects reporting semi-annually and annually.

#### Projects Completed or Substantially Completed this Period

- **Safe Routes to Transit** – this program administered in coordination with TransForm and Bike East Bay funded more than sixty bicycle and pedestrian improvements projects identified through several competitive calls for projects. As of this reporting period, all projects awarded through this program are complete and the program is closing out.



- **AC Transit Dumbarton Transbay Bus Replacement** – RM2 funds supported the purchase of three replacement buses for use on AC Transit’s Line U service across the Dumbarton Bridge



#### Projects in Construction/Implementation

- Construction progressed on the **I-80 HOV Lanes** in Solano County and the **I-80/I-680/Hwy-12 Interchange Project** neared completion
- **The Next Generation Clipper System** continued installation and testing of new equipment and development of software upgrades.
- Construction on the **Dublin/Pleasanton BART Parking Garage** progressed after building permit was issued in February 2023, and completion is expected in 2024
- The **Richmond Parkway Transit Center** is in the early phases of construction and is awaiting final approval of permits.
- MTC’s **Regional Real-Time Transit Data Management** project, which supported further development of the 511 SF Bay system, including a connectivity gap analysis, is nearing completion.

- Caltrain has advanced the **Peninsula Corridor Electrification Project** by continuing installation of the electrification infrastructure (targeted for revenue service in Fall 2024) and delivery of electric trainsets, including delivery and testing for a total of six trainsets.



*Caltrain Electric Trainset Full-Speed Test in September 2023*

#### Projects in Planning, Design and Engineering

- Design continued to advance on **Bay Bridge Forward** and **Bay Bridge Forward 2020** projects, and **Irvington Station**
- LAVTA implemented its Wheels in Motion service planning outreach initiative, which will inform the final scope and design of the **LAVTA Rapid Bus Stops** project
- Design advanced on the **BART/Muni Access on Market Street Corridor** project, which will add a new elevator connecting the BART and Muni platforms at Powell Street Station. The project is expected to start construction in 2024.
- Design for the **I-80 WB at West Texas Bus Stop** is nearly complete after a lengthy coordination and review process with Caltrans. Construction is expected to start in 2025.

### **Look Ahead**

Most remaining projects are in construction or starting construction within the next two years. Staff will continue to work with project sponsors to monitor ongoing projects, close out completed projects, and allocate remaining funds.

In June, the Commission approved a new subproject and allocated RM2 funds for the design of the LAVTA Transit Signal Priority (TSP) Upgrade and Expansion project. This project is expected to start in the coming months and will begin reporting during the next semi-annual reporting cycle.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 24-0814      **Version:** 1      **Name:**

**Type:** Report      **Status:** Consent

**File created:** 5/31/2024      **In control:** Programming and Allocations Committee

**On agenda:** 7/10/2024      **Final action:**

**Title:** MTC Resolution Nos. 3989, Revised and 4505, Revised. Revisions to the One Bay Area Grant (OBAG 3) and MTC exchange programs to program \$1.5 million in STP/CMAQ to MTC's Bay Trail Marshlands Road Project and \$660,000 in STP/CMAQ and non-federal MTC exchange funds to various bikeshare projects, and an informational update on a FY 2023-24 apportionment exchange agreement.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2g 24-0814 1 Summary Sheet MTC Resolution No 4505 Revised.pdf](#)  
[2g 24-0814 2 Attachment B-1 MTC Resolution No 4505 Revised.pdf](#)  
[2g 24-0814 3 MTC Resolution No 3989 Revised.pdf](#)  
[2g 24-0814 4 Attachment B MTC Resolution No 3989 Revised.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
MTC Resolution Nos. 3989, Revised and 4505, Revised. Revisions to the One Bay Area Grant (OBAG 3) and MTC exchange programs to program \$1.5 million in STP/CMAQ to MTC's Bay Trail Marshlands Road Project and \$660,000 in STP/CMAQ and non-federal MTC exchange funds to various bikeshare projects, and an informational update on a FY 2023-24 apportionment exchange agreement.

**Presenter:**  
Thomas Arndt

**Recommended Action:**  
Commission Approval

**Attachments:** List any attachments.

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

**July 10, 2024**

**Agenda Item 2g-24-0814**

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**MTC Resolution Nos. 3989, Revised and 4505, Revised**

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**Subject:**

Revisions to the One Bay Area Grant (OBAG 3) and MTC exchange programs to program \$1.5 million in STP/CMAQ to MTC's Bay Trail Marshlands Road Project and \$660,000 in STP/CMAQ and non-federal MTC exchange funds to various bikeshare projects, and an informational update on a FY 2023-24 apportionment exchange agreement.

**Background:**

MTC's OBAG 3 program establishes the policy and programming framework for investing federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement program (CMAQ) funds for FY 2022-23 through FY 2025-26.

MTC's fund exchange program provides greater flexibility to deliver select priority projects within the broader OBAG framework. MTC Resolution No. 3989, Revised, describes the procedures governing MTC's exchange program and details the agreements and commitments that have been made to date. The program facilitates funding agreements with partner agencies to exchange federal STP/CMAQ funds with non-federal local funds. These exchanges do not increase the total amount of funds available to the region, but enable MTC to support key investments within the OBAG policy framework that are ineligible for STP/CMAQ funds.

This month, staff recommend revisions to the OBAG 3 and MTC exchange programs as detailed below.

***Bay Trail***

In November 2022, the Commission programmed \$6 million in OBAG 3 Complete Streets and Community Choice funds to two Bay Skyway projects, leaving a \$1.5 million unprogrammed balance for additional Regional Active Transportation Plan implementation projects. This month, staff recommend programming the \$1.5 million balance to MTC for Bay Trail improvements on Marshlands Road (Phase 1), from the United States Fish and Wildlife Service maintenance driveway near the Dumbarton Bridge Toll Plaza to the western terminus of Marshlands Road in Alameda County.

The project will solve regional multimodal connectivity challenges by constructing a new regional trail facility serving both commuter and recreational bicycle and pedestrian trips within

the Dumbarton Bridge corridor, which connects Alameda County to San Mateo and Santa Clara Counties. The project is part of the Regional Active Transportation Network and is prioritized in the 2024 Bay Trail Gap Closure Implementation Plan network as one of the key remaining Bay Trail gaps on a major regional bridge corridor.

***Bikeshare***

In February 2023, the Commission programmed \$20 million in OBAG 3 Climate, Conservation, and Resilience funding to MTC for Bay Wheels bikeshare e-bike expansion. To align eligible funding with various bikeshare elements, the Commission subsequently changed the fund source for a total of \$16.5 million in STP/CMAQ funds to non-federal MTC exchange funds, leaving \$3.5 million in federal funds.

This month, staff recommend the following revisions to identify the proposed uses and fund sources for \$660,000 in bikeshare program balances:

- Program \$560,000 in OBAG 3 funds to MTC for bikeshare station electrification to facilitate e-bike charging at eight docking stations, which will be selected based on e-bike usage and site feasibility. These improvements will improve e-bike availability and reduce bikeshare operations expenses.
- Program \$200,000 in exchange funds to MTC for adaptive bikeshare pilots in Berkeley, Emeryville, Oakland, and San Jose (\$100,000) and San Francisco (\$100,000). Funding for San Francisco will support and expand the San Francisco Municipal Transportation Agency's existing permanent Adaptive Cycling program. Funding for the remaining cities will support new events and programs that expand bikeshare access by providing adaptive bicycles and training to riders with disabilities.
- Deprogram \$100,000 in exchange funds from MTC's bikeshare station siting project in Berkeley, Emeryville, San Francisco, and San Jose. This project will be completed with existing STP/CMAQ funds previously programmed to MTC for bikeshare in 2019.

Staff will return to the Commission to recommend programming for the remaining \$2.8 million in OBAG 3 bikeshare funds in late 2024 or early 2025, once specific bikeshare expansion sites have been identified and prioritized.

***FY 2023-24 Apportionment Exchange Agreement***

In addition to the programming changes summarized above, this month staff are also providing an informational update on a federal apportionment exchange agreement executed in June 2024.

The OBAG 3 policy authorizes MTC's Executive Director to execute federal apportionment exchange agreements with other California Regional Transportation Planning Agencies. Apportionment exchanges benefit both regions by advancing projects in one region that may be stalled due to a lack of funding, while also avoiding the loss or lapse of funds in the other region. Exchange agreements over \$2 million must be reported to a standing Committee of the Commission for information. Consistent with this policy, MTC entered into an apportionment exchange agreement for \$4,102,000 in FY2023-24 STP apportionment from Stanislaus Council of Governments (StanCOG), to be repaid with an equal amount of FY2024-25 STP apportionment on October 1, 2024. This apportionment loan enables Bay Area project sponsors to deliver additional federal-aid projects this fiscal year, while also using up lapsing federal funds from StanCOG.

**Issues:**

None.

**Recommendations:**

Refer MTC Resolution Nos. 3989, Revised and 4505, Revised to the Commission for approval.

**Attachments:**

- MTC Resolution No. 3989, Revised
  - Attachment B
- MTC Resolution No. 4505, Revised
  - Attachment B-1



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Andrew B. Fremier

Date: January 26, 2022  
W.I.: 1512  
Referred by: PAC  
Revised: 02/23/22-C 03/23/22-C 06/22/22-C  
09/28/22-C 10/26/22-C 11/16/22-C  
01/25/23-C 02/22/23-C 03/22/23-C  
04/26/23-C 05/24/23-C 06/28/23-C  
07/26/23-C 09/27/23-C 10/25/23-C  
11/15/23-C 12/20/23-C 02/28/24-C  
03/27/24-C 04/24/24-C 05/22/24-C  
06/26/24-C 07/24/24-C

### ABSTRACT

#### Resolution No. 4505, Revised

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

The resolution includes the following attachments:

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

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

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

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



## ABSTRACT

MTC Resolution No. 4505, Revised

Page 2 of 6

On June 22, 2022, Attachments A, B-1, B-2, and Appendix A-1 were revised to further define program categories and program \$80,800,000 million to various projects within the Regional Program, including \$31,600,000 for Transit Transformation Action Plan programs and \$7 million for future SamTrans projects as part of a Caltrain right-of-way (ROW) repayment arrangement; program \$11,762,000 for ongoing Safe Routes to School Non-Infrastructure programs within the County & Local Program; add \$7,000,000 in additional anticipated revenues to the Regional Program; and clarify language related to local policy requirements and project eligibilities within the County & Local Program.

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

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

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

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

## ABSTRACT

MTC Resolution No. 4505, Revised

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On February 22, 2023, Attachment B-1 was revised to direct \$20,000,000 within the Climate Initiatives program to MTC for Bay Wheels Bikeshare E-Bike Expansion; and revise the name of MTC's Regional Carpool Program to Regional Carpool/Vanpool Program to reflect the full scope of the program.

On March 22, 2023, Attachments A, B-1, and B-2 were revised to change the fund source of \$15,940,000 programmed to MTC's Bay Wheels Bikeshare E-Bike Expansion from STP/CMAQ to non-federal funds in the MTC exchange program; reprogram \$1,600,000 in Regional Commuter Benefits Program funds from MTC to the Bay Area Air Quality Management District; program \$1,000,000 to Napa Valley Transportation Authority's State Route 29 American Canyon Operational and Multimodal Improvements project; program \$1.2 million within the Regional Forward Programs to MTC's Bay Bridge Forward I-80/Powel Interchange Transit Access project; revise County & Local Program awards for Alameda County's Mission Boulevard Phase III Corridor Improvements and Lafayette's School Street Class I Multiuse Facility from \$9,657,000 to \$4,950,000 and \$3,435,000 to \$750,000, respectively; add \$8,000,000 in additional anticipated revenues to the County & Local Program and \$1 million to the Regional Program; and program \$15,392,000 in available capacity to various projects on the County & Local Program contingency list.

On April 26, 2023, Attachment A was revised to clarify the County & Local Program programming requirements.

On May 24, 2023, Attachments B-1 and B-2 were revised to reprogram \$750,000 in Regional Program funds from MTC's Bay Trail Project Delivery to MTC's Bay Trail Implementation, reprogram \$23,800,000 to various projects and programs within the Climate Initiatives Program, reprogram \$21,540 in County & Local Program funds from BART's Elevator Modernization Phase 1.3 project to MTC's Regional Carpool/Vanpool project, and revise the sponsor for Priority Development Area (PDA) Planning projects in both the County & Local and Regional Programs to MTC.

On June 28, 2023, Attachment B-1 was revised to program \$17,000,000 in Regional Growth Framework Implementation funds to various Priority Development Area (PDA) Planning and Priority Production Area (PPA) Pilot projects; and program \$2,844,000 in Regional Climate Initiatives funds to various Mobility Hub Planning and Parking Program Planning projects.

## ABSTRACT

MTC Resolution No. 4505, Revised

Page 4 of 6

On July 26, 2023, Attachments B-1 and B-2 were revised to reflect the fund source change from STP to Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding for \$16,727,000 as follows: \$14,677,000 for MTC's CTA Planning Activities Supplemental project within the County & Local Program; and \$1,650,000 for MTC's Community-Based Transportation Plans and \$400,000 for MTC's Local Roadway Safety Plan Development project within the Regional Complete Streets and Community Choice program.

On September 27, 2023, Attachment B-1 was revised to program \$4,700,000 in Regional Active Transportation Plan Implementation balances to MTC's Active Transportation Technical Assistance Program, add MTC as the project sponsor for \$15,000,000 in Transportation Electrification planning projects, and revise the project names for two of MTC's PDA Planning Grants in Fairfield and Suisun City to indicate that the Solano Transportation Authority will be facilitating project delivery.

On October 25, 2023, Attachment B-1 was revised to program \$1,500,000 to MTC for Engagement and Capacity Building for Community-Based Transportation Plans (CBTP's) and the Community Action Resource and Empowerment (CARE) Program, and \$600,000 to MTC for Bay Wheels Bikeshare E-Bike Expansion station siting, marketing, and incentives; and to reflect fund sources and fund source changes (in accordance with MTC Resolution No. 3989) for MTC's Engagement and Capacity Building for CBTP's and CARE program, various projects within the Priority Production Area (PPA) Pilot Program, and MTC's Bay Wheels Bikeshare E-Bike Expansion project.

On November 15, 2023, Attachment B-1 was revised to program \$6,600,000 to MTC for Mapping & Wayfinding; program \$1,500,000 to MTC for PCA Program Implementation and reflect the fund source change from STP/CMAQ to non-federal MTC exchange funds (as programmed in MTC Resolution No. 3989, Revised); reflect the fund source change for \$300,000 of MTC's Active Transportation Technical Assistance project from STP/CMAQ to non-federal Planning, Programming, and Monitoring (PPM) funds; and distribute the funds previously programmed to MTC for Connected Bay Area/Incident Management to MTC's component projects, Connected Bay Area (\$24,400,000) and Incident Management (\$4,000,000).

On December 20, 2023, Attachments A, B-1, and B-2, and Appendix A-1 were revised to update the Housing Element compliance requirements for the County & Local Program; reprogram \$4,850,000 in Regional and County & Local funds from SFCTA's Yerba Buena Island Multi-Use Path to SFMTA for Light Rail Vehicles as part of a local fund exchange and revise the

## ABSTRACT

MTC Resolution No. 4505, Revised

Page 5 of 6

project names to reflect related roadway improvement supporting the multi-use path; reprogram \$2,200,000 in County & Local Program funds from BART's Elevator Modernization Phase 1.3 project to MTC's Regional Carpool/Vanpool project; and program \$2,110,000 in Regional Program funds to Active Transportation Technical Assistance Program projects, including changing the fund source of \$560,000 from STP/CMAQ to non-federal MTC exchange funds.

On February 28, 2024, Attachment B-1 was revised to add \$9,300,000 in Regional Climate Initiatives funds to the Mobility Hubs Capital Grants unprogrammed balance, reflect the \$8,500,000 in Regional Priority Conservation Area (PCA) Grant Program funds available for the PCA Call for Projects, Phase I, and program \$1,000,000 in Regional Adaptive Ramp Metering funds to MTC for Adaptive Ramp Metering on State Route 237 in Santa Clara County.

On March 27, 2024, Attachments B-1 and B-2 were revised to reprogram \$2,000,000 in Regional Vision Zero/Safety Program funds from MTC's Bay Area Vision Zero Data System to MTC for Enhancing Support for Safety in the Bay Area, and change the fund source from STP/CMAQ to non-federal MTC exchange funds; reprogram \$80,000 in Regional Vision Zero/Safety Program funds from MTC's Regional Safety Program Coordination and Outreach to MTC for the Bay Area Vision Zero Data System, and change the fund source from STP/CMAQ to non-federal MTC exchange funds; change the funds source of \$2,000,000 in Regional Pavement & Asset Management Program funds for MTC's Pavement Management Program (PMP) from STP/CMAQ to non-federal MTC exchange funds; program \$1,000,000 in County & Local Program funds from the Alameda County Transportation Commission's (ACTC's) San Pablo Avenue Parallel Bike Network to ACTA and the City of Albany for the Jackson Street portion of the same project; and change the fund source for \$400,000 in Active Transportation Technical Assistance Program projects from STP/CMAQ to non-federal MTC exchange funds.

On April 24, 2024, Attachment A and Appendix A-1 were revised to standardize County & Local Program compliance requirement language.

On May 22, 2024, Attachments B-1 and B-2 were revised to deprogram \$27,730,000 in County & Local Program funds from the City of San Jose's Story-Keyes Complete Streets project as part of a fund source change, program \$11,555,000 in Regional Transit Priority funds to various projects within the Bus Accelerated Infrastructure Delivery (BusAID) program, program \$6,000,000 in Local Public Fleet Electrification Planning Assistance funds to MTC for various local agencies, change the fund source for \$350,000 in Bay Trail Project Delivery funds from

ABSTRACT

MTC Resolution No. 4505, Revised

Page 6 of 6

STP/CMAQ to non-federal MTC exchange funds, and program \$30,000 in Parking Management Planning balances to MTC for Concord's Downtown Parking Technology Solutions Study.

On June 26, 2024, Attachment B-1 was revised to reflect the programming of \$5,000,000 in non-federal MTC exchange funds to the Bay Area Housing Finance Authority (BAHFA) for county election cost reimbursement related to the 2024 regional housing bond measure.

On July 24, 2024, Attachment B-1 was revised to program \$1,500,000 to MTC's Bay Trail Marshlands Road project, program \$560,000 in bikeshare funds to MTC for station electrification, change the fund source for \$660,000 in bikeshare funds from STP/CMAQ to non-federal MTC exchange funds, and reflect reprogramming of these exchange funds to various projects.

Further discussion of the project selection criteria and programming policy is contained in memorandums to the Programming and Allocations Committee dated January 12, 2022, February 9, 2022, March 9, 2022, June 8, 2022, September 14, 2022, October 12, 2022, November 9, 2022, January 11, 2023, February 8, 2023, March 8, 2023, April 12, 2023, and May 10, 2023; the Planning Committee dated June 9, 2023; the Programming and Allocations Committee dated June 14, 2023, July 12, 2023, September 13, 2023, October 11, 2023, November 8, 2023; the Planning Committee dated December 8, 2023; and the Programming and Allocations Committee dated December 13, 2023, February 14, 2024, March 13, 2024, April 10, 2024, May 8, 2024, June 12, 2024, and July 10, 2024.

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4505

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

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

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

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

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

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

WHEREAS, MTC, in cooperation with transit operators, Caltrans, the Bay Area Air Quality Management District (BAAQMD), Bay Area County Transportation Agencies (CTAs), counties, cities, and interested stakeholders, has developed policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set

forth in Attachments A and B of this Resolution, incorporated herein as though set forth at length; and

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

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

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

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

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

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

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

RESOLVED that the Executive Director or designee is authorized to execute Advance Construction (AC) Authorizations with Caltrans and/or the Federal Highway Administration (FHWA) for federal projects sponsored or implemented by the Metropolitan Transportation Commission; and be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

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



**Attachment B-1**  
**MTC Resolution No. 4505**  
**OBAG 3 Regional Programs**  
**FY 2022-23 through FY 2025-26**  
**July 2024**

MTC Res. No. 4505 Attachment B-1  
 Adopted: 01/26/22-C  
 Revised: 02/23/22-C 06/22/22-C 09/28/22-C 10/26/22-C 11/16/22-C  
 01/25/23-C 02/22/23-C 03/22/23-C 05/24/23-C 06/28/23-C 07/26/23-C  
 09/27/23-C 10/25/23-C 11/22/23-C 12/20/23-C 02/28/24-C 03/27/24-C  
 05/22/24-C 06/26/24-C 07/24/24-C

**OBAG 3 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
<b>OBAG 3 REGIONAL PROGRAMS</b>		<b>\$369,270,000</b>	<b>\$85,330,000</b>
<b>1. PLANNING AND PROGRAM IMPLEMENTATION</b>			
Planning and Program Implementation			
Regional Planning Activities	MTC	\$8,300,000	
Program and Project Implementation	MTC	\$37,200,000	
Program and Project Implementation - Transit Transformation	MTC	\$4,000,000	
<b>1. PLANNING AND PROGRAM IMPLEMENTATION</b>		<b>\$49,500,000</b>	<b>\$0</b>
<b>2. GROWTH FRAMEWORK IMPLEMENTATION</b>			
Growth Framework Implementation			
PDA Planning and Technical Assistance Grants			
PDA Planning and Technical Assistance Grants - Balance	MTC	\$8,000,000	
Alameda County: San Lorenzo Village Specific Plan	MTC	\$600,000	
Benicia: Eastern Gateway Infrastructure Master Plan	MTC	\$312,000	
Campbell: Hamilton Avenue Precise Plan	MTC	\$400,000	
Cotati: Santero Way Specific Plan Update	MTC	\$415,000	
Fairfield/STA: Solano Rail Hub Residential Cluster	MTC	\$200,000	
Millbrae: El Camino Real Streetscape Plan Implementation	MTC	\$200,000	
Millbrae: MSASP Amend - Integrated Multi-Modal Transit Stn	MTC	\$600,000	
Milpitas: Innovation District Parks and Trails Master Plan	MTC	\$200,000	
Milpitas: Milpitas Main Street Sense of Place Plan	MTC	\$600,000	
Moraga: Moraga Center Specific Plan	MTC	\$600,000	
Moraga: Moraga Center Specific Plan Amendments	MTC	\$88,000	
Orinda: Path for Affordable Housing TOD at Orinda BART	MTC	\$200,000	
Petaluma: Corona Road SMART Station PDA Specific Plan	MTC	\$1,150,000	
San Carlos: Downtown Together - Downtown Specific Plan	MTC	\$300,000	
San Francisco: Well-Resourced PDAs Zoning Plan	MTC	\$1,035,000	
San Leandro: Bay Fair TOD Specific Plan Amendment	MTC	\$600,000	
San Leandro: Bay Fair TOD Sub-Area 1 Precise Plan	MTC	\$1,200,000	
Santa Rosa: South Santa Rosa Specific Plan	MTC	\$1,200,000	
Sebastopol: Workforce Housing Zoning	MTC	\$250,000	
Sonoma County: Airport Area Specific Plan Update	MTC	\$800,000	
Suisun City/STA: PDA Project Implementation	MTC	\$200,000	
Vacaville: Allison Policy Plan	MTC	\$1,200,000	
Vallejo: Downtown Amend and Streetscape Impl	MTC	\$1,200,000	
Vallejo: Waterfront Amendment	MTC	\$1,200,000	
Priority Production Area (PPA) Pilot Program			
Benicia: Port of Benicia - Infrs. & Facility Modernization Plan	MTC	\$0	\$750,000
CC County: N Waterfront PPAs Technical Assistance Project	MTC	\$0	\$500,000
East Bay Econ Dev Alliance: Next Gen EB Indust Bldgs/Dists	MTC	\$0	\$500,000
STA: Aligning Middle Wage Jobs with Housing in Solano County	MTC	\$0	\$500,000
Regional Housing Initiatives			
Regional Housing Bond - County Election Cost Reimbursement	BAHFA	\$0	\$5,000,000
<b>2. GROWTH FRAMEWORK IMPLEMENTATION</b>		<b>\$22,750,000</b>	<b>\$7,250,000</b>
<b>3. CLIMATE, CONSERVATION, AND RESILIENCE</b>			
Climate Initiatives			
Mobility Hubs			
Mobility Hubs Capital Grants - Balance	TBD	\$9,600,000	\$10,610,000
Dublin/Pleasanton Access and Station Area Improvements	BART	\$0	\$3,000,000
Martinez Amtrak Station Shared Mobility Hub	CCTA	\$0	\$3,000,000
San Fernando Street Small-Scale Mobility Hubs	San Jose	\$0	\$1,140,000
Contra Costa College (CCC) Mobility Hub	San Pablo	\$0	\$2,950,000
Mobility Hubs Planning Grants - Balance	MTC	\$804,000	
ECCTA: Antioch Park n Ride Mobility Hub Plan	MTC	\$400,000	

**Attachment B-1**  
**MTC Resolution No. 4505**  
**OBAG 3 Regional Programs**  
**FY 2022-23 through FY 2025-26**  
**July 2024**

MTC Res. No. 4505 Attachment B-1  
 Adopted: 01/26/22-C  
 Revised: 02/23/22-C 06/22/22-C 09/28/22-C 10/26/22-C 11/16/22-C  
 01/25/23-C 02/22/23-C 03/22/23-C 05/24/23-C 06/28/23-C 07/26/23-C  
 09/27/23-C 10/25/23-C 11/22/23-C 12/20/23-C 02/28/24-C 03/27/24-C  
 05/22/24-C 06/26/24-C 07/24/24-C

**OBAG 3 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
<b>OBAG 3 REGIONAL PROGRAMS</b>		<b>\$369,270,000</b>	<b>\$85,330,000</b>
SFMTA: Southeastern SF Mobility Hub Plan	MTC	\$396,000	
TAM: Marin County Mobility Hub Plan	MTC	\$400,000	
Mobility Hubs and Parking Management Technical Assistance	MTC	\$500,000	
<b>Bikeshare</b>			
Electric Bikeshare: Bay Wheels Bikeshare E-bike Expansion - Berkeley, Emeryville, Oakland, San Francisco, San Jose ( <b>Revised</b> )	MTC	<b>\$2,800,000</b>	\$15,940,000
<b>Adaptive Bikeshare Pilot - Berkeley, Emeryville, Oakland, San Jose (Added)</b>	<b>MTC</b>	<b>\$0</b>	<b>\$100,000</b>
<b>Adaptive Bikeshare Pilot - San Francisco (Added)</b>	<b>MTC</b>	<b>\$0</b>	<b>\$100,000</b>
<b>Bikeshare Station Electrification (Added)</b>	<b>MTC</b>	<b>\$560,000</b>	
Bikeshare Station Siting - Oakland	MTC	\$0	\$150,000
<del>Bikeshare Station Siting - Berkeley, Emeryville, San Francisco, San Jose (Remove)</del>	<del>MTC</del>	<del>\$0</del>	<del>\$100,000</del>
Marketing for Bikeshare E-bike Expansion Launch	MTC	\$0	\$150,000
Membership Incentives for Bikeshare E-bike Expansion Launch	MTC	\$0	\$200,000
<b>Transportation Electrification</b>			
Charging Infrastructure: Regional Technical Assistance Program	TBD	\$0	\$20,000,000
<b>Charging Infrastructure: Transit Station Public Charging Program</b>			
Electric Vehicle Charging at BART Stations	BART	\$0	\$5,900,000
Richmond Ferry Terminal Charging Infrastructure	WETA	\$0	\$3,750,000
Suisun City EV Charging Station Installation	Suisun City	\$0	\$350,000
Local Public Fleet Electrification: Planning Assistance	MTC	\$4,000,000	
Large (500+ Vehicle) Fleet Planning <i>BART, Berkeley, Marin County, San Francisco, Sonoma County</i>	MTC	\$2,000,000	
Medium (100-500 Vehicle) Fleet Planning <i>Alameda, Oakland, San Leandro, Concord, El Cerrito, Novato, San Rafael, Napa, Napa County, San Mateo, South San Francisco, Benicia, Vacaville</i>	MTC	\$2,600,000	
Small (<100 Vehicle) Fleet Planning <i>Dublin, Corte Madera, Fairfax, Mill Valley, San Anselmo, Sausalito, Tiburon, Calistoga, St. Helena, Yountville, Belmont, Half Moon Bay, Hillsborough, Dixon</i>	MTC	\$1,400,000	
Planning & Program Strategy: Local Action Planning	MTC	\$4,500,000	
Planning & Program Strategy: Regional Program Strategy	MTC	\$500,000	
<b>Parking Management</b>			
Parking Management Capital	TBD	\$4,000,000	
Parking Management Planning - Balance	MTC	\$322,000	
Concord: Downtown Parking Technology Solutions Study	MTC	\$110,000	
Lafayette: Downtown Lafayette Parking Mgmt Program	MTC	\$170,000	
Menlo Park: Menlo Park Citywide Strategic Parking Plan	MTC	\$125,000	
Napa: Park Napa Plan	MTC	\$315,000	
Petaluma: Downtown Area Parking Management Plan	MTC	\$100,000	
San Mateo: Citywide Parking Requirement Update	MTC	\$200,000	
Santa Rosa: Downtown Parking, Curb Mgmt & Access Plan	MTC	\$207,000	
Sausalito: Sausalito Downtown Parking Study	MTC	\$106,000	
Vallejo: Downtown/Waterfront Parking Mgmt Eval/Action Plan	MTC	\$150,000	
Walnut Creek: Downtown Curbside Management Plan	MTC	\$195,000	
<b>Regional Transportation Demand Management (TDM)</b>			
Commuter Benefits Program	MTC	\$8,400,000	
Commuter Benefits Program - Air District	BAAQMD	\$1,600,000	
Regional Carpool/Vanpool Program	MTC	\$3,400,000	
Bike to Work & Spare the Air Youth	MTC	\$4,800,000	
511 Traveler Information Services	MTC	\$14,000,000	
Regional TDM Balance	MTC	\$4,000,000	

**Attachment B-1**  
**MTC Resolution No. 4505**  
**OBAG 3 Regional Programs**  
**FY 2022-23 through FY 2025-26**  
**July 2024**

MTC Res. No. 4505 Attachment B-1  
 Adopted: 01/26/22-C  
 Revised: 02/23/22-C 06/22/22-C 09/28/22-C 10/26/22-C 11/16/22-C  
 01/25/23-C 02/22/23-C 03/22/23-C 05/24/23-C 06/28/23-C 07/26/23-C  
 09/27/23-C 10/25/23-C 11/22/23-C 12/20/23-C 02/28/24-C 03/27/24-C  
 05/22/24-C 06/26/24-C 07/24/24-C

**OBAG 3 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
<b>OBAG 3 REGIONAL PROGRAMS</b>		<b>\$369,270,000</b>	<b>\$85,330,000</b>
Priority Conservation Area (PCA) Grant Program			
PCA Program Implementation	MTC	\$0	\$1,500,000
PCA Call for Projects - Phase I	TBD	\$8,500,000	
PCA Grant Program Balance	TBD	\$8,000,000	
<b>3. CLIMATE, CONSERVATION, AND RESILIENCE</b>		<b>\$89,160,000</b>	<b>\$68,840,000</b>
<b>4. COMPLETE STREETS AND COMMUNITY CHOICE</b>			
Healthy, Safe, and Sustainable Streets			
Regional Vision Zero/Safety Program			
Local Roadway Safety Plan Development & TA Balance	MTC	\$2,720,000	
CCTA: Local Roadway Safety Plan Development	MTC	\$630,000	
NVTA: Local Roadway Safety Plan Development	MTC	\$250,000	
C/CAG: Local Roadway Safety Plan Development	MTC	\$0	\$400,000
Bay Area Vision Zero Data System	MTC	\$0	\$80,000
Enhancing Support for Safety in the Bay Area (SS4A Match)	MTC	\$0	\$2,000,000
Regional Safety Program Coordination and Outreach	MTC	\$1,920,000	
Regional Pavement & Asset Management Program		\$0	
Pavement Technical Assistance Program (PTAP)	MTC	\$10,000,000	
Pavement Management Program (PMP)	MTC	\$1,000,000	\$2,000,000
Regional Active Transportation Plan (AT Plan) Implementation			
Active Transportation Technical Assistance Program			
Active Transportation Program (ATP) Application Assistance	MTC	\$0	\$300,000
Active Transportation Workshops	MTC	\$1,000,000	
El Cerrito: BART to Bay Trail Connector	MTC	\$0	\$40,000
El Cerrito: South El Cerrito Safe Routes to School	MTC	\$0	\$40,000
Mountain View: Evelyn Avenue Bikeway, Franklin to Bernardo	MTC	\$0	\$40,000
Napa Valley Vine Trail Coalition: NVVT Gap Closure North to S Napa County	MTC	\$0	\$40,000
Oakland: Doolittle Drive Bay Trail Gap Closure	MTC	\$0	\$40,000
Orinda: Wilder/Downtown Class 1 Multi-use Path Development Project	MTC	\$0	\$40,000
Petaluma: Lakeville Corridor Multi-Modal Improvements Study	MTC	\$0	\$40,000
Pleasant Hill: Monument Boulevard Active Transportation Corridor	MTC	\$0	\$40,000
SCTA/Rohnert Park: Hwy 101 Bike/Ped Overcrossing at Copeland Creek	MTC	\$0	\$40,000
San Bruno: San Bruno Avenue Complete Streets Project	MTC	\$0	\$40,000
San Jose: Quick Build Delineators to Complete 11 Class IV Bikeways	MTC	\$0	\$200,000
San Mateo County: Midcoast Multimodal Parallel Trail Gap Closure	MTC	\$0	\$40,000
Santa Clara: De La Cruz Blvd, Lick Mill Blvd, and Scott Blvd Bike Projects	MTC	\$0	\$40,000
Santa Rosa: Deployment of Quick Build Low-Stress Bicycle Facilities	MTC	\$0	\$200,000
Union City: UC Blvd. Bay Trail Connect/ Ala Creek Trail to Dry Creek Park	MTC	\$0	\$40,000
Vallejo: Mare Island Causeway Complete Street	MTC	\$0	\$40,000
Active Transportation Technical Assistance Program Balance	MTC	\$2,740,000	
Bay Trail Planning	MTC	\$1,500,000	
Bay Trail Implementation	MTC	\$400,000	\$350,000
Bay Trail Technical Assistance	MTC	\$250,000	
<b>Bay Trail - Marshlands Road (Phase 1) (Added)</b>	<b>MTC</b>	<b>\$1,500,000</b>	
Bay Skyway: West Oakland Link	MTC	\$1,900,000	
SFMTA Light Rail Vehicles (for YBI MUP and Related Roadway Imps)	SFMTA	\$4,100,000	
<del>Regional AT Plan Implementation Balance (Removed)</del>	<del>TBD</del>	<del>\$1,500,000</del>	
Community Choice			
Community-Based Transportation Plans (CBTPs)			
ACTC: Community-Based Transportation Plans	MTC	\$600,000	
CCTA: Community-Based Transportation Plans	MTC	\$450,000	
TAM: Community-Based Transportation Plans	MTC	\$150,000	
NVTA: Community-Based Transportation Plans	MTC	\$150,000	

**Attachment B-1**  
**MTC Resolution No. 4505**  
**OBAG 3 Regional Programs**  
**FY 2022-23 through FY 2025-26**  
**July 2024**

MTC Res. No. 4505 Attachment B-1  
 Adopted: 01/26/22-C  
 Revised: 02/23/22-C 06/22/22-C 09/28/22-C 10/26/22-C 11/16/22-C  
 01/25/23-C 02/22/23-C 03/22/23-C 05/24/23-C 06/28/23-C 07/26/23-C  
 09/27/23-C 10/25/23-C 11/22/23-C 12/20/23-C 02/28/24-C 03/27/24-C  
 05/22/24-C 06/26/24-C 07/24/24-C

**OBAG 3 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
<b>OBAG 3 REGIONAL PROGRAMS</b>		<b>\$369,270,000</b>	<b>\$85,330,000</b>
SFCTA: Community-Based Transportation Plans	MTC	\$0	\$370,000
C/CAG: Community-Based Transportation Plans	MTC	\$0	\$245,000
VTA: Community-Based Transportation Plans	MTC	\$0	\$600,000
STA: Community-Based Transportation Plans	MTC	\$0	\$190,000
SCTA: Community-Based Transportation Plans	MTC	\$0	\$245,000
Community Action Resource and Empowerment (CARE) Program			
Engagement, TA, Capacity Building for CBTPs and CARE	MTC	\$0	\$1,500,000
CARE Unprogrammed Balance	TBD	\$13,500,000	
<b>4. COMPLETE STREETS AND COMMUNITY CHOICE</b>		<b>\$44,760,000</b>	<b>\$9,240,000</b>
<b>5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE</b>			
Transit Transformation Action Plan			
Transit Priority - Highway Investments	MTC	\$13,000,000	
Transit Priority - Bus Accelerated Infrastructure Delivery (BusAID)	TBD	\$3,445,000	
International Blvd Transit Lane Delineation	AC Transit	\$3,906,000	
El Camino Real Bus Boarding Islands & Stop Balancing in Redwood City	SamTrans	\$1,421,000	
K-Ingleside Rapid Project Ocean Ave Quick-Build	SFMTA	\$2,200,000	
Vision Zero E San Jose Safety Corridor Senter Rd Boarding Islands	San Jose	\$4,028,000	
Mapping & Wayfinding	MTC	\$10,200,000	
Multimodal Systems Programs			
Clipper C2 Capital (Loan for RM3)	MTC	\$30,000,000	
Forward Programs	MTC	\$21,800,000	
Bay Bridge Forward I-80/Powell I/C Transit Access	MTC	\$1,200,000	
Resilient SR 37	MTC	\$10,000,000	
Design Alternative Assessments/Corridor Studies	MTC	\$4,000,000	
Adaptive Ramp Metering Implementation - Balance	MTC	\$3,000,000	
Adaptive Ramp Metering on SR 237 in Santa Clara County	MTC	\$1,000,000	
Optimized Freeway Corridor Operations	MTC	\$6,000,000	
Multimodal Arterial Operations	MTC	\$6,500,000	
Shared Connected/Automated Vehicles and Technology	MTC	\$1,000,000	
Regional ITS Architecture	MTC	\$2,000,000	
Express Lanes Studies and Pilots (Non-Infrastructure)	MTC	\$2,000,000	
Regional Communications Infrastructure Upgrade	MTC	\$24,400,000	
Incident Management	MTC	\$4,000,000	
SR 29 American Canyon Operational and Multimodal Imps	NVTA	\$1,000,000	
SamTrans Preventative Maintenance (for SamTrans ROW Repayment)	SamTrans	\$7,000,000	
<b>5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE</b>		<b>\$163,100,000</b>	<b>\$0</b>
<b>OBAG 3 REGIONAL PROGRAMS</b>		<b>TOTAL: \$369,270,000</b>	<b>\$85,330,000</b>

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4505\_ongoing\_OBAG3[tmp-RES-4505\_Attachment-B-1\_Jul.xlsx]Jul 2024

Date: February 23, 2011  
W.I.: 1512  
Referred by: PAC  
Revised: 10/26/11-C 02/26/14-C 12/21/16-C  
07/26/17-C 02/28/18-C 03/28/18-C  
11/28/18-C 03/27/19-C 06/26/19-C  
09/25/19-C 11/20/19-C 03/25/20-C  
11/20/20-C 05/26/21-C 06/23/21-C  
07/28/21-C 03/23/22-C 06/22/22-C  
03/22/23-C 05/24/23-C 10/25/23-C  
11/15/23-C 12/20/23-C 02/28/24-C  
03/27/24-C 05/22/24-C 06/26/24-C  
05/24/24-C

ABSTRACT

Resolution No. 3989, Revised

This resolution establishes the procedures governing the MTC Exchange Program. This resolution supersedes MTC Resolution No. 3018.

Attachment B was revised on October 26, 2011 to provide \$376,000 in Exchange Program funding to the intertribal Electric Vehicle project.

Attachments B and C were respectively revised on February 26, 2014 to include \$10 million in Exchange Program funding for Transit Oriented Affordable Housing (TOAH), and update final balances of the initial STP Exchange Program (Resolution 3018) to reflect final project close out.

Attachments A and B were revised on December 21, 2016 to program \$1.1 million to the Bay Bridge Forward Commuter Parking Initiative and update the name of the Transit Oriented Affordable Housing Program.

Attachments A and B were revised on July 26, 2017 to program \$8.2 million to the Regional Priority Conservation Area (PCA) program and \$2.8 million to the Regional Active Operational Management Program. An additional \$1 million in exchange funds will be committed to a specific project or program through a future Commission action. This action and associated agreement and programming actions are contingent upon California Transportation Commission (CTC) approval of the amendment to the baseline agreement for the Marin Sonoma Narrows project to accept STP/CMAQ funds rather than local funds.

## ABSTRACT

MTC Resolution No. 3989

Page 2 of 5

Attachment B was revised on February 28, 2018 to program \$10 million to the Bay Area Preservation Pilot; \$1,024,000 to Richmond's Bike Share Capital and Outreach project; \$826,000 for the joint Transportation Authority of Marin/Sonoma County Transportation Authority (TAM/SCTA) Bike Share Capital and Outreach project along the SMART Corridor; and redirect \$2,800,000 from Regional Active Operational Management to the Bay Bridge Forward Commuter Parking Initiative project.

Attachment B was revised on March 28, 2018 to program \$30,000 to the Bay Area Greenprint Priority Conservation Area (PCA) Improvements.

Attachments A and B were revised on November 28, 2018 to add the SCVTA SR 85 Transit Guideway Study and the CCTA I-680 NB HOV/Express Lane exchange agreements, and to program \$4,000,000 in Exchange funds to the following projects: \$619,000 to CCTA for Innovative Deployment for Enhanced Arterials; \$621,000 to the city of Walnut Creek for innovative Deployment for Enhanced Arterials; \$500,000 to the city of Richmond for the Richmond-San Rafael Bridge Bikeway Access; \$1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and \$1,100,000 to MTC for Napa Valley Transportation Demand Management Strategies.

Attachment B was revised on March 27, 2019 to change the recipient of the Concord IDEA project from CCTA to the City of Concord and reduce the funding from \$619,000 to \$589,000; and reduce the funding amount for the MTC Richmond-San Rafael Bridge Forward project from \$1,160,000 to \$1,046,000; and redirect these funds to a new project with MTC as the recipient for the Concord IDEA project for \$144,000. The matching funds for the Concord IDEA project as identified in MTC Resolution 4357, are included within the \$144,000 amount. These changes result in no net change to total funds committed to-date.

Attachment A was revised on June 26, 2019 to cancel the \$1,200,000 exchange agreement with the SCVTA for the SR 85 Transit Guideway Study as the funds provided through the exchange are no longer needed.

Attachment B was revised on September 25, 2019 to reflect MTC as the direct recipient of exchange funds for the Concord and Walnut Creek IDEA projects; funds will be provided on a

## ABSTRACT

MTC Resolution No. 3989

Page 3 of 5

reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment B was revised on November 20, 2019 to program \$6,023,000 to 13 projects as part of the Priority Conservation Area (PCA) Grant program; funds will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment B was revised on March 25, 2020 to redirect \$25,000 from MTC's Bay Bridge Forward Commuter Parking Initiative to MTC's Fruitvale Quick Build project.

Attachment B was revised on November 20, 2020 to program \$647,000 to four projects as part of the Priority Conservation Area (PCA) Grant program. For the Yerba Buena Island Multi-Use Pathway, which provides access to the San Francisco-Oakland Bay Bridge, \$1 million of federal OBAG 2 funds are being provided at this time for cash flow purposes. The Bay Area Toll Authority will repay non-federal funds to the MTC Exchange Program within three years. MTC's funds for the Twin Peaks trail will be provided to the Coastal Conservancy for management of the two fund sources for this project. Because the Conservancy is a state entity, the funds will be provided as an up-front grant rather than on a reimbursement basis. Funds for projects other than the Twin Peaks Trail will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment A was revised on May 26, 2021 to add the Transportation Authority of Marin's (TAM's) US 101 Marin-Sonoma Narrows (MSN) High-Occupancy Vehicle (HOV) Lanes project for \$75,651,097.

Attachment A was revised on June 23, 2021 to add the Solano Transportation Authority's (STA's) Solano I-80 Managed Lanes project for \$63,464,510.

Attachment A was revised on July 28, 2021 to add the Solano Transportation Authority's (STA's) Solano I-80 Managed Lanes project for \$1,845,000, and to add the Bay Area Infrastructure Financing Authority's (BAIFA's) Solano I-80 Managed Lanes Toll System project for \$2,822,000.

## ABSTRACT

MTC Resolution No. 3989

Page 4 of 5

Attachment A and B were revised on March 23, 2022 to add the \$500,000 exchange agreement with Midpeninsula Regional Open Space District for programming an equal amount of federal funds to VTA's Highway 17 Bicycle/Pedestrian Trail and Wildlife Crossing project; and to remove the \$251,000 funding commitment for Albany's Albany Hill Access Improvements project, as the sponsor will not be moving forward with the project scope as originally proposed. Attachment A was revised June 22, 2022 to add the Capitol Corridor Joint Powers Authority's (CCJPA's) State Route 84 Ardenwood Intermodal Bus Facility project for \$100,000, as part of a fund exchange agreement with CCJPA.

Attachment B was revised on March 22, 2023 to program \$15,940,000 to MTC for Bay Wheels Bikeshare E-bike Expansion.

Attachment B was revised on May 24, 2023 to reprogram \$5,000,000 from MTC's Transit Oriented Affordable Housing (TOAH) program to MTC's Bay Area Housing Finance Authority (BAHFA): Senior Rental Assistance Pilot Program.

Attachment B was revised on October 25, 2023 to program \$2,250,000 to MTC's Priority Production Area Pilot Program, \$1,500,000 to MTC's Community Engagement and Capacity-Building project, and \$600,000 to MTC for station siting, marketing, and incentives in support of the Bay Wheels Bikeshare E-bike Expansion project.

Attachment B was revised on November 15, 2023 to program \$1,500,000 to MTC for Priority Conservation Area (PCA) Grant Implementation.

Attachment B was revised on December 20, 2023 to program \$560,000 to MTC for various projects in the Regional Active Transportation Technical Assistance Program.

Attachment B was revised on February 28, 2024 to revise the project name for the City of Rohnert Park's Regional Active Transportation Technical Assistance grant for Highway 101 Bicycle/Pedestrian Overcrossing at Copeland Creek to include Sonoma County Transportation Authority (SCTA) as a co-sponsor.

Attachment B was revised on March 27, 2024 to program \$2,000,000 to MTC for the Enhancing Support for Safety in the Bay Area project, \$2,000,000 to MTC for Pavement Management



## ABSTRACT

MTC Resolution No. 3989

Page 5 of 5

Program (PMP) Pavement Asset Data Collection Updates, \$400,000 to MTC for two projects in the Regional Active Transportation Technical Assistance Program, and \$80,000 to MTC for the Bay Area Vision Zero Data System.

Attachments A and B were revised on May 22, 2023 to add the \$30,000,000 exchange agreement with MTC for programming an equal amount of federal funds to MTC's Next-Generation Clipper (C2) Capital project, as part of a Regional Measure 3 (RM3) loan arrangement, and program \$350,000 to MTC for Bay Trail Implementation.

Attachment B was revised on June 26, 2024 to program \$5,000,000 the Bay Area Housing Finance Authority (BAHFA) for county election cost reimbursement related to the 2024 regional housing bond measure, contingent upon BAHFA's submission of a bond measure, final election costs, and approval of a funding agreement between MTC and BAHFA.

Attachment B was revised on July 24, 2024 to program \$100,000 to MTC for adaptive bikeshare pilots in Berkeley, Emeryville, Oakland, and San Jose; program \$100,000 to MTC for an adaptive bikeshare pilot in San Francisco (\$100,000); and deprogram \$100,000 from MTC's bikeshare station siting project in Berkeley, Emeryville, San Francisco, and San Jose.

Further discussions are contained in memorandums to the Programming and Allocations Committee dated February 9, 2011, October 12, 2011, February 12, 2014, December 14, 2016, July 12, 2017, February 14, 2018, March 7, 2018, November 14, 2018, March 6, 2019, June 12, 2019, September 4, 2019, November 8, 2019, March 11, 2020, November 4, 2020, May 12, 2021, June 9, 2021, July 14, 2021, March 9, 2022, June 8, 2022, and March 8, 2023; the Administration Committee dated May 10, 2023; the Programming and Allocations Committee dated October 11, 2023, November 8, 2023; the Planning Committee dated December 8, 2023; and the Programming and Allocations Committee dated December 13, 2023, February 14, 2024, March 13, 2024, May 8, 2024, June 12, 2024, and July 10, 2024.

Date: February 23, 2011  
W.I.: 1512  
Referred by: PAC

Re: MTC Exchange Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 3989

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

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

WHEREAS, MTC develops policies and procedures to be used in the selection of projects to be funded with various federal fund sources within the region consistent with the regional Transportation Plan (RTP); and

WHEREAS, selected projects are sometimes incompatible with or ineligible for federal funding and projects are often ready for implementation in advance of funding availability; and

WHEREAS, MTC assisted the Santa Clara County Traffic Authority (SCCTA) in 1994 by providing Surface Transportation Program (STP) funds, which initiated the original Exchange program implemented through MTC Resolution 3018; and

WHEREAS, the original exchange funding under MTC Resolution 3018 is nearly exhausted and MTC has entered into new funding exchange agreements where the implementation of specific projects with federal funds in exchange for local funds can achieve regional goals and objectives; now, therefore, be it

RESOLVED that Attachments A and B reflect the Exchange program balance and agreements approved by the Commission subject to this resolution; and be it further

RESOLVED, that attachment C lists the projects and amounts from the original STP Exchange program (MTC Resolution 3018) incorporated into the new MTC Exchange program; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments A, B and, C as necessary to reflect Commission actions and the on-going balances within the MTC Exchange program; and be it further

RESOLVED that MTC Resolution No. 3018 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

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Scott Haggerty, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on February 23, 2011.

**MTC Exchange Program  
Funding Commitments  
Attachment B**

Recipient	Project/Program	Res No.	Date	Committed by MTC
MTC	Transit Oriented Affordable Housing (TOAH)	3940, 4306	2/24/2010, 12/20/17	\$5,000,000
MTC	BAHFA: Senior Rental Assistance Pilot Program	4578	5/24/2023	\$5,000,000
SP Rancheria	Intertribal Electric Vehicle Implementation	3925	10/26/2011	\$376,000
MTC	Affordable Housing Jumpstart	4260	12/21/2016	
MTC	Alameda Jumpstart	4260	11/28/2018	\$2,000,000
MTC	San Francisco Jumpstart	4260	11/28/2018	\$5,000,000
MTC	Santa Clara Jumpstart	4260	11/28/2018	\$3,000,000
MTC	Bay Bridge Forward Commuter Parking Initiative	4035	12/21/2016	\$3,875,000
MTC	Fruitvale Quick Build	4035	3/25/2020	\$25,000
MTC	Regional Priority Conservation Area (PCA) Program (OBAG 2)	4202	7/26/2017	
MTC	Alameda County: Niles Canyon Trail, Phase 1	4202	11/20/2019	\$321,000
MTC	Livermore: Arroyo Road Trail	4202	11/20/2019	\$400,000
MTC	WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland	4202	11/20/2020	\$300,000
MTC	EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	4202	11/20/2019	\$1,000,000
MTC	JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	4202	11/20/2019	\$950,000
MTC	San Francisco: McLaren Park and Neighborhood Connections Plan	4202	11/20/2019	\$194,000
MTC	State Coastal Conservancy (for SF Rec & Park): Twin Peaks Trail Imps.	4202	11/20/2020	\$74,000
MTC	GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	4202	11/20/2019	\$200,000
MTC	Half Moon Bay: Pillar Point Public Access Improvements	4202	11/20/2019	\$298,000
MTC	Menlo Park: Bedwell Bayfront Park Entrance Improvements	4202	11/20/2019	\$520,000
MTC	San Mateo County: Colma Creek Adaptation Study	4202	11/20/2019	\$110,000
MTC	San Mateo Co.: San Bruno Mtn. Habitat Conservation Plan Grazing Pilot	4202	11/20/2020	\$137,900
MTC	South San Francisco: Sign Hill Conservation and Trail Master Plan	4202	11/20/2020	\$135,100
MTC	Point Blue: Pajaro River Watershed Habitat Rest. & Climate Resilient Imps.	4202	11/20/2019	\$379,000
MTC	SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	4202	11/20/2019	\$400,000
MTC	SCVOSA: Tilton Ranch Acquisition	4202	11/20/2019	\$1,000,000
MTC	PCA Grant Implementation	4202	11/20/2019	\$500,000
MTC	Bay Area Greenprint PCA Improvements	4202	3/28/2018	\$30,000
MTC	Regional Priority Conservation Area (PCA) Program (OBAG 3)	4505	11/15/2023	
MTC	PCA Grant Implementation	4505	11/15/2023	\$1,500,000
MTC	Priority Production Area (PPA) Pilot Program	4505	10/25/2023	
MTC	Benicia: Port of Benicia - Infrs. & Facility Modernization Plan	4505	10/25/2023	\$750,000

**MTC Exchange Program  
Funding Commitments  
Attachment B**

Recipient	Project/Program	Res No.	Date	Committed by MTC
MTC	CC County: N Waterfront PPAs Technical Assistance Project	4505	10/25/2023	\$500,000
MTC	East Bay Econ Dev Alliance: Next Gen East Bay Indust Bldgs/Districts	4505	10/25/2023	\$500,000
MTC	STA: Aligning Middle Wage Jobs with Housing in Solano County	4505	10/25/2023	\$500,000
TAM/SCTA	Bike Share Capital and Outreach - SMART Corridor	3925	2/28/2018	\$826,000
Richmond	Bike Share Capital and Outreach - Richmond	3925	2/28/2018	\$1,024,000
MTC	Bay Area Preservation Pilot (BAPP)	4311	2/28/2018	\$10,000,000
MTC	IDEA - Concord: Concord Blvd, Clayton Rd & Willow Pass Rd	4202	11/28/2018	\$589,000
MTC	IDEA - Walnut Creek: Various Locations	4202	11/28/2018	\$621,000
Richmond	Richmond-San Rafael Bridge Bicycle Access	4202	11/28/2018	\$500,000
MTC	Richmond-San Rafael Bridge Forward	4202	11/28/2018	\$1,046,000
MTC	Napa Valley Transportation Demand Strategies	4202	11/28/2018	\$1,100,000
MTC	IDEA - Concord Blvd, Clayton Rd & Willow Pass Rd	4202	3/27/2019	\$144,000
MTC	Bay Wheels Bikeshare Expansion	4505	10/25/2023	
MTC	Bay Wheels Bikeshare E-bike Expansion - Berkeley, Emeryville, Oakland, San Francisco, San Jose	4505	3/22/2023	\$15,940,000
<b>MTC</b>	<b>Adaptive Bikeshare Pilot - Berkeley, Emeryville, Oakland, San Jose (Added)</b>	<b>4505</b>	<b>7/24/2024</b>	<b>\$100,000</b>
<b>MTC</b>	<b>Adaptive Bikeshare Pilot - San Francisco (Added)</b>	<b>4505</b>	<b>7/24/2024</b>	<b>\$100,000</b>
MTC	Bikeshare Station Siting - Oakland	4505	10/25/2023	\$150,000
<b>MTC</b>	<b>Bikeshare Station Siting - Berkeley, Emeryville, San Francisco, San Jose (Removed)</b>	<b>4505</b>	<b>10/25/2023</b>	<b>\$100,000</b>
MTC	Marketing for Bikeshare E-bike Expansion Launch	4505	10/25/2023	\$150,000
MTC	Membership Incentives for Bikeshare E-bike Expansion Launch	4505	10/25/2023	\$200,000
MTC	Regional Active Transportation Technical Assistance Program	4505	12/20/2023	
MTC	El Cerrito: BART to Bay Trail Connector	4505	12/20/2023	\$40,000
MTC	El Cerrito: South El Cerrito Safe Routes to School	4505	12/20/2023	\$40,000
MTC	Mountain View: Evelyn Avenue Bikeway, Franklin to Bernardo	4505	12/20/2023	\$40,000
MTC	Napa Valley Vine Trail Coalition: NVVT Gap Closure North to S Napa County	4505	12/20/2023	\$40,000
MTC	Oakland: Doolittle Drive Bay Trail Gap Closure	4505	12/20/2023	\$40,000
MTC	Orinda: Wilder/Downtown Class 1 Multi-use Path Development Project	4505	12/20/2023	\$40,000
MTC	Petaluma: Lakeville Corridor Multi-Modal Improvements Study	4505	12/20/2023	\$40,000
MTC	Pleasant Hill: Monument Boulevard Active Transportation Corridor	4505	12/20/2023	\$40,000
MTC	SCTA/Rohnert Park: Hwy 101 Bike/Ped Overcrossing at Copeland Creek	4505	12/20/2023	\$40,000
MTC	San Bruno: San Bruno Avenue Complete Streets Project	4505	12/20/2023	\$40,000
MTC	San Jose: Quick Build Delineators to Complete 11 Class IV Bikeways	4505	3/27/2024	\$200,000
MTC	San Mateo County: Midcoast Multimodal Parallel Trail Gap Closure	4505	12/20/2023	\$40,000

**MTC Exchange Program  
Funding Commitments  
Attachment B**

Recipient	Project/Program	Res No.	Date	Committed by MTC
MTC	Santa Clara: De La Cruz Blvd, Lick Mill Blvd, and Scott Blvd Bike Projects	4505	12/20/2023	\$40,000
MTC	Santa Rosa: Deployment of Quick Build Low-Stress Bicycle Facilities	4505	3/27/2024	\$200,000
MTC	Union City: UC Blvd. Bay Trail Connect/ Ala Creek Trail to Dry Creek Park	4505	12/20/2023	\$40,000
MTC	Vallejo: Mare Island Causeway Complete Street	4505	12/20/2023	\$40,000
MTC	Engagement, TA, and Capacity Building for Community-Based Transportation Plans (CBTPs) and Community Action Resource and Empowerment (CARE)	4505	10/25/2023	\$1,500,000
MTC	Pavement Management Program (PMP) Pavement Asset Data Collection Updates	4505	3/27/2024	\$2,000,000
MTC	Enhancing Support for Safety in the Bay Area (SS4A Match)	4505	3/27/2024	\$2,000,000
MTC	Bay Area Vision Zero Data System	4505	3/27/2024	\$80,000
MTC	Bay Trail Implementation	4505	5/22/2024	\$350,000
BAHFA	Regional Housing Bond - County Election Cost Reimbursement (Conditional)	4505	6/26/2024	\$5,000,000
<b>Total Committed:</b>				<b>\$79,355,000</b>

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-3989\_ongoing\_MTC\_Exchange\[tmp-RES-3989\_Attachments\_A\_B\_C\_Jul.xlsx]Attach B 7-24



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 24-0896      **Version:** 1      **Name:**

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

**File created:** 6/19/2024      **In control:** Programming and Allocations Committee

**On agenda:** 7/10/2024      **Final action:**

**Title:** MTC Resolution No. 4650, Revised. Revisions to the Regional Early Action Planning Grant (REAP 2) program, including programming \$1 million to MTC for development and implementation of the Community Action Resource and Empowerment (CARE) program and \$200,000 to MTC for legal services to support Regional Housing Technical Assistance (RHTA) activities, and to reflect other programming actions approved to-date.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2h 24-0896 1 REAP2 0 Summary Sheet REAP2.pdf](#)  
[2h 24-0896 2 REAP2 1 MTC Resolution No 4650.pdf](#)  
[2h 24-0896 3 Attachment A MTC Resolution No 4650.pdf](#)

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

MTC Resolution No. 4650, Revised. Revisions to the Regional Early Action Planning Grant (REAP 2) program, including programming \$1 million to MTC for development and implementation of the Community Action Resource and Empowerment (CARE) program and \$200,000 to MTC for legal services to support Regional Housing Technical Assistance (RHTA) activities, and to reflect other programming actions approved to-date.

**Presenter:**

Valerie Coleman

**Recommended Action:**

Commission Approval

**Attachments:** List any attachments.

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

**July 10, 2024**

**Agenda Item 2h-24-0896**

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**MTC Resolution No. 4650, Revised**

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**Subject:**

Revisions to the Regional Early Action Planning Grant (REAP 2) program, including programming \$1 million to MTC for development and implementation of the Community Action Resource and Empowerment (CARE) program and \$200,000 to MTC for legal services to support Regional Housing Technical Assistance (RHTA) activities, and to reflect other programming actions approved to-date.

**Background:**

The Regional Early Action Planning Grant (REAP 2) Program is a \$600 million state investment to advance implementation of adopted regional plans by funding transformative planning and implementation activities that accelerate infill housing development, reduce per capita vehicle miles traveled (VMT), and affirmatively further fair housing. Initially launched in 2019 as a part of Governor Newsom’s “Comeback California Plan” (AB 140), the program is administered by California Department of Housing and Community Development (HCD), in collaboration with California Office of Planning and Research (OPR), Strategic Growth Council (SGC), and California Air Resources Board (CARB). MTC was allocated \$102.8 million in REAP 2, formula funds for projects and subgrantees throughout the region.

MTC’s REAP 2 expenditure plan (MTC Resolution No. 4650, Revised), adopted in November 2022, focuses REAP 2 funds into three program areas that align with both State and regional objectives: (1) accelerating the implementation of the *Plan Bay Area 2050* (PBA 2050) Growth Framework, (2) delivering near-term priorities from the Transit Transformation Action Plan, and (3) augmenting the Community Action Resource & Empowerment (CARE) program to invest in additional local projects and programs prioritized by residents of Equity Priority Communities (EPCs).

This month, staff recommend the following revisions to the REAP 2 expenditure plan, including documenting specific funding commitments made to date.

- **Community Action Resource and Empowerment (CARE) Program:** Refine the investment levels within the CARE program. Of the \$8 million identified within the REAP 2 expenditure plan, direct \$5 million for Participatory Budgeting Project Implementation, \$1 million for Community-Based Transportation Plan (CBTP) Project



Implementation, and \$2 million for Community Power Building and Engagement (CPBE). Within the CPBE category, this month’s action programs \$1 million to MTC for capacity building and technical assistance as informed by the CARE program’s Community Advisory Working Group (CAWG). The expenditure plan, this month’s proposed programming action, and the remaining balances within the CARE program are provided in the table below.

<b>CARE Program Activities</b>	<b>REAP 2 Expenditure Plan</b>	<b>Proposed Programming Action (this month)</b>	<b>Remaining Balance</b>
Participatory Budgeting Project Implementation	\$5 million	-	\$5 million
Community-Based Transportation Project Implementation	\$1 million	-	\$1 million
Community Power Building and Engagement (CBPE)	\$2 million	\$1 million	\$1 million
<b>Total:</b>	<b>\$8 million</b>	<b>\$1 million</b>	<b>\$7 million</b>

- **Regional Housing Technical Assistance (RHTA):** Update to reflect the following programming actions:
  - Reflect the \$1 million in REAP 2 funds awarded by ABAG to continue the subregional Planning Collaboratives. Consistent with the REAP 2 expenditure plan, MTC programmed \$8 million to ABAG to continue the Planning Collaboratives and other RHTA program activities. In November 2023, ABAG programmed the first \$4 million to continue the subregional Planning Collaboratives. However, with REAP 2 funding uncertainties introduced with the draft State budget earlier this year, ABAG has proceeded with contracts for only \$1 million to Planning Collaboratives to date. These awards continue the Planning Collaboratives with as little of a gap in service as possible, while also recognizing the budget uncertainty.

<b>Jurisdiction</b>	<b>Awarded</b>
Alameda County	\$123,250
Contra Costa County	\$164,250
Marin County	\$122,500
Napa/Sonoma Collaborative	\$131,500
San Francisco	\$32,000
San Mateo County	\$172,500
Santa Clara County	\$131,500
Solano County	\$122,500
<b>Total:</b>	<b>\$1,000,000</b>

- Reflect the \$250,000 programmed to MTC for Accessory Dwelling Unit (ADU) technical assistance. Consistent with the REAP 2 expenditure plan, \$8 million is programmed to MTC for RHTA activities. In January 2024, MTC approved a contract for the first \$250,000 to support the increased production of ADUs, particularly affordable ADUs and implementation of ADU programs identified in local jurisdictions' Housing Elements.
- Program \$200,000 to MTC for legal services to support the development of model ordinances, housing policy, and annual housing law webinars.
- **Priority Sites Predevelopment Pilot:** Reflect BAHFA programming actions to-date. In May 2024, BAHFA awarded \$28 million in REAP 2 funds to various projects across the region. As detailed in the action, the awards are phased and conditioned upon REAP 2 funding availability.

**Issues:**

On June 22, the Governor and California legislature announced the 2024 State budget agreement. Fortunately, the final budget restores all but \$30 million (5%) of the \$600 million REAP 2 program, a significantly more limited cut than the \$300 million cut proposed in the January draft State budget. MTC staff anticipate this will result in a cut of \$6 to \$7 million MTC's original REAP 2 formula program award. Staff will return to the Commission this fall to recommend revisions to MTC's REAP 2 expenditure plan to reflect our region's updated REAP 2 award amount.

**Recommendations:**

Refer MTC Resolution No. 4650, Revised to the Commission for approval.

**Attachments:**

- MTC Resolution No. 4650, Revised
  - Attachment A

A handwritten signature in black ink, reading "Andrew B. Fremier". The signature is written in a cursive, flowing style.

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Andrew B. Fremier

Date: July 10, 2024  
W.I.: 1615  
Referred by: PAC  
Revised: 07/24/24-C

ABSTRACT

Resolution No. 4650

This resolution authorizes project selection and programming of Regional Early Action Planning Grant 2 (REAP 2) proceeds issued through a formula allocation to MTC by the California Department of Housing and Community Development (HCD). By Resolution No. 4548, dated November 16, 2022, MTC authorized the request to HCD for its allocation of funds in an amount not to exceed \$102,842,103.03, which includes the program expenditure plan specified in Attachment A to this resolution.

This resolution includes the following attachment:

Attachment A – REAP 2 Expenditure Plan and Project List

This resolution was revised by Commission Action on July 24, 2024 to update Attachment A to program \$1 million to MTC for Community Power Building and Engagement (CPBE) technical assistance within the Community Action Resource and Empowerment (CARE) program and \$200,000 to MTC for legal services to support Regional Housing Technical Assistance (RHTA) activities; and to reflect approved programming actions of \$28 million awarded by BAHFA for Priority Sites Predevelopment Pilot, \$1 million awarded by ABAG for subregional Planning Collaboratives, and \$250,000 awarded by MTC for Accessory Dwelling Unit (ADU) technical assistance.

Further discussion of the REAP 2 project selection and programming is contained in a memorandum to the Programming and Allocations Committee dated May 8, 2024 and July 10, 2024.

Date: July 10, 2024  
W.I.: 1615  
Referred by: PAC

RE: REAP 2 Project Selection and Programming

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4650

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

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

WHEREAS, the California Department of Housing and Community Development (HCD) is authorized to provide up to \$510,000,000 to Metropolitan Planning Organizations and Councils of Government (“Applicant”) listed in Health and Safety Code Section 50515.08, subdivisions (a)(1)-(6) under the Regional Early Action Planning grants program (REAP 2), as detailed in Health and Safety Code Section 50515.08-10; and

WHEREAS, HCD issued a Notice of Funding Availability on July 26, 2022, for REAP 2 grants available to MPOs and Councils of Government; and

WHEREAS, MTC authorized application for an allocation of REAP 2 funds in an amount not to exceed \$102,842,103.03 by Resolution 4548 on November 16, 2022; and

WHEREAS, MTC further agreed by Resolution 4548 to use all such REAP 2 funds only for eligible activities as set forth in California Health and Safety Code section 50515.08(c)(1) and in accordance with REAP 2 requirements and guidelines; and

WHEREAS, MTC will develop a program of projects to be funded with these funds, using project selection policies and procedures consistent with REAP 2 requirements and guidelines, as set forth in Attachment A of this Resolution, incorporated herein as though set forth at length; and

RESOLVED that MTC approves the REAP 2 Project Selection and Programming for projects to be funded with REAP 2 funds as set forth in Attachment A of this Resolution, contingent upon MTC receiving the REAP 2 funds by HCD as requested by MTC Resolution No. 4548 and subject to applicable terms and conditions of the grant agreement executed between MTC and HCD for the REAP 2 funds; and be it further

RESOLVED that the Executive Director or designee is authorized to negotiate and enter into agreements with the county or developer (including any single purpose entity formed by the developer) as may be identified by the county of the applicable Priority Site identified in Attachment A to this Resolution in an amount not to exceed the applicable amount as identified in Attachment A, subject to receipt of the REAP 2 funds from HCD for this purpose, and to make technical adjustments and other non-substantive revisions to Attachment A of this Resolution.

METROPOLITAN TRANSPORTATION COMMISSION

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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 July 10, 2024.

**Attachment A**  
**MTC Resolution No. 4650**  
**Regional Early Action Planning Grant (REAP 2)**  
**Expenditure Plan and Project List**

MTC Res. No. 4650  
Attachment A  
Adopted: 05/22/24-C  
Revised: 07/24/24-C

**July 2024**

<b>Proposed Activities and Project Titles</b>	<b>Sponsor</b>	<b>REAP 2</b>
<b>1. Plan Bay Area 2050 Growth Framework Implementation</b>		<b>\$64,600,000</b>
Housing Preservation Pilot		
BAHFA: Housing Preservation Pilot <i>(specific projects to be selected by BAHFA)</i>	TBD	\$15,000,000
Housing Preservation Pilot balance	TBD	\$2,800,000
Priority Sites Predevelopment Pilot		
<i>Phase One</i>		
<i>Berkeley: North Berkeley BART</i>	BAHFA	\$3,000,000
<i>Oakland: Lake Merritt BART</i>	BAHFA	\$3,000,000
<i>Oakland: Mandela Station</i>	BAHFA	\$3,000,000
<i>South San Francisco: SSF Public Utility Commission</i>	BAHFA	\$2,100,000
<i>Phase Two</i>		
<i>San Jose: Blossom Hill</i>	BAHFA	\$3,000,000
<i>Phase Three</i>		
<i>Contra Costa County: Orbisonia Village</i>	BAHFA	\$3,000,000
<i>El Cerrito: El Cerrito Plaza</i>	BAHFA	\$2,400,000
<i>San Francisco: Treasure Island</i>	BAHFA	\$3,000,000
<i>Daly City: Midway Village</i>	BAHFA	\$2,500,000
<i>San Jose: Capitol Station</i>	BAHFA	\$3,000,000
Priority Sites Technical Assistance		
Berkeley: North Berkeley BART	MTC	\$100,000
Piedmont: Grand Avenue and Moraga Canyon	MTC	\$75,000
Piedmont: Moraga Canyon	MTC	\$90,000
Pleasanton: Pleasanton Side of Dublin/Pleasanton BART Station	MTC	\$250,000
Concord: Monument Boulevard BART Property	MTC	\$145,000
Orinda: St. John the Evangelist Orthodox Church	MTC	\$150,000
Pittsburg: Bliss Avenue	MTC	\$250,000
Corte Madera: Fifer & Nellen	MTC	\$75,000
Marin County: St. Vincent's	MTC	\$45,000
American Canyon: Adobe Lumber	MTC	\$150,000
South San Francisco: 245 South Airport Boulevard	MTC	\$150,000
Campbell: City Corporation Yard	MTC	\$250,000
Los Altos Hills: Foothill College	MTC	\$150,000
Milpitas: Capitol Metro Site	MTC	\$20,000
Palo Alto: Dedicated Affordable Housing Site	MTC	\$200,000
San Jose: VTA Branham Station	MTC	\$75,000
San Jose: VTA Hostetter Station	MTC	\$125,000
Rohnert Park: Downtown at Rohnert Park	MTC	\$250,000
Santa Rosa: Land Drive and Guerneville Road	MTC	\$250,000
Regional Housing Technical Assistance Program		
ABAG: Regional Housing Technical Assistance Program <i>(specific projects to be selected by ABAG)</i>		
Planning Collaboratives		
<i>Alameda County</i>	ABAG	\$123,250
<i>Contra Costa County</i>	ABAG	\$164,250
<i>Marin County</i>	ABAG	\$122,500

**Attachment A**  
**MTC Resolution No. 4650**  
**Regional Early Action Planning Grant (REAP 2)**  
**Expenditure Plan and Project List**

MTC Res. No. 4650  
Attachment A  
Adopted: 05/22/24-C  
Revised: 07/24/24-C

July 2024

Proposed Activities and Project Titles	Sponsor	REAP 2
<i>Napa/Sonoma Counties</i>	ABAG	\$131,500
<i>San Francisco</i>	ABAG	\$32,000
<i>San Mateo County</i>	ABAG	\$172,500
<i>Santa Clara County</i>	ABAG	\$131,500
<i>Solano County</i>	ABAG	\$122,500
<i>Planning Collaboratives balance</i>	ABAG	\$3,000,000
Policy Grants and Technical Assistance		
<i>Policy Grants and Technical Assistance balance (revised)</i>	ABAG	<b>\$4,000,000</b>
Regional Housing Technical Assistance Program		
<b>Accessory Dwelling Units (ADU) Technical Assistance (added)</b>	<b>MTC</b>	<b>\$250,000</b>
<b>RHTA Program Activities Legal Services Support (added)</b>	<b>MTC</b>	<b>\$200,000</b>
RHTA balance (revised)	MTC	<b>\$7,550,000</b>
<b>2. Transit Transformation Action Plan Implementation</b>		<b>\$25,000,000</b>
Regional Transit Fare Coordination & Integration		
Regional Transit Fare Coordination & Integration	MTC	\$22,000,000
Regional Transit Mapping & Wayfinding		
Regional Transit Mapping & Wayfinding	MTC	\$1,808,462
Transit Transformation Action Plan Implementation		
Transit Transformation Action Plan Implementation	MTC	\$1,191,538
<b>3. Community Action Resource and Empowerment (CARE) Program</b>		<b>\$8,000,000</b>
Community-Based Transportation Project Implementation		
Community-Based Transportation Project Implementation (revised)	TBD	<b>\$1,000,000</b>
Participatory Budgeting Project Implementation		
Participatory Budgeting Project Implementation (revised)	TBD	<b>\$5,000,000</b>
Community Power Building and Engagement (CPBE)		
<b>Community Power Building and Engagement (CPBE) Development and Technical Assistance (added)</b>	<b>MTC</b>	<b>\$1,000,000</b>
Community Power Building and Engagement balance (revised)	TBD	<b>\$1,000,000</b>
<b>4. Program Administration &amp; Outreach</b>		<b>\$5,242,103</b>
Program Administration & Outreach	MTC	\$5,242,103

**REAP 2 Expenditure Plan Total: \$102,842,103**

Note: Proposed MTC programming actions include a notation in the project title of "revised," "added," or "removed." All other highlighted revisions reflect actions recently approved by BAHFA or ABAG.





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 24-0895      **Version:** 1      **Name:**

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

**File created:** 6/19/2024      **In control:** Programming and Allocations Committee

**On agenda:** 7/10/2024      **Final action:**

**Title:** MTC Resolution Nos. 4614 Revised; 4615 Revised; 4608, Revised; 4660; 4640, Revised and 4607, Revised. Allocation of \$21.6 million in Regional Measure 3 (RM3) capital funds to Water Emergency Transportation Authority (WETA), San Francisco Municipal Transportation Agency (SFMTA), Santa Clara Valley Transportation Authority (VTA) for San Jose Diridon Station, San Mateo County Transit District (SamTrans), Sonoma County Transportation Authority (SCTA) and Metropolitan Transportation Commission (MTC), and rescission of \$6 million in Regional Measure 3 (RM3) capital funds to Santa Clara Valley Transportation Authority (VTA).

**Sponsors:**

**Indexes:**

**Code sections:**

- Attachments:** [2i 24-0895 1 Summary Sheet RM3 MTC Resolutions 4615 Revised 4635 Revised 4640-2i 24-0895 2 Attachment A RM3 Capital Expenditure Plan Tracker.pdf](#)  
[2i 24-0895 3 Attachment B Project Summaries.pdf](#)  
[2i 24-0895 4 TOC Compliance Letter City Berkeley to MTC.pdf](#)  
[2i 24-0895 5 TOC SIGNED June 2024 Diridon RM3 Programming Letter to MTC Final.pdf](#)  
[2i 24-0895 6 TOC 06-10-24 Acknowledgment Letter Samtrans signed.pdf](#)  
[2i 24-0895 7 MTC Resolution No 4614 Revised.pdf](#)  
[2i 24-0895 8 Attachments A-D MTC Resolution No 4614.pdf](#)  
[2i 24-0895 9 MTC Resolution No 4615 Revised.pdf](#)  
[2i 24-0895 10 Attachments A-D MTC Resolution No 4615 Revised.pdf](#)  
[2i 24-0895 11 MTC Resolution No 4608.pdf](#)  
[2i 24-0895 12 Attachments A-D MTC Resolution No 4608.pdf](#)  
[2i 24-0895 13 MTC Resolution No 4660.pdf](#)  
[2i 24-0895 14 Attachments A-D MTC Resolution No 4660.pdf](#)  
[2i 24-0895 15 Attachments A-D MTC Resolution No 4640 Revised.pdf](#)  
[2i 24-0895 15 MTC Resolution No 4640 Revised.pdf](#)  
[2i 24-0895 16 MTC Resolution No 4607 Revised.pdf](#)  
[2i 24-0895 17 Attachemnts A-D MTC Resolution No 4607 Revised.pdf](#)

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

MTC Resolution Nos. 4614 Revised; 4615 Revised; 4608, Revised; 4660; 4640, Revised and 4607, Revised. Allocation of \$21.6 million in Regional Measure 3 (RM3) capital funds to Water Emergency Transportation Authority (WETA), San Francisco Municipal Transportation Agency (SFMTA), Santa Clara Valley Transportation Authority (VTA) for San Jose Diridon Station, San Mateo County Transit District (SamTrans), Sonoma County Transportation Authority (SCTA) and Metropolitan

Transportation Commission (MTC), and rescission of \$6 million in Regional Measure 3 (RM3) capital funds to Santa Clara Valley Transportation Authority (VTA).

**Presenter:**

Julieth Ortiz

**Recommended Action:**

Commission Approval

**Attachments:** List any attachments.

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

**July 10, 2024**

**Agenda Item 2i-24-0895**

**MTC Resolution Nos. 4614 Revised; 4615 Revised; 4608, Revised; 4660; 4640, Revised and 4607, Revised. Allocation of \$21.6 million in Regional Measure 3 (RM3) capital funds to Water Emergency Transportation Authority (WETA), San Francisco Municipal Transportation Agency (SFMTA), Santa Clara Valley Transportation Authority (VTA) for San Jose Diridon Station, San Mateo County Transit District (SamTrans), Sonoma County Transportation Authority (SCTA) and Metropolitan Transportation Commission (MTC), and rescission of \$6 million in Regional Measure 3 (RM3) capital funds to Santa Clara Valley Transportation Authority (VTA).**

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**Subject:**

Recommended allocations of a total \$21.6 million in RM3 capital funds to six projects:

- RM3 Project 5, Ferry Enhancement Program—\$3 million to WETA for the Berkeley Marina Ferry Facility Project (RM3 Project #5.3)
- RM3 Project 10, Muni Fleet Expansion & Facilities—\$2.7 million to SFMTA for the Kirkland Electrification Project (RM3 Project #10.4)
- RM3 Project 16, San Jose Diridon Station—\$6.3 million in RM3 funds to VTA for the preliminary engineering and planning phase
- RM3 Project 17, Dumbarton Corridor Improvements—\$4.1 million to SamTrans for the San Mateo Dumbarton Busway (RM3 Project #17.1)
- RM3 Project 20, Highway 101-Marin/Sonoma Narrows—\$1 million to SCTA for the Marin Sonoma Narrows Visual Mitigation Landscaping Project (RM3 Project #20.2)
- RM3 Project 23, State Route 37 Improvements—\$4.5 million to MTC for the SR-37 Sears Point to Mare Island Improvement Project (RM3 Project #23.2)

Recommended rescission of \$6 million in RM3 funds from the right of way phase of the San Jose Diridon Station Project.

**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. Through June 2024, the Commission has approved a total of \$1.5 billion in RM3 Capital Program allocations. The proposed allocation amendment updates the October 2023 allocation to RM3 Project 16.

**July RM3 Allocation Recommendations:**

Staff recommends approval of \$21.6 million in RM3 allocations to six projects. Staff also recommends one rescission of \$6 million. The table below shows the recommended projects for the allocation and rescission this month; summaries of each request are included in Attachment B, and further detail is found in each allocating resolution.

<b>Project Sponsor</b>	<b>RM3 Proj. #/ MTC Res. No.</b>	<b>Project Title</b>	<b>Requested Project Phase</b>	<b>Allocation Request Amount (\$millions)</b>
<b>Allocations</b>				
WETA	#5.3 4614, Rev.	Berkeley Marina Ferry Facility	ENV/PE	\$3
SFMTA	#10.9 4615, Rev.	Kirkland Electrification	PS&E	\$2.7
VTA	#16 4608, Rev.	San Jose Diridon Station	PA&ED	\$6.3
SamTrans	#17.1 4660	San Mateo Dumbarton Busway	PA&ED	\$4.1
SCTA	#20.2 4640, Rev.	Marin Sonoma Narrows Visual Mitigation Landscaping	PS&E	\$1
MTC	#23.2 4607, Rev.	SR-37 Sears Point to Mare Island Improvement	PS&E	\$4.5
		<b>Allocation Total</b>		<b>\$21.6</b>
<b>Rescissions</b>				
VTA	#16 4608, Rev.	San Jose Diridon Station	ROW	<b>(\$6)</b>

**Regional Compliance:**

WETA’s Berkeley Marina Ferry Facility Project, VTA’s San Jose Diridon Station Project, SamTrans’ San Mateo Dumbarton Busway Project, SCTA’s Marin Sonoma Narrows Project, and MTC’s SR-37 Sears Point to Mare Island Improvements project are subject to the requirements of the Complete Streets Policy contained in MTC Resolution 4493. WETA, VTA, SCTA, and MTC have submitted complete streets checklists addressing compliance with MTC Resolution 4493. Staff believe that the checklists satisfy the Complete Streets Policy.

Additionally, as fixed-guideway transit extension projects, the Berkeley Marina Ferry Facility, San Jose Diridon Station, and the San Mateo Dumbarton Busway are subject to the requirements of the Transit-Oriented Communities Policy (TOC) contained in MTC Resolution 4530, Revised. Given that the proposed allocations are for project development/environmental review, the TOC Policy requires the local jurisdiction or project sponsor to submit a letter or resolution to MTC acknowledging that future allocation requests to MTC will be subject to the TOC Policy. MTC is in receipt of the attached acknowledgement letters from the City of Berkeley, City of San Jose, and SamTrans addressing compliance with the TOC Policy contained in MTC Resolution 4530, Revised.

**Issues:**

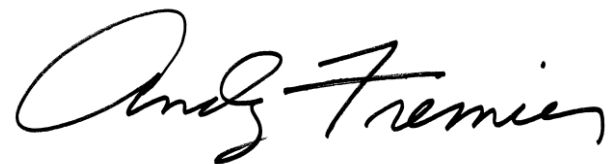
The recommended allocation for the SFMTA Kirkland Electrification Project is contingent upon approval of the allocation request by SFMTA Board of Directors, expected on July 16, 2024. The recommended allocation for the SamTrans San Mateo Dumbarton Busway Project is contingent upon approval of the allocation request by the SamTrans Board of Directors, expected on July 10, 2024. For both allocations, confirmation of board approval will be required before reimbursement can be made.

**Recommendations:**

Refer MTC Resolution No. 4614, Revised; MTC Resolution No. 4615, Revised; MTC Resolution No. 4608, Revised; MTC Resolution No. 4660, MTC Resolution No. 4640, Revised and MTC Resolution No. 4607, Revised to the Commission for approval.

**Attachments:**

- Attachment A – RM3 Capital Expenditure Plan Tracker
- Attachment B – RM3 Allocation Project Summaries
- Attachment C – City of Berkeley TOC acknowledgement letter for Berkeley Marina Ferry Facility Project
- Attachment D – City of San Jose TOC commitment letter for the Diridon Station Project
- Attachment E – SamTrans TOC acknowledgement letter for the San Mateo Dumbarton Busway Project
- MTC Resolution No. 4614, Revised (WETA)
  - Attachments A3-D3
- MTC Resolution No. 4615, Revised (SFMTA)
  - Attachments A4-D4
- MTC Resolution No. 4608, Revised (VTA)
  - Attachments A2-D2
- MTC Resolution No. 4660 (SamTrans)
  - Attachments A2-D2
- MTC Resolution No. 4640, Revised (SCTA)
  - Attachments A-D
- MTC Resolution No. 4607, Revised (MTC)
  - Attachments A2-D2



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Andrew B. Fremier

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

Project No.	Project Title <sup>1,2</sup>	Funding Amount (\$M)	Project Sponsor/ Implementing Agency <sup>1,2</sup>	LONP Issued <sup>3</sup> (\$M)	Allocated Amount <sup>4</sup> (\$M)	Allocating Resolution	Most Recent Allocation Date <sup>4</sup>
1	BART Expansion Cars	\$ 500	BART		\$ 500.0	4636	4/24/2024
2	Bay Area Corridor Express Lanes	\$ 317	MTC				
2.1	<i>I-80 Express Lanes in Solano County</i>		STA	\$ 70.4	\$ 70.4	4591	6/26/2023
2.2	<i>I-80 Express Lanes in Solano County (Toll System)</i>	\$ 102	BAIFA	\$ 31.3	\$ 31.3	4592	3/27/2024
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	MTC				
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 Transit	\$ 150	MTC				
5	Ferry Enhancement Program	\$ 300	WETA				
5.1	<i>Mission Bay Ferry Landing</i>	\$ 25	WETA	\$ 25.0	\$ 0.7	4614	11/22/2023
5.2	<i>Shoreline Electrical Program</i>		WETA		\$ 0.8	4614	3/27/2024
<b>5.3</b>	<b><i>Berkeley Marina Ferry Facility</i></b>		<b>WETA</b>		<b>\$ 3.0</b>	<b>4614</b>	<b>7/24/2024</b>
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	11/22/2023
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
<b>10.4</b>	<b><i>Kirkland Electrification</i></b>		<b>SFMTA</b>		<b>\$ 6.5</b>	<b>4615</b>	<b>7/24/2024</b>
10.5	<i>Battery Electric Bus procurement</i>		SFMTA		\$ 2.38	4615	2/28/2024
10.6	<i>Presidio Yard Modernization</i>		SFMTA		\$ 12.95	4615	3/27/2024
10.7	<i>Vintage Streetcar Rehabilitation</i>		SFMTA		\$ 6.72	4615	6/26/2024

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

Project No.	Project Title <sup>1,2</sup>	Funding Amount (\$M)	Project Sponsor/ Implementing Agency <sup>1,2</sup>	LONP Issued <sup>3</sup> (\$M)	Allocated Amount <sup>4</sup> (\$M)	Allocating Resolution	Most Recent Allocation Date <sup>4</sup>
10.8	<i>New Flyer Midlife Overhaul</i>		SFMTA		\$ 11.34	4615	6/26/2024
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>		AC Transit		\$ 2.7	4613	11/22/2023
12.2	<i>Quick Build Transit Priority Projects</i>		AC Transit		\$ 1.5	4613	12/20/2023
13	Transbay Rail Crossing	\$ 50	BART				
14	Tri-Valley Transit Access Improvements	\$ 100	MTC /td				
15	Eastridge to BART Regional Connector	\$ 130	VTA		\$ 130.0	4596	7/26/2023
<b>16</b>	<b>San Jose Diridon Station</b>	<b>\$ 100</b>	<b>VTA</b>	<b>\$ 30.0</b>	<b>\$ 30.1</b>	<b>4608</b>	<b>7/24/2024</b>
17	Dumbarton Corridor Improvements	\$ 130	BATA/ACTC/ SMCTD/SMCTA				
<b>17.1</b>	<b>San Mateo Dumbarton Busway</b>	<b>\$ 5</b>	<b>SamTrans</b>		<b>\$ 4.1</b>	<b>4660</b>	<b>7/24/2024</b>
18	Highway 101/ State Route 92 Interchange	\$ 50	C/CAG/ SMCTA				
18.1	<i>101/92 Area Improvements Project</i>		SMCTA	\$ 0.025	\$ 22.0	4635	6/26/2024
18.2	<i>101/92 Direct Connector Project</i>		SMCTA	\$ 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>	\$ 210	CCTA	\$ 8.0	\$ 13.0	4586	6/26/2023
19.2	<i>I-680/SR-4 Interchange Improvement - Trail Connection Feasibility Study</i>	\$ 1	CCTA		\$ 0.5	4586	3/27/2024
20	Highway 101-Marin/Sonoma Narrows	\$ 120	TAM/SCTA				
20.1	<i>Marin Segment</i>	\$ 88	TAM	\$ 88.0	\$ 88.0	4593	6/26/2023
<b>20.2</b>	<b>Marin Sonoma Narrows - Sonoma Segment</b>	<b>\$ 30</b>	<b>SCTA</b>	<b>\$ -</b>	<b>\$ 3.0</b>	<b>4640</b>	<b>7/24/2024</b>
21	Solano County I-80/I-680/SR-12 Interchange Project	\$ 133	STA	\$ 18.6			
21.1	<i>Solano County I-80/I-680/SR-12 Interchange Project (Package 2)</i>		STA		\$ 3.7	4594	12/20/2023
21.2	<i>Solano County I-80/I-680/SR-12 Interchange Project (Package 5)</i>		STA		\$ 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	STA		\$ 15.0	4602	7/26/2023

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

Project No.	Project Title <sup>1,2</sup>	Funding Amount (\$M)	Project Sponsor/Implementing Agency <sup>1,2</sup>	LONP Issued <sup>3</sup> (\$M)	Allocated Amount <sup>4</sup> (\$M)	Allocating Resolution	Most Recent Allocation Date <sup>4</sup>
<b>23.2</b>	<b>Interim Segment B - PAED &amp; PS&amp;E</b>	\$ 20	SCTA/MTC	\$ -	\$ 10.1	4607	7/24/2024
23.3	Hwy 37/121 Improvements - PAED	\$ 4	SCTA				
23.4	Segments A1 & A2 Levee Study	3	TAM				
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
25.2	I-580 Richmond Parkway Interchange Operational Improvements	\$ 7	BATA/CCTA		\$ 0.95	4631	2/28/2024
25.3	Cutting Boulevard Transit Improvements	\$ 3	BATA		\$ 0.45	4632	2/28/2024
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
26.4	ECCTA Hydrogen Fuel	\$ 3.5	ECCTA		\$ 0.30	4584	5/22/2024
26.5	Windsor Extension - Windsor High School Undercrossing	\$ 2.8	SMART		\$ 2.8	4584	5/22/2024
26.6	Bus Replacement	\$ 3.17	ECCTA				
26.X	Solano Projects TBD	\$ 18	STA				
26.X	Contra Costa Projects TBD	\$ 8	CCTA				
26.X	Sonoma Projects TBD	\$ 17	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	11/22/2023
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				



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

Project No.	Project Title <sup>1,2</sup>	Funding Amount (\$M)	Project Sponsor/ Implementing Agency <sup>1,2</sup>	LONP Issued <sup>3</sup> (\$M)	Allocated Amount <sup>4</sup> (\$M)	Allocating Resolution	Most Recent Allocation Date <sup>4</sup>
34	East Contra Costa County Transit Intermodal Center	\$ 15	CCTA				
34.1	<i>Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR-4</i>	\$ 13	CCTA	\$ 13.0	\$ 14.0	4585	1/24/2024
35	I-680 Transit Improvements	\$ 10	CCTA				
35.1	<i>Martinez Amtrak Station Shared Mobility Hub</i>				\$ 0.48	4641	5/22/2024
<b>Total</b>		<b>\$ 4,450</b>		<b>\$ 602.1</b>	<b>\$ 1,504.0</b>		

Notes

- 1 For full legislated project description and project sponsor language, please refer to California Streets and Highways Code Section 30914.7, [https://leginfo.ca.gov/faces/codes\\_displaySection.xhtml?lawCode=SHC&sectionNum=30914.7](https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=SHC&sectionNum=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**.

## **July 2024 Recommended RM3 Allocations – Project Summaries**

### **Ferry Enhancement Program**

RM3 provides \$300 million in toll funds to RM3 Project 5, Ferry Enhancement Program. This RM3 programmatic category funds the purchase of new vessels, upgrading and rehabilitating existing vessels, building facilities and landside improvements, and upgrading existing facilities of the San Francisco Bay Area Water Emergency Transportation Authority (WETA). One allocation under this category is proposed this month:

#### **WETA – Berkeley Marina Ferry Facility (\$3 million)**

This Project (RM3 Project #5.3) is a joint development effort to build a dual-use ferry terminal and public access pier at or near the site of the historic Berkeley Municipal Pier. The ferry terminal would provide service primarily between the Berkeley Marina and Downtown San Francisco Ferry Terminal but could also serve Larkspur and special events. The project would also include shoreside improvements to support the operation of the ferry terminal and other public access amenities.

The deliverable segment of this project (as indicated in the project schedule and budget below) is completion of the required CEQA and NEPA environmental review process. Completion of the environmental review process will require advancing conceptual design of the project to support the technical analyses required to adequately evaluate the potential environmental impacts of the project under CEQA and NEPA. This work is anticipated to be completed by December 2027 and is funded in partnership with Alameda CTC and the California State Coastal Conservancy.

### **MUNI Fleet Expansion and Facilities Projects**

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. One allocation under this category is proposed this month:

**SFMTA – Kirkland Electrification Project (\$2.7 million)**

The Project (Project #10.4) proposes to upgrade Kirkland Yard to store, maintain, and charge 111 40' Battery Electric Buses (BEBs) at the existing bus facility. The proposed project would increase the capacity of the Kirkland Yard facility from an estimated 88 to approximately 111 buses and transition from storing, maintaining, fueling, and servicing diesel hybrids to a BEB-only facility. To accommodate these extra buses, the existing Operations Building and trailer would be demolished and replaced with new office trailers on the west side of the site. A new electric vehicle charging system using overhead inverted pantograph chargers would be installed. New transformers, switch gears, and charging cabinets would be installed on new raised concrete islands between bus bays. Following on the February 2024 RM3 allocation for environmental work and early-stage design costs, this allocation will assist with additional costs of preparation of RFQ/P documents for procurement of the Progressive Design Build (PDB) Construction Contract. The PDB entity will provide the final design and construct the Kirkland Yard Facility for the SFMTA.

**San Jose Diridon Station (\$6.3 million)**

RM3 Project #16, the San Jose Diridon Station, will redesign, rebuild, and expand the existing Diridon Station. The redesigned station will more effectively accommodate existing regional rail services, future BART and California High-Speed Rail service, and VTA Light Rail and bus services.

The project will provide the following improvements/additions to San Jose Diridon Station:

- Potential creation of train storage space to the south of Diridon Station to eliminate the need for train storage within and north of the existing station
- Configuration of trackwork to optimize operational flexibility and efficiency, while also ensuring more efficient and intuitive connections between modes.
- Reconfiguration and reorientation of access to the station from adjacent areas, prioritizing access by the most space-efficient and sustainable modes first.

- Efficient integration of the new BART station into Diridon Station

Today's action would rescind \$6 million in savings from the previous allocation to the right-of-way phase, and allocate \$6.3 million to project development, specifically to include engineering, outreach, and project management services needed to begin the environmental clearance process.

### **Dumbarton Corridor Improvements**

RM3 provides \$130 million in toll funds to RM3 Project 17, Dumbarton Corridor Improvements Project. This RM3 programmatic category funds 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. In June 2024, MTC approved initial programming of this category through MTC Resolution No. 4411, Revised. One allocation under this category is proposed this month:

#### **San Mateo Dumbarton Busway (\$4.1 million)**

The project's vision is to construct and operate a dedicated transitway with enhanced bicycle and pedestrian connections along the five-mile inactive peninsula segment of the Dumbarton Rail Corridor. The transitway will include a solution to connect to Caltrain Redwood City Station and the Dumbarton Bridge in order to facilitate both regional and local travel by bringing fast, reliable, zero emission bus service as well as bicycle and pedestrian improvements to multiple Equity Priority Communities in East Palo Alto, Belle Haven (Menlo Park), Redwood City, and North Fair Oaks (unincorporated San Mateo County). The project is responsive to post-pandemic travel patterns which show increasing demand for more localized trips, with average daily travel between Redwood City and East Palo Alto increasing by more than 30% since 2019. SamTrans requests an

allocation of \$4.1 million in planning and environmental funds to complete a feasibility study, environmental analysis and documentation, project approval documentation, and preparation of 15% concept plans. Future allocations will be considered for \$900,000 in design funds to advance quick strike (or early action) improvement opportunities. The Planning/Environmental phase is expected to be complete by December 2028, with an operational project by early 2033.

### **Highway 101-Marin/Sonoma Narrows**

RM3 provides \$120 million in toll funds to RM3 Project 20, the Highway 101-Marin/Sonoma Narrows project.

#### **Marin Sonoma Narrows - Sonoma Segment: MSN Visual Mitigation Landscaping (\$1 million)**

The Sonoma County Transportation Authority (SCTA) is the project sponsor for RM3 Project 20.2, Marin Sonoma Narrows in Sonoma County. The Sonoma segment includes \$30 million in toll funds for the MSN project. The MSN C2 project has added 3.6 miles of contiguous High Occupancy Vehicle (HOV) lanes to US 101 from the Route 101/116 Separation to 0.4 miles north of the Corona Road Overcrossing within the City of Petaluma. The C2 project will complete the HOV system in Sonoma County from the County line to Windsor. The MSN C2 HOV widening was achieved in late 2023, and close-out activities continue in 2024, but required ongoing Mitigation and Monitoring will occur for ten years to meet permit requirements. SCTA requests an allocation of \$1 million in design funds to complete the visual mitigation planting for the MSN project. Construction for the MSN Visual Mitigation Landscaping is scheduled to begin in 2027.

### **State Route 37 Improvements**

RM3 provides \$100 million in toll funds to RM3 Project 23, the State Route 37 Improvements project.

**MTC – SR-37 Sears Point to Mare Island Improvement Project (\$4.5 million)**

RM3 Project 23, State Route (SR) 37 Improvements, provides a total of \$100 million to complete projects in Marin, Napa, Solano, and Sonoma Counties. Metropolitan Transportation Commission (MTC) is the implementing agency for RM3 Project 23.2, SR-37 Sears Point to Mare Island Improvement Project. MTC requests allocating \$4.5 million in RM3 funds for the design phase for the Tolay Creek Bridge Replacement and SR-121 Intersection Improvements project in Sonoma County. The Tolay Creek Bridge Replacement and SR-121 Intersection Improvements project will replace the Tolay Creek Bridge and improve traffic flow for the SR-121 intersection with SR-37. The design phase should be complete by October 2025.



Office of the City Manager

June 17, 2024

Metropolitan Transportation Commission (MTC)  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105

Re: Commitment for TOC Compliance for Berkeley Water Transportation Pier-Ferry Project

Dear Mr. Pedroza and Commissioners,

The City of Berkeley (City) would like to thank MTC staff for recommending the allocation of \$3,000,000 in funding from Regional Measure 3 Funds to the San Francisco Bay Area Water Emergency Transportation Authority (WETA) for the Berkeley Water Transportation Pier-Ferry Project, located in Berkeley, California.

MTC's Transit Oriented Communities (TOC) Policy ([MTC Resolution 4530](#)) conditions regional discretionary funding for transit extension projects on compliance with standards that ensure that transit investments are supported by appropriate land use, housing, and transportation policies that implement the vision of Plan Bay Area 2050. Specifically, the TOC Policy establishes standards for the ½-mile area around fixed-guideway stations or stops related to density, housing affordability, parking, and station access/circulation.

**Consistent with the requirements of MTC's TOC Policy, the City of Berkeley commits to taking specific steps toward achieving compliance with the TOC Policy by 2026 for the Berkeley Water Transportation Pier-Ferry Project in order for the project to receive regional discretionary funding from MTC.**

The Berkeley Water Transportation Pier-Ferry Project is located on San Francisco Bay in the Berkeley waterfront. The ½-mile area around the Project (station area) contains only the San Francisco Bay waters and public lands, including Berkeley Public Tidelands and Eastshore State Parks. The Project station area does not include any residential or commercial zoning. As such, the minimum residential and commercial office density requirements are not applicable to the Berkeley Water Transportation Pier-Ferry Project. The City of Berkeley has in place City-wide affordable housing production and preservation regulations that would apply in this area, were an applicable Project ever proposed with

the station area. The City of Berkeley commits to taking the following actions to comply with the TOC Policy areas:

1. **Parking Management:** All development or land uses in the Station Area occur only via lease agreement with the City of Berkeley. Residential development on these public lands is not allowed. New commercial development, were it to occur, would require not only a lease with the City, but also a Use Permit<sup>1</sup>. The City will ensure that parking management requirements (including a requirement for TDM provisions and enforcement) are included in any lease agreements for future commercial development within the station area. If the City adopts a Waterfront Specific Plan in this area in the future, it will include the parking requirements to the maximum extent allowable.
2. **Complete Streets:** The City of Berkeley adopted a Complete Streets Policy on December 11, 2012 (Resolution No. 65,978<sup>2</sup>).
3. **Project Prioritization / Implementation:** The City has funded, or submitted funding, multiple active transportation projects within the Berkeley Water Transportation Pier-Ferry Project station area within the last five years. These include:
  - a. Bay Trail Extension Segment 3<sup>3</sup> (completed 2020): 600-feet of improved Bay Trail Extension
  - b. Berkeley Marina Roadway Improvements Project<sup>4</sup> (completed 2022): Improvement of University Avenue, Marina Blvd and Spinnaker Way, including new sidewalks and pedestrian crossings.
  - c. Cesar Chavez Pathway Project<sup>5</sup> (planning phase): Replace failing asphalt and widen trail to bring it into compliance with current accessibility guidelines.
4. **Access Gap Analysis & Mobility Hubs:** The City is in the process of engaging a transportation planning firm as part of its environmental support services team. The scope of work for this team will include a Transportation Demand Management, Station Access & Mobility Plan for the WTPF Project. This Plan will include an access gap analyses which identifies the geographic area that can currently be accessed via a 10- or 15-minute trip (via foot, wheelchair, bicycle or bus/shuttle), with particular focus on access to Equity Priority Communities and identify infrastructure and/or service improvements that would expand the geographic area that can be accessed by these modes. The WTPF Transportation Demand Management, Station Access &

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<sup>1</sup> A Use Permit in an Unclassified zoning district must first go to the Planning Commission, which makes a recommendation to the Zoning Adjustment Board (ZAB). The ZAB acts to approve, conditionally approve, or deny the Use Permit. The ZAB's decision is then forwarded to the City Council, which must affirm, reverse, or modify the ZAB decision within 30 days.

<sup>2</sup> [12/11/2012; CLK - Resolution; City Council; 65978; ; Berkeley Complete Streets Policy \(cityofberkeley.info\)](#)

<sup>3</sup> [Bay Trail Extension Segment 3 | City of Berkeley \(berkeleyca.gov\)](#)

<sup>4</sup> [Berkeley Marina Roadway Improvements Project | City of Berkeley \(berkeleyca.gov\)](#)

<sup>5</sup> [Cesar Chavez Pathway Project | City of Berkeley \(berkeleyca.gov\)](#)

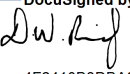


Page 3 of 3

Mobility Plan will include recommended measures that enhance the WTPF Area as a community anchor enabling traveler of all backgrounds and abilities to access transit and other forms of shared transportation. This Plan would be adopted with the California Environmental Quality Act (CEQA) document for the WTPF Project.

The City has been working closely with WETA and MTC staff to ensure the City is taking appropriate measures and actions for compliance with the TOC Policy. We appreciate MTC's continued support and partnership on these efforts. Thank you for your commitment of RM3 funding to support this important Project.

Sincerely,

DocuSigned by:  
  
4F2410B3DBA843B...

Dee Williams-Ridley  
City Manager



June 20, 2024

Metropolitan Transportation Commission (MTC)  
Bay Area Metro Center  
375 Beale Street San Francisco, CA 9410

Dear Chairperson Pedroza and Commissioners,

The City of San José would like to thank MTC staff for recommending the allocation of \$6.3 million in Regional Measure 3 funding to advance the integrated Diridon Station project. This funding will enable the integrated project to move forward with pre-environmental design and planning work. Further, equitable transit-oriented communities are a critical part of San José's and the Bay Area's future. **The City of San José is committed to the principles and aims of the Transit-Oriented Communities (TOC) Policy and appreciates the Commission's role and responsibility to ensure quality transit investments.**

Although not required to come into compliance until 2026, the City has already made significant progress toward meeting MTC's TOC Policy requirements – especially with the Diridon Station Area Plan (DSAP, adopted May 2021) and Parking and Transportation Demand Management Ordinance (TDM, adopted December 2022). We acknowledge that there are other areas in which San José is not yet fully in compliance. **The City of San José commits to reviewing policies not yet in compliance with the TOC Policy as well as any necessary policy changes with our City Council and community at large, prior to 2026.**

The purpose of this letter is to share existing policies applicable to the Diridon Station area and their alignment with MTC's TOC Policy.<sup>1</sup> The following summarizes MTC goals and existing alignment, with a more detailed analysis of progress towards compliance available in Attachments 1 and 2.

In summary, the City of San José has **increased the planned housing supply**, especially affordable housing, in the Diridon Station area. The DSAP plans for up to 12,900 new homes – with 25% affordable housing, higher than our citywide 15% inclusionary requirement. The DSAP also includes an Affordable Housing Implementation Plan, focused on the production and preservation of affordable housing, as well as the renter protection measures. The Affordable Housing Implementation Plan builds upon existing policies, programs, and strategies— including those in the adopted Citywide Residential Anti-Displacement Strategy and Housing Element. The DSAP affordable housing recommendations reflect more than two years of deep listening and dialogue with those in the community most affected by displacement and the lack of affordable housing.

The City also greatly **increased the density of planned new commercial office development** near Diridon Station. The DSAP allows for up to 13.7 million square feet (MSF) of new office, and another 1MSF of active use and retail space. This equates to space for an estimated 44,000 new jobs in the area directly around Diridon

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<sup>1</sup> The City has not yet completed a comprehensive review to compare all 54 San José stations against the recently-released draft Administrative Guidance (September 2023). City staff have compared the TOC Policy to our adopted plans and policies near the Diridon Station – particularly the Diridon Station Area Plan (DSAP, updated May 2021) – and citywide policy regarding housing, community stabilization, complete streets, parking, and transportation demand management.



SAN JOSE  
MAYOR  
MATT  
MAHAN

Station. More than half (7.8MSF) of that development is part of Google's entitled Downtown West project, and another 1.1MSF is proposed by Caltrain on sites directly across from Diridon Station.

The DSAP and Downtown Transportation Plan also prioritize **bus transit, active transportation, and shared mobility**, particularly to **Equity Priority Communities**. Special attention was given to connections in and out of the station area across Highway 87 and Interstate 280 considering the historic downtown core and neighborhoods to the east and south are equity priority communities. Projects in our adopted Capital Improvement Program include transit and pedestrian improvements to Santa Clara Street and bikeway priority improvements to San Fernando Street.

In December 2022, San José became the largest U.S. city to **abolish nearly all parking minimums citywide**. Instead, developments are required to incorporate transportation demand management (TDM) measures – reducing housing and development costs, traffic, and greenhouse gas emissions. In the Diridon Station area, however, the City has a long-standing contractual agreement with the Sharks and SAP Center to ensure that parking is available for event patrons. To meet this legal obligation, the City retained relatively low commercial parking requirements in the Diridon Station area, with incentives for private developments to share their parking (at market rates) with the public. Additionally, the DSAP calls for a Parking and Transportation Management District to effectively manage parking and improve TDM resources.

Finally, the City shares MTC's goal to **support and build partnerships** to create equitable transit-oriented communities. The redevelopment of Diridon Station is a partnership among the City, Caltrain, Valley Transportation Authority (VTA) and MTC with staff from all agencies advising the City on the DSAP and plans for the Station itself. Additionally, myriad partners – including the SAP Center, advocates, developers, and surrounding community and neighborhood associations – worked with the City to craft these plans. This includes a 38-member Station Area Advisory Group (SAAG) for the DSAP, as well as community-based organizations that partnered with the City to solicit diverse feedback over many years. These partnerships have laid the foundation for successful implementation of transit-oriented communities near Diridon Station.

Thank you for your commitment to equitable transit-oriented communities like those we are endeavoring to build in San José. Your support of \$6.3 million in Regional Measure 3 funding will ensure we can move forward with the integrated Diridon Station project in a timely and cost-effective manner.

Sincerely,

Mayor Matt Mahan  
City of San José

**Attachment 1: Initial Summary of Compliance with MTC’s TOC Policy near Diridon Station**

<b>Transit Oriented Communities (TOC) Policy Requirements</b>	<b>Status</b>
<b>Section 1: Density for New Residential &amp; Commercial Office Development</b>	
Minimum Zoning (Residential): Average of 100 units/net acre or higher	
Maximum Zoning (Residential): Average of at least 150 units/net acre	
Minimum Zoning (Commercial): Average of 4 Floor to Area Ratio (FAR) or higher	
Maximum Zoning (Commercial): Average of 8 FAR or higher	
<b>Section 2: Affordable Housing Production, Preservation, and Protection Policies and Commercial Stabilization Policies</b>	
At least two affordable housing production policies	
At least two affordable housing preservation policies	
At least two affordable housing protection and anti-displacement policies	
At least one commercial stabilization policy	
<b>Section 3: Parking Management</b>	
No minimum parking requirements <i>*Other than targeted exception to meet existing contractual obligation</i>	
Parking maximum of 0.375 spaces per unit (residential) and 0.25 spaces per 1,000 sf (commercial) or lower	
TDM Policy for New Development	
<b>Section 4: Station Access and Circulation</b>	
Complete Streets	
Project Prioritization / Implementation	

Access Gap Analysis

Mobility Hubs

 Compliant

 In Progress





**Attachment 2: Details of Compliance with MTC’s TOC Policy near Diridon Station**






**Diridon Station – Compliance towards Transit Oriented Communities Policy**


*Status as of September 2023*

**Section 1: Density for New Residential & Commercial Office Development<sup>2</sup>**



<i>Required</i>	<i>Status (September 2023)</i>
<p><b>Minimum Zoning (Residential): Average of 100 units/net acre or higher</b></p>	<p> Minimum density requirements would need to be raised (and/or imposed) to align with the TOC Policy.</p> <p>Currently, the DSAP includes three residential land use designations within a ½ mile of the Station:</p> <ol style="list-style-type: none"> <li>1. The majority is “Downtown”, a mixed-use designation without minimum residential density requirements to allow for a wide range of uses.</li> <li>2. A sizable portion is “Transit Residential,” allowing for a minimum of 65 dwelling units (du)/acre.</li> <li>3. A small portion is designated “Urban Residential” with a minimum of 30 du/acre.</li> </ol>
<p><b>Maximum Zoning (Residential): Average of at least 150 units/net acre</b></p>	<p> Maximum density requirements align with the new TOC Policy guidance:</p> <ol style="list-style-type: none"> <li>1. “Downtown” allows for up to 800 dwelling units/acre or 30 FAR.</li> <li>2. “Transit Residential” allows for up to 450 du/acre.</li> <li>3. “Urban Residential” allows for up to 95 du/acre.</li> </ol> <p>*The Diridon Station area is subject to height and land use restrictions related to the Norman Y. Mineta International Airport. In 2019, in anticipation of the DSAP update, the City increased height limits through a change to its “One Engine Inoperable” policy, which added millions of square feet of new development potential to the Diridon Area. Proximity to the Airport remains the most significant limit on density in the Diridon Station area.</p>


<sup>2</sup> Calculations in accordance with new (September) draft Administrative Guidance have yet to be completed, as significant technical work is required to complete those.


<p><b>Minimum Zoning (Commercial): Average of 4 Floor to Area Ratio (FAR) or higher</b></p>	 <p>Minimum density requirements would need to be raised (and/or imposed) to align with the TOC Policy.</p> <p>Currently, the DSAP includes three commercial land use designations within a ½ mile of the Station (Downtown, Commercial Downtown, and Transit Employment Center); all are intended for intensive job growth, but none have minimum density requirements.</p>
<p><b>Maximum Zoning (Commercial): Average of 8 FAR or higher</b></p>	 <p>Maximum density requirements align with the new TOC Policy guidance:</p> <ol style="list-style-type: none"> <li>1. “Downtown” allows for up to 30 FAR.</li> <li>2. “Commercial Downtown” allows for up to 15 FAR.</li> <li>3. “Transit Employment Center” allows for up to 12 FAR.</li> </ol> <p>*Per the above, proximity to the Airport limits achievable densities in some areas.</p>
<p><b>Section 2: Affordable Housing Production, Preservation, and Protection Policies and Commercial Stabilization Policies</b></p>	
<p><b>At least two affordable housing production policies</b></p>	 <p><b>Affordable Housing Production Policies</b></p> <ul style="list-style-type: none"> <li>- Inclusionary Zoning (15% citywide)</li> <li>- Affordable Housing Funding <ul style="list-style-type: none"> <li>o Commercial linkage fee</li> <li>o Inclusionary in-lieu fee</li> <li>o Measure E (voter-approved property transfer tax)</li> </ul> </li> <li>- Affordable Housing Overlay Zones (in adopted Housing Element)</li> <li>- Ministerial Approval (in adopted Housing Element)</li> </ul>
<p><b>At least two affordable housing preservation policies</b></p>	 <p><b>Affordable Housing Preservation Policies</b></p> <ul style="list-style-type: none"> <li>- Funding to Preserve Unsubsidized Affordable Housing</li> <li>- Condominium Conversion Restrictions</li> <li>- Public/Community Land Trusts</li> <li>- Funding to Support Preservation Capacity</li> <li>- Mobile Home Preservation (policy and funding for repair)</li> </ul>
<p><b>At least two affordable housing protection and anti-displacement policies</b></p>	 <p><b>Affordable Housing Protection Policies</b></p> <ul style="list-style-type: none"> <li>- Just Cause Eviction and Tenant Anti-Harassment Protections</li> <li>- No Net Loss and Right to Return to Demolished Homes (Ellis Act)</li> <li>- Legal Assistance for Tenants</li> <li>- Emergency Rental Assistance Program</li> <li>- Rent Stabilization</li> <li>- Mobile Home Rent Stabilization</li> <li>- Fair Housing Enforcement</li> </ul>

<b>At least one commercial stabilization policy</b>		<b>Commercial Stabilization Policy</b> - Small business advocate office
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### Section 3: Parking Management

<b>No minimum parking requirement allowed</b>		<p>In December 2022, San José became the largest U.S. city to abolish nearly all parking minimums citywide.</p> <ul style="list-style-type: none"> <li>- Instead, developments are required to reduce demand for driving through TDM – reducing housing and development costs, traffic, and greenhouse gas emissions.</li> <li>- TDM “credit” is provided to developments that unbundle and/or share parking to incentivize those parking management strategies.</li> </ul>
		<ul style="list-style-type: none"> <li>- In the Diridon Station area, however, the City has a long-standing contractual agreement with the Sharks and SAP Center to ensure that parking is available for event patrons. To meet this legal obligation, the City retained relatively low commercial parking requirements (1 parking space per 1,000 sf), with incentives for private developments to share their parking (at market prices) with the public.</li> <li>- Additionally, the DSAP called for a Parking and Transportation Management District to effectively manage parking and improve TDM resources.</li> <li>- This combination of policies minimizes the total amount of parking to be provided in the Diridon Station area, while meeting the City’s contractual obligation.</li> </ul>




<b>Parking maximum of 0.375 spaces per unit (residential) and 0.25 spaces per 1,000 sf (commercial) or lower</b>		Based on community engagement and stakeholder feedback, the City did not adopt parking maximums in the 2022 Parking and TDM Ordinance. Instead, the City incentivizes lower parking ratios by providing TDM “credit” to developments with smaller amounts of parking proposed (referred to as a “soft maximum”).
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<b>TDM Policy for New Development</b>		The City’s 2022 Parking and TDM Ordinance requires the provision and enforcement of transportation demand management for new developments.
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### Section 4: Station Access and Circulation

<b>Complete Streets</b>		The City of San José adopted Complete Street Standards and Guidelines in 2018
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	<a href="https://www.sanjoseca.gov/home/showpublisheddocument/33113/636771160514830000">https://www.sanjoseca.gov/home/showpublisheddocument/33113/636771160514830000</a> ).
<b>Project Prioritization / Implementation</b>	 The City recently completed the following CIP projects near Diridon Station: <ul style="list-style-type: none"> <li>- Safe Pathways to Diridon Station</li> <li>- Park Avenue Multimodal/Green Streets</li> <li>- St. John Street Multimodal/Bikeway</li> <li>- The Alameda Beautiful Way; and</li> <li>- Quick-Build Downtown Bikeways.</li> </ul> <p>The following CIP projects near Diridon Station are currently underway:</p> <ul style="list-style-type: none"> <li>- San Fernando Better Bikeway (ATP and locally-funded)</li> <li>- Santa Clara Street Transit/Pedestrian Priority (planning project, locally funded) and</li> <li>- “Hardening” Quick-Build Downtown Bikeways (MTC Quick-Strike funded).</li> </ul>
<b>Access Gap Analysis</b>	 The Diridon Station Area Plan (DSAP, adopted 2021) can be accessed at <a href="https://www.sanjoseca.gov/home/showpublisheddocument/74711/637596294579770000">https://www.sanjoseca.gov/home/showpublisheddocument/74711/637596294579770000</a> ; the Mobility Chapter is pages 118-163. <ul style="list-style-type: none"> <li>- The Downtown Transportation Plan (adopted 2022) further expands the geography of the DSAP, including to many nearby Equity Priority Communities; it can be accessed at <a href="https://www.sanjoseca.gov/your-government/departments-offices/transportation/projects-planning/downtown-transportation-plan">https://www.sanjoseca.gov/your-government/departments-offices/transportation/projects-planning/downtown-transportation-plan</a>.</li> </ul>
<b>Mobility Hubs</b>	 The Downtown Transportation Plan includes Mobility Hubs as a strategy and plans specific locations within the Downtown and Diridon areas. (See pages 103-105, <a href="https://www.sanjoseca.gov/your-government/departments-offices/transportation/projects-planning/downtown-transportation-plan">https://www.sanjoseca.gov/your-government/departments-offices/transportation/projects-planning/downtown-transportation-plan</a> )





**BOARD OF DIRECTORS 2024**

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APRIL CHAN  
GENERAL MANAGER/CEO

June 10, 2024

Metropolitan Transportation Commission (MTC)  
375 Beale Street, Suite 800  
San Francisco, CA 94105

Re: Acknowledging San Mateo County Transit District's Compliance with MTC's Transit-Oriented Communities (TOC) Policy will be a Condition for Future Awards or Allocation Requests for Dumbarton Busway

Dear Chairperson Pedroza and Commissioners,

The San Mateo County Transit District (SamTrans) would like to thank MTC staff for recommending \$5 million from Regional Measure 3 to fund a feasibility study for the Dumbarton Busway.

This project may include a bus rapid transit (BRT) component, which is a form of fixed-guideway transit subject to MTC's TOC Policy. Consistent with the requirements of MTC's TOC Policy ([MTC Resolution 4530](#)), SamTrans acknowledges that future allocations of regional discretionary funding by MTC to the Dumbarton Busway will be subject to compliance with the TOC Policy in the jurisdictions where BRT stations will be located. However, TOC Policy compliance is only a condition of funding if the project continues to include a BRT component.

Please contact Planning Director Millie Tolleson at [tollesonm@samtrans.com](mailto:tollesonm@samtrans.com) if you have any questions or need any additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "April Chan", is written over the typed name and title.

April Chan  
General Manager/CEO

Cc: San Mateo County Transit District Board of Directors

**SAN MATEO COUNTY TRANSIT DISTRICT**  
1250 San Carlos Ave.  
San Carlos, CA 94070-1306 (650) 508-6200

Date: November 15, 2023  
W.I.: 1255  
Referred by: PAC  
Revised: 3/27/24-C; 7/24/24-C

ABSTRACT

Resolution No. 4614, Revised

This resolution approves the allocation of Regional Measure 3 funds for Ferry Enhancement Program, sponsored by Water Emergency Transportation Authority

This Resolution includes the following attachments:

Attachment A – Allocation Summary

Attachment B – Conditions of Allocation

Attachment C – Project and Subproject Details, Funding Plan, and Schedule

Attachment D – RM3 Cash Flow Plan

This resolution allocates \$700,000 in RM3 funds to the Water Emergency Transportation Authority (WETA) for the Plans, Specifications, and Estimates (PS&E) phase of the Mission Bay Ferry Landing Project (RM3 Project #5.1).

This resolution was revised on March 27, 2024, to allocate \$841,000 in RM3 funds to WETA for the environmental studies and preliminary engineering phase (ENV/PE) of the Shoreside Electrical Program (RM3 Project #5.2).

This resolution was revised on July 24, 2024, to allocate \$3 million in RM3 funds to WETA for the Project Approval & Environmental Document stage (PA&ED) of the Berkeley Marina Ferry Facility Project (RM3 Project #5.3). This resolution was also revised to include the RM3 subproject numbers for each allocation.

Further discussion of this action is contained in the Programming and Allocations Summary Sheets dated November 8, 2023, March 13, 2024 and July 10, 2024.

Date: November 15, 2023  
W.I.: 1255  
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for Ferry Enhancement Program, sponsored by Water Emergency Transportation Authority

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4614

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. 4614

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 Ferry Enhancement 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 Water Emergency Transportation Authority (WETA) is the project sponsors for the Program; and

WHEREAS, WETA has submitted a request for the allocation of RM3 funds for the Mission Bay Ferry Landing Project; and

WHEREAS, WETA 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 WETA 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 WETA's IPR 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

ABSTRACT

MTC Resolution No. 4614

Page 3

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 WETA's IPR 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 WETA 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

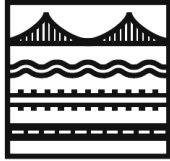
RESOLVED, that a certified copy of this resolution shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on November 15, 2023.



## Regional Measure 3

### Allocation of Funds

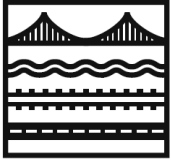
#### Allocation Summary

<b>RM3 Project Number</b>	5.3
<b>Project Title</b>	Berkeley Marina Ferry Facility Project
<b>Project Sponsor</b>	Water Emergency Transportation Authority

<b>Activities to be funded with Allocation #1:</b>					
This project phase will include the advancement of conceptual design to support the environmental review of the proposed project pursuant to CEQA and NEPA. The specific scope of the CEQA/NEPA evaluation will include: project management, public meetings, development of a purpose and need statement and project description, public scoping process, technical studies, Draft EIR/EIS, response to public comments on Draft EIR/EIS, and Final EIR/EIS and Mitigation and Monitoring Program.					
<b>Funding Information:</b>					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
25461403	24-Jul-24	ENV/PE	FY 2024-25	30-Jun-28	\$ 3,000,000

Cumulative Total - Allocation 1	\$ 3,000,000
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Cumulative Total - Project 5.3	\$ 3,000,000
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# Regional Measure 3

## Allocation of Funds

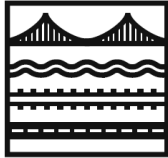
### Conditions of Allocation

<b>RM3 Project Number</b>	5.3
<b>Project Title</b>	Berkeley Marina Ferry Facility Project
<b>Project Sponsor</b>	Water Emergency Transportation Authority

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

<b>Conditions of Allocation #1</b>	
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)

<b>RM3 Project Number</b>	5.3	
<b>Project Title</b>	Berkeley Marina Ferry Facility Project	
<b>Lead Sponsor(s)</b>	<b>Other Sponsor(s)</b>	<b>Implementing Agency</b>
Water Emergency Transportation Authority		Water Emergency Transportation Authority
<b>Legislated Project Description</b>	<b>RM3 Legislated Funding (in \$1,000s)</b>	
(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).	\$300,000	
<b>Sponsor Programming and Allocation Request Action</b>		
This allocation request was approved by the WETA Board of Directors on 05/9/24 (WETA Resolution No. 2024-18).		
<b>Detailed Project/Subproject Description</b>		
This project is a joint development effort to build a dual-use ferry terminal and public access pier at or near the site of the historic Berkeley Municipal Pier. The ferry terminal would provide service primarily between the Berkeley Marina and Downtown San Francisco Ferry Terminal but could also serve Larkspur and special events. The project would also include shoreside improvements to support the operation of the ferry terminal and other public access amenities.		



## Regional Measure 3

### Allocation of Funds

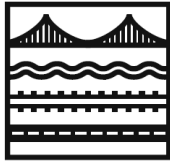
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

<b>RM3 Project Number</b>	5.3
<b>Project Title</b>	Berkeley Marina Ferry Facility Project
<b>Project Sponsor</b>	Water Emergency Transportation Authority

**Project Funding Plan**

**Project Schedule**

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV/PE	RM3	Yes	\$ 3,000	1-Jul-23	31-Dec-27
	ACTC	Yes	\$ 5,800		
	CA State Coastal Conservancy	Yes	\$ 2,200		
			\$ 11,000		
PSE	RM3	No		TBD	TBD
ROW				TBD	TBD
CON	TBD	No		1-Jan-25	1-Dec-28
			\$ -		
	<b>Capital Funding Total</b>		\$ 11,000		



## Regional Measure 3

### Allocation of Funds

#### Cash Flow Plan

<b>RM3 Project Number</b>	5.3
<b>Project Title</b>	Berkeley Marina Ferry Facility Project
<b>Project Sponsor</b>	Water Emergency Transportation Authority

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

Funding Source	Phase	Prior	2024-25	2025-26	2026-27	2027-28	Future committed	Total Amount (\$ thousands)
RM-3	ENV/PE		\$ 1,181	\$ 1,087	\$ 555	\$ 177		\$ 3,000
ACTC	ENV/PE		\$ 3,145	\$ 2,655				\$ 5,800
CA State Coastal	ENV/PE	\$ 220.5	\$ 1,917.0	\$ 62.6				\$ 2,200
ENV/PE Subtotal		\$ 221	\$ 6,243	\$ 3,805	\$ 555	\$ 177	\$ -	\$ 11,000
								\$ -
								\$ -
								\$ -
PSE Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM-3								
								\$ -
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM-3								\$ -
TBD								\$ -
CON Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>RM 3 Funding Subtotal</b>		\$ -	\$ 1,181	\$ 1,087	\$ 555	\$ 177	\$ -	\$ 3,000
<b>Capital Funding Total</b>		\$ 221	\$ 6,243	\$ 3,805	\$ 555	\$ 177	\$ -	\$ 11,000

Date: December 20, 2023  
W.I.: 1255  
Referred by: PAC  
Revised: 1/24/24-C; 2/28/24-C;  
3/27/24-C; 6/26/24; 7/24/24-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

Attachment B – Conditions of Allocation

Attachment C – Project and Subproject Details, Funding Plan, and Schedule

Attachment D – RM3 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 (RM3 Project #10.1).

This resolution was revised on January 24, 2024, to allocate \$33.5 million in RM3 funds to SFMTA for the construction phase of the Light Rail Vehicle (LRV) Procurement project (RM3 Project #10.2 for \$6.5 million) and 40’/60’ hybrid buses project (RM3 Project #10.3 for \$27 million).

This resolution was revised on February 28, 2024 to allocate \$6.2 million in RM3 funds to SFMTA for the environmental and early design phases for the Kirkland Yard Electrification Project (RM3 Project #10.4 for \$3.8 million), and for the design phase for the Battery Electric Bus Procurement Project (RM3 Project #10.5 for \$2.38 million).

This resolution was revised on March 27, 2024, to allocate \$12.6 million in RM3 funds to SFMTA for the Project Approval and Environmental Document (PA&ED) phase of the Presidio Modernization Project (RM3 Project #10.6).

## ABSTRACT

MTC Resolution No. 4615

Page 2

This resolution was revised on June 26, 2024, to allocate \$6.718 million in RM3 funds to SFMTA for the Construction/Procurement phase of the Vintage Streetcar Rehabilitation (RM3 Project #10.7) and \$11.34 million for the Construction/Procurement phase of the New Flyer Midlife Overhaul Project (RM3 Project #10.8).

This resolution was revised on July 24, 2024, to allocate \$2.694 million in RM3 funds to SFMTA for the design phase of the Kirkland Yard Electrification Project (RM3 Project #10.4). This resolution was also revised to include the RM3 subproject numbers for each allocation.

Further discussion of this action is contained in the Programming and Allocations Summary Sheets dated December 13, 2023, January 10, 2024, February 14, 2024, March 13, 2024, June 12, 2024 and July 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 10 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

ABSTRACT

MTC Resolution No. 4615

Page 3

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.

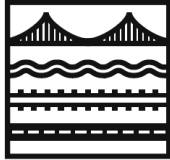
METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

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



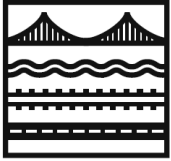


## Regional Measure 3 Allocation of Funds Allocation Summary

<b>RM3 Project Number</b>	10.4
<b>Project Title</b>	Kirkland Bus Yard Electrification
<b>Project Sponsor</b>	San Francisco Municipal Transportation Agency

<b>Activities to be funded with Allocation #1:</b>					
This allocation will fully pay for the proposed project’s environmental phase (\$1,415,000) and early Design stage costs (\$2,400,000). The Design stage funding will support the development of a Request for Qualifications/Proposals to implement an alternate project delivery method that will use a progressive design build (PDB) construction contract. The selected PDB firm will provide the final design and construct the Kirkland Yard Facility for the SFMTA.					
<b>Funding Information:</b>					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
24461504	28-Feb-24	ENV/PSE	FY 2023-24	30-Jun-25	3,815,000
<b>Cumulative Total - Allocation 1</b>					<b>\$ 3,815,000</b>

<b>Activities to be funded with Allocation #2</b>					
Assist with additional costs of preparation of RFQ/P documents for procurement of the Progressive Design Build (PDB) Construction Contract. The PDB entity will provide the final design and construct the Kirkland Yard Facility for the SFMTA.					
<b>Funding Information:</b>					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
25461509	24-Jul-24	PSE	FY 2024-25	30-Jun-27	\$ 2,694,308
<b>Cumulative Total - Allocation 2</b>					<b>\$ 2,694,308</b>
<b>Cumulative Total - Project 16</b>					<b>\$ 6,509,308</b>



# Regional Measure 3

## Allocation of Funds

### Conditions of Allocation

<b>RM3 Project Number</b>	10.4
<b>Project Title</b>	Kirkland Bus Yard Electrification
<b>Project Sponsor</b>	San Francisco Municipal Transportation Agency

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

<b>Conditions of Allocation #1</b>	
This allocation is contingent upon completion of the following:	
1	None.

<b>Conditions of Allocation #2</b>	
1	Approval of the second Initial Project Report and Allocation Request by the SFMTA Board of Directors on July 16th, 2024.

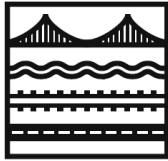


## Regional Measure 3

### Allocation of Funds

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

<b>RM3 Project Number</b>	10.4	
<b>Project Title</b>	Kirkland Bus Yard Electrification	
<b>Lead Sponsor(s)</b>	<b>Other Sponsor(s)</b>	<b>Implementing Agency</b>
San Francisco Municipal Transportation Agency (SFMTA)		SFMTA
<b>Legislated Project Description</b>	<b>RM3 Legislated Funding (in \$1,000s)</b>	
(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	
<b>Sponsor Programming and Allocation Request Action</b>		
Approval of the first Initial Project Report and Allocation Request by the SFMTA Board of Directors on January 16th, 2024. Approval of the second Initial Project Report and Allocation Request by the SFMTA Board of Directors on July 16th, 2024.		
<b>Detailed Project/Subproject Description</b>		
The Kirkland Yard Electrification Project proposes to upgrade Kirkland Yard to store, maintain, and charge 111 40' Battery Electric Buses (BEBs) at the existing bus facility. The proposed project would increase the capacity of the Kirkland Yard facility from an estimated 88 to approximately 111 buses and transition from storing, maintaining, fueling, and servicing diesel hybrids to a BEB-only facility. To accommodate these extra buses, the existing Operations Building and trailer would be demolished and replaced with new office trailers on the west side of the site. A new electric vehicle charging system using overhead inverted pantograph chargers would be installed. New transformers, switch gears, and charging cabinets would be installed on new raised concrete islands between bus bays.		



## Regional Measure 3

### Allocation of Funds

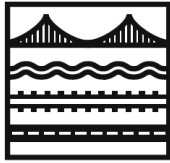
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

<b>RM3 Project Number</b>	10.4
<b>Project Title</b>	Kirkland Bus Yard Electrification
<b>Project Sponsor</b>	San Francisco Municipal Transportation Agency

#### Project Funding Plan

#### Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Amount (\$1,000s)	Start	End
ENV	RM3	Yes	\$ 1,415	6/1/2023	11/1/2025
			\$ 1,415		
PSE	RM3	Yes	\$ 5,094	8/1/2025	1/1/2027
	SB1 SGR	Yes	\$ 669		
	Prop K	Yes	\$ 1,073		
	Prop L	No	\$ 5,496		
			\$ 12,332		
ROW				4/1/2026	12/1/2027
CON	RM3	Yes	\$ 17,393	6/1/2026	11/1/2028
	Low Carb Fuel Standard Fund	Yes	\$ 503		
	FTA 5307	Yes	\$ 31,561		
	FTA Low/No (Construction)	No	\$ 60,000		
	Developer Fees	Yes	\$ 688		
	General Fund Prop B Transit	Yes	\$ 15,396		
	SB1 SGR	Yes	\$ 17,327		
			\$ 142,868		
<b>Capital Funding Total</b>			<b>\$ 156,615</b>		



## Regional Measure 3

### Allocation of Funds

#### Cash Flow Plan

<b>RM3 Project Number</b>	10.4
<b>Project Title</b>	Kirkland Bus Yard Electrification
<b>Project Sponsor</b>	San Francisco Municipal Transportation Agency

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

Funding Source	Phase	Prior	2023-24	2024-25	2025-26	2026-27	Future committed	Total Amount (\$ thousands)
RM-3	ENV		\$ 400	\$ 1,015				\$ 1,415
								\$ -
<b>ENV Subtotal</b>			\$ 400	\$ 1,015	\$ -		\$ -	\$ 1,415
RM 3	PSE		\$ 1,200	\$ 3,894				\$ 5,094
SB1 SGR	PSE	\$ 100	\$ 80	\$ 489				\$ 669
Prop K	PSE	\$ 8	\$ 800	\$ 265				\$ 1,073
Prop L	PSE			\$ 1,266	\$ 4,230			\$ 5,496
<b>PSE Subtotal</b>		\$ 108	\$ 2,080	\$ 5,914	\$ 4,230		\$ -	\$ 12,332
<b>ROW Subtotal</b>								\$ -
RM-3	CON				\$ 9,393	\$ 8,000		\$ 17,393
Low Carbon Fuel Stand	CON					\$ 503		\$ 503
FTA 5307	CON				\$ 15,249	\$ 16,312		\$ 31,561
FTA Low/No	CON					\$ 48,000	\$ 12,000	\$ 60,000
Developer Fees	CON				\$ 688			\$ 688
General Fund Prop B T	CON				\$ 6,135	\$ 4,864	\$ 4,397	\$ 15,396
SB1 SGR	CON				\$ 5,841	\$ 10,099	\$ 1,387	\$ 17,327
								\$ -
<b>CON Subtotal</b>		\$ -	\$ -	\$ -	\$ 37,306	\$ 87,778	\$ 17,784	\$ 142,868
<b>RM 3 Funding Subtotal</b>		\$ -	\$ 1,600	\$ 4,909	\$ 4,909	\$ 9,393	\$ -	\$ 20,811
<b>Capital Funding Total</b>		\$ 108	\$ 2,480	\$ 6,929	\$ 41,536	\$ 87,778	\$ 17,784	\$ 156,615

Date: October 25, 2023  
W.I.: 1255  
Referred by: PAC  
Revised: 7/24/24-C

ABSTRACT

Resolution No. 4608, Revised

This resolution approves the allocation of Regional Measure 3 funds for San Jose Diridon Station project, sponsored by the Santa Clara Valley 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 \$30 million in RM3 funds to the Santa Clara Valley Transportation Authority (VTA) for the right of way and property acquisition phase of the San Jose Diridon Station project (RM3 Project #16).

This resolution was revised on July 24, 2024, to rescind \$6 million in RM3 funds to VTA from the right of way and property acquisition phase of the San Jose Diridon Station project (RM3 Project #16), to note satisfaction of the condition placed on that allocation, and to allocate \$6.3 million in RM3 funds to VTA for the Project Approval & Environmental Document (PA&ED) phase of the San Jose Diridon Station project (RM3 Project #16). This resolution was also revised to include the RM3 project number for this allocation.

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated October 11, 2023, and July 10, 2024.

Date: October 25, 2023  
W.I.: 1255  
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for San Jose Diridon Station Project.

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4608

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. 4608

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 San Jose Diridon Station Project is identified as capital project number 16 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 Santa Clara Valley Transportation Authority (VTA) is the project sponsor for the San Jose Diridon Station Project; and

WHEREAS, VTA has submitted a request for the allocation of RM3 funds for the San Jose Diridon Station Project; and

WHEREAS, VTA 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 VTA 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 VTA's IPR 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, this allocation is conditioned on satisfaction of the requirement that appropriate determinations under CEQA/NEPA have been made by the lead agency for



ABSTRACT

MTC Resolution No. 4608

Page 3

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.) prior to disbursement of RM3 funds for the projects and purposes listed and recorded in Attachment A; now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of VTA's IPR 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 VTA 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

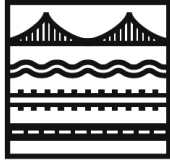
RESOLVED, that a certified copy of this resolution shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

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Nick Josefowitz, Vice 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 October 25, 2023.



## Regional Measure 3 Allocation of Funds Allocation Summary

<b>RM3 Project Number</b>	16
<b>Project Title</b>	San Jose Diridon Station
<b>Project Sponsor</b>	Santa Clara Valley Transportation Authority

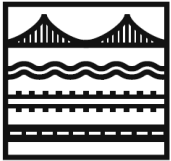
<b>Activities to be funded with Allocation #1:</b>					
This allocation will fund planning and early property acquisition for the San Jose Diridon Station Project in Santa Clara County. LONP approved for the PS&E and right-of-way phases for \$30,000,000 on November 16, 2022. <i>7/24/24: Savings from Right of Way purchase rescinded</i>					
<b>Funding Information:</b>					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
24460801	25-Oct-23	ROW	FY 2023-24	30-Jun-26	\$ 30,000,000
24460801	24-Jul-24	ROW	FY 2023-24	30-Jun-26	\$ (6,181,474)

<b>Cumulative Total - Allocation 1</b>	<b>\$ 23,818,526</b>
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<b>Activities to be funded with Allocation #2:</b>					
The scope will include engineering, outreach, and project management services needed to begin the environmental clearance process.					
<b>Funding Information:</b>					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
25460802	24-Jul-24	PA/ED	FY 2024-25	30-Jun-25	\$ 6,300,000

<b>Cumulative Total - Allocation 2</b>	<b>\$ 6,300,000</b>
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<b>Cumulative Total - Project 16</b>	<b>\$ 30,118,526</b>
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# Regional Measure 3

## Allocation of Funds

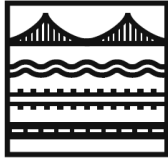
### Conditions of Allocation

<b>RM3 Project Number</b>	16
<b>Project Title</b>	San Jose Diridon Station
<b>Project Sponsor</b>	Santa Clara Valley Transportation Authority

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

<b>Conditions of Allocation #1</b>	
1	<p>This allocation is contingent upon completion of the following:</p> <p>Agreement between MTC and VTA on the mechanism to ensure the return of RM3 funds used to purchase property for the Project in the event that the Project does not proceed to construction and/or the property in question is not used for the Project.</p> <p>The Agreement shall include the following language:          "For the project above, the Santa Clara Valley Transportation Authority submitted an Initial Project Report stating that Project Design would be completed by 2026 and Project Construction would begin in 2028. If Project Design is not completed by December 31, 2028, then the Santa Clara Valley Transportation Authority shall notify the Commission of the status of the project and revised dates for completion of Project Design and start date of Project Construction. If Project Construction does not begin by December 31, 2030 or the project is abandoned prior to such date, then the Santa Clara Valley Transportation Authority shall repay any Regional Measure 3 funds to the Commission inclusive of interest equal to the change in the Consumer Price Index for the San Francisco Bay Area from the date of MTC funding until the date of repayment, unless this agreement is amended to revise these milestone dates. Such repayment shall be made from any/all generally available funds of the Santa Clara Valley Transportation Authority and shall be made no later than one year after the abandonment of the Project or the earlier specified date of December 31, 2030 or such later date as may be agreed upon mutually by the parties. Any modifications must be in writing and approved by the respective boards or their delegates. A restrictive covenant shall be recorded against the parcel purchased using RM3 funds restricting its use to the project purposes. That covenant will be removed upon the earlier of the project's completion or repayment of RM3 advances as described in this paragraph."</p> <p><i>Note 7/24/2024: This condition was satisfied via the execution of Amendment No. 1 to the Master Funding Agreement between MTC and VTA for Planning, Programming, Transportation, Transit, Land Use or Other Projects, and Supplement No. 9 to the Master Funding Agreement.</i></p>

<b>Conditions of Allocation #2</b>	
1	None.

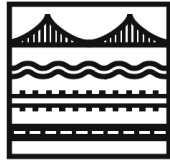


## Regional Measure 3

### Allocation of Funds

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

<b>RM3 Project Number</b>	16	
<b>Project Title</b>	San Jose Diridon Station	
<b>Lead Sponsor(s)</b>	<b>Other Sponsor(s)</b>	<b>Implementing Agency</b>
Santa Clara Valley Transportation Authority		VTA
<b>Legislated Project Description</b>	<b>RM3 Legislated Funding (in \$1,000s)</b>	
(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. ☐ ☐	\$100,000	
<b>Sponsor Programming and Allocation Request Action</b>		
The VTA Commission adopted a resolution for the first RM3 allocation request at its meeting on June 1, 2023. The VTA Commission adopted a resolution for the second RM3 allocation request at its meeting on June 6, 2024.		
<b>Detailed Project/Subproject Description</b>		
The San Jose Diridon project will redesign, rebuild, and expand the existing Diridon Station. The redesigned station will more effectively accommodate existing regional rail services, future BART and California High-Speed Rail service, and VTA Light Rail and bus services. Santa Clara Valley Transportation Authority (VTA) is requesting \$30M to fund planning and early property acquisition for the San Jose Diridon Station Project.		



## Regional Measure 3

### Allocation of Funds

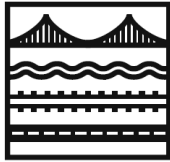
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

<b>RM3 Project Number</b>	16
<b>Project Title</b>	San Jose Diridon Station
<b>Project Sponsor</b>	Santa Clara Valley Transportation Authority

#### Project Funding Plan

#### Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
PA/ED	RM-3	Yes	\$ 6,300	1-Jul-24	30-Jun-28
	VTA Measure B	Yes	\$ 1,000		
	City of San Jose Local Funds	Yes	\$ 500		
			\$ 7,800		
ENV	TBD		TBD	TBD	TBD
			\$ -		
PSE	TBD		TBD		
ROW	RM-3	Yes	\$ 23,818	25-Oct-23	TBD
	TBD				
			TBD		
CON	TBD		TBD		
<b>Capital Funding Total</b>			TBD		



## Regional Measure 3 Allocation of Funds Cash Flow Plan

<b>RM3 Project Number</b>	16
<b>Project Title</b>	San Jose Diridon Station
<b>Project Sponsor</b>	Santa Clara Valley Transportation Authority

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

Funding Source	Phase	Prior	2023-24	2024-25	2025-26	2026-27	Future committed	Total Amount (\$ thousands)
RM-3	PA/ED			\$ 6,300				\$ 6,300
Measure B	PA/ED		\$ 800	\$ 200				\$ 1,000
City of San Jose	PA/ED		\$ 500					\$ 500
PA/ED Subtotal			\$ 1,300	\$ 6,500	\$ -	\$ -	\$ -	\$ 7,800
								\$ -
								\$ -
								\$ -
ENV Subtotal			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
								\$ -
								\$ -
PSE Subtotal			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM-3	ROW		\$ 23,818					\$ 23,818
								\$ -
								\$ -
ROW Subtotal			\$ 23,818	\$ -	\$ -	\$ -	\$ -	\$ 23,818
								\$ -
								\$ -
CON Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>RM 3 Funding Subtotal</b>		\$ -	\$ 23,818	\$ 6,300	\$ -	\$ -	\$ -	\$ 30,118
<b>Capital Funding Total</b>		\$ -	\$ 25,118	\$ 6,500	\$ -	\$ -	\$ -	\$ 31,618

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

ABSTRACT

Resolution No. 4660

This resolution approves the allocation of Regional Measure 3 funds for Dumbarton Corridor Improvements project (RM3 Project #17), sponsored by the Bay Area Toll Authority, Alameda County Transportation Commission, the San Mateo County Transit District, and the San Mateo County 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 \$3 million in RM3 funds to the San Mateo County Transit District (SamTrans) for the Project Approval & Environmental Document stage (PA&ED) phase of the San Mateo Dumbarton Busway project (RM3 Project #17.1).

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated July 10, 2024.

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

RE: Approval of Allocation of Regional Measure 3 Funds for Dumbarton Corridor Improvements Project.

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4660

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. 4660

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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 Dumbarton Corridor Improvements Project is identified as capital project number 17 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 Metropolitan Transportation Commission has programmed the list of projects, sponsors, and implementing agencies eligible to seek allocation under this category through MTC Resolution Number 4411, Revised; and

WHEREAS, the Bay Area Toll Authority (BATA), Alameda County Transportation Commission (ACTC), the San Mateo County Transit District, and the San Mateo County Transportation Authority are the project sponsors for the Dumbarton Corridor Improvements Project; and

WHEREAS, the Project Sponsor and/or designated implementing agency has submitted a request for the allocation of RM3 funds under the Dumbarton Corridor Improvements Project; and

WHEREAS, the Project Sponsor or designated implementing agency 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 Project Sponsor and/or designated implementing agency 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

ABSTRACT

MTC Resolution No. 4660

Page 3

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of the Project Sponsor or designated implementing agency's IPR 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, this allocation is conditioned on satisfaction of the requirement that appropriate determinations under CEQA/NEPA have been made by the lead agency for 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.) prior to disbursement of RM3 funds for the projects and purposes listed and recorded in Attachment A; now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of the Project Sponsor or designated implementing agency's IPR 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 Project Sponsor and/or designated implementing agency's 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

ABSTRACT

MTC Resolution No. 4660

Page 4

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

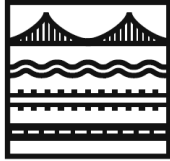
RESOLVED, that a certified copy of this resolution shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

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



## Regional Measure 3

### Allocation of Funds

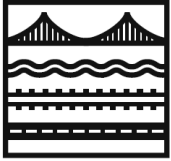
#### Allocation Summary

<b>RM3 Project Number</b>	17.1
<b>Project Title</b>	San Mateo Dumbarton Busway
<b>Project Sponsor</b>	San Mateo County Transit District

<b>Activities to be funded with Allocation #1:</b>					
Fund a feasibility study, environmental analysis and documentation, project approval documentation, and preparation of 15% concept plans.					
<b>Funding Information:</b>					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
25466001	24-Jul-24	PA/ED	FY 2024-25	30-Jun-29	\$ 4,100,000

Cumulative Total - Allocation 1	\$ 4,100,000
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Cumulative Total - Project 17.1	\$ 4,100,000
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# Regional Measure 3

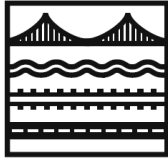
## Allocation of Funds

### Conditions of Allocation

<b>RM3 Project Number</b>	17.1
<b>Project Title</b>	San Mateo Dumbarton Busway
<b>Project Sponsor</b>	San Mateo County Transit District

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

<b>Conditions of Allocation #1</b>
This allocation is contingent upon completion of the following: 1  SamTrans Board of Directors approval of allocation request resolution.



## Regional Measure 3

### Allocation of Funds

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

<b>RM3 Project Number</b>	17.1	
<b>Project Title</b>	San Mateo Dumbarton Busway	
<b>Lead Sponsor(s)</b>	<b>Other Sponsor(s)</b>	<b>Implementing Agency</b>
San Mateo County Transit District		
<b>Legislated Project Description</b>	<b>RM3 Legislated Funding (in \$1,000s)</b>	
(17) 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. ☐ ☐	\$130,000	
<b>Sponsor Programming and Allocation Request Action</b>		
The Samtrans Board of Directors is expected to adopt the allocation resolution at its meeting on July 10, 2024.		
<b>Detailed Project/Subproject Description</b>		
The project's vision is to construct and operate a dedicated transitway with enhanced bicycle and pedestrian connections along the five-mile inactive peninsula segment of the Dumbarton Rail Corridor. The transitway will include a solution to connect to Caltrain Redwood City Station and the Dumbarton Bridge in order to facilitate both regional and local travel by bringing fast, reliable, zero emission bus service as well as bicycle and pedestrian improvements to multiple Equity Priority Communities in East Palo Alto, Belle Haven (Menlo Park), Redwood City, and North Fair Oaks (unincorporated San Mateo County). The project is rooted in community and is responsive to post-pandemic travel patterns which show increasing demand for more localized trips, with average daily travel between Redwood City and East Palo Alto increasing by more than 30% since 2019.		



## Regional Measure 3

### Allocation of Funds

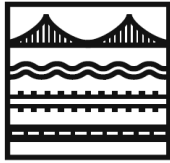
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

<b>RM3 Project Number</b>	17.1
<b>Project Title</b>	San Mateo Dumbarton Busway
<b>Project Sponsor</b>	San Mateo County Transit District

#### Project Funding Plan

#### Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
PA/ED	RM-3	Yes	\$ 4,100	1-Oct-24	30-Dec-28
			\$ 4,100		
ENV	TBD	Yes			
PSE	RM-3	Yes	\$ 900	1-Jan-27	30-Jun-30
	Local Sales Tax	No	\$ 10,900		
			\$ 11,800		
ROW				N/A	N/A
			\$ -		
CON				1-Jul-28	30-Dec-29
	Local Sales Tax	No	\$ 42,700		
	Other State/Federal Funds To be Determined	No	\$ 85,300		
			\$ 128,000		
<b>Capital Funding Total</b>			\$ 143,900		



## Regional Measure 3 Allocation of Funds Cash Flow Plan

<b>RM3 Project Number</b>	17.1
<b>Project Title</b>	San Mateo Dumbarton Busway
<b>Project Sponsor</b>	San Mateo County Transit District

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

Funding Source	Phase	Prior	2024-25	2025-26	2026-27	2027-28	Future committed	Total Amount (\$ thousands)
RM-3			\$ 400	\$ 800	\$ 1,250	\$ 1,100	\$ 550	\$ 4,100
								\$ -
								\$ -
<b>ENV Subtotal</b>			\$ 400	\$ 800	\$ 1,250	\$ 1,100	\$ 550	\$ 4,100
RM-3						\$ 600	\$ 300	\$ 900
							\$ 10,900	\$ 10,900
								\$ -
<b>PSE Subtotal</b>			\$ -	\$ -	\$ -	\$ 600	\$ 11,200	\$ 11,800
RM-3								\$ -
Local Sales Tax								\$ -
								\$ -
<b>ROW Subtotal</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Sales Tax							\$ 42,700	\$ 42,700
Other Federal Funds To be Determined							\$ 85,300	\$ 85,300
								\$ -
								\$ -
								\$ -
								\$ -
<b>CON Subtotal</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 128,000	\$ 128,000
<b>RM 3 Funding Subtotal</b>		\$ -	\$ 400	\$ 800	\$ 1,250	\$ 1,700	\$ 43,550	\$ 47,700
<b>Capital Funding Total</b>		\$ -	\$ 400	\$ 800	\$ 1,250	\$ 1,700	\$ 139,750	\$ 143,900



Date: June 26, 2024  
W.I.: 1255  
Referred by: PAC  
Revised: 7/24/24-C

ABSTRACT

Resolution No. 4640, Revised

This resolution approves the allocation of Regional Measure 3 funds for the US-101 Marin-Sonoma Narrows project, sponsored by the Sonoma County Transportation Authority (SCTA).

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 \$2 million in RM3 funds to the construction phase for the US-101 Marin-Sonoma Narrows C2 Resource Agency Mitigation Monitoring and Reporting project.

This resolution was revised on July 24, 2024 through Commission action to allocate \$1 million in RM3 funds for subproject 2, Marin-Sonoma Narrows (MSN) Visual Mitigation Landscaping (design phase).

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated June 12, 2024 and July 10, 2024.

Date: June 26, 2024  
W.I.: 1255  
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for US-101 Marin-Sonoma Narrows project.

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4640

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. 4640

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 US-101 Marin-Sonoma Narrows – Sonoma Segment project (PROJECT) is identified as capital project number 20.2 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 Sonoma County Transportation Authority (SPONSOR) is the project sponsor for the PROJECT; and

WHEREAS, SPONSOR has submitted a request for the allocation of RM3 funds for the PROJECT; and

WHEREAS, SPONSOR 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 SPONSOR 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 SPONSOR's IPR 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 SPONSOR's IPR 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 SPONSOR 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

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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on June 26, 2024.

Date: October 25, 2023  
W.I.: 1255  
Referred by: PAC  
Revised: 04/24/24-C  
07/24/24-C

ABSTRACT

Resolution No. 4607, Revised

This resolution approves the allocation of Regional Measure 3 funds for SR-37 Sears Point to Mare Island Improvement project in Sonoma, Napa, and Solano Counties, sponsored by the Metropolitan Transportation Commission (MTC) and the Sonoma County Transportation Authority (SCTA).

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 final design phase and \$2.5 million to the right-of-way phase for the SR-37 Sears Point to Mare Island Improvement project in Sonoma, Napa, and Solano Counties.

This resolution was revised by Commission action on April 24, 2024 to rescind \$5,600,000 in RM3 funds from the final design and right of way phases from the SR-37 Sears Point to Mare Island Improvements project (RM3 project 23.2) sponsored by SCTA, and allocate \$5,600,000 in RM3 funds to the final design and right of way phases from the SR-37 Sears Point to Mare Island Improvements project (RM3 project 23.2) sponsored by MTC.

This resolution was revised by Commission action on July 24, 2024 to allocate \$4,500,000 in RM3 funds to the final design for the SR-37 Sears Point to Mare Island Improvement project for the Tolay Creek Bridge Replacement and SR-121 intersection improvements in Sonoma County.

The Programming and Allocations Summary Sheet dated October 11, 2023, April 10, 2024, and July 10, 2024, further discusses this action.

Date: October 25, 2023  
W.I.: 1255  
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for SR 37 Sears Point to Mare Island Improvement project in Sonoma, Napa, and Solano Counties.

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4607

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

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 SR 37 Sears Point to Mare Island Improvement project in Sonoma, Napa, and Solano Counties (PROJECT) is part of the programmatic category of projects identified within capital project number 23 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 Sonoma County Transportation Authority (SPONSOR) is the project sponsors for the PROJECT; and

WHEREAS, SPONSOR has submitted a request for the allocation of RM3 funds for the PROJECT; and

WHEREAS, SPONSOR 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 SPONSOR 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 SPONSOR's IPR 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 SPONSOR's IPR 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 SPONSOR 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

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Nick Josefowitz, Vice 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 October 25, 2023.





# Regional Measure 3

## Allocation of Funds

### Allocation Summary

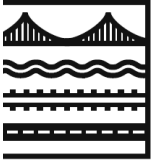
<b>RM3 Project Number</b>	23.2
<b>Project Title</b>	SR-37 Sears Point to Mare Island Improvement Project
<b>Project Sponsor</b>	Sonoma County Transportation Authority & Metropolitan Transportation Commission

<b>Activities to be funded with Allocation #1</b>					
Project Sponsor: Sonoma County Transportation Authority					
This allocation will fund the final design and right of way phases of the SR-37 Sears Point to Mare Island Improvement project in Sonoma, Napa, and Solano Counties. The project sponsor is SCTA.					
Funding Information:					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
24460701	25-Oct-23	PS&E	FY 2023-24	30-Jun-25	\$ 3,500,000
24460702	25-Oct-23	ROW	FY 2023-24	30-Jun-25	\$ 2,500,000
24460701	24-Apr-24	PS&E	FY 2023-24	30-Jun-25	\$ (3,300,000)
24460702	24-Apr-24	ROW	FY 2023-24	30-Jun-25	\$ (2,300,000)

<b>Cumulative Total - Allocation 1</b>	<b>\$ 400,000</b>
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<b>Activities to be funded with Allocation #2</b>					
Project Sponsor: Metropolitan Transportation Commission					
This allocation will fund the final design and right of way phases of the SR-37 Sears Point to Mare Island Improvement project in Sonoma, Napa, and Solano Counties. The project sponsor is MTC.					
Funding Information:					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
24460703	24-Apr-24	PS&E	FY 2023-24	30-Jun-25	\$ 3,300,000
24460704	24-Apr-24	ROW	FY 2023-24	30-Jun-25	\$ 2,300,000

<b>Cumulative Total - Allocation 2</b>	<b>\$ 5,600,000</b>
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# Regional Measure 3

## Allocation of Funds

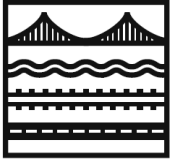
### Allocation Summary

<b>RM3 Project Number</b>	23.2
<b>Project Title</b>	SR-37 Sears Point to Mare Island Improvement Project
<b>Project Sponsor</b>	Sonoma County Transportation Authority & Metropolitan Transportation Commission

<b>Activities to be funded with Allocation #3</b>					
Project Sponsor: Metropolitan Transportation Commission					
This allocation will fund the final design of the Tolay Creek Bridge Replacement and SR 121 Intersection Improvements in Sonoma County. The project sponsor is MTC.					
<b>Funding Information:</b>					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
25460705	24-Jul-24	PS&E	FY 2024-25	30-Jun-26	\$ 4,500,000

Cumulative Total - Allocation 3	\$ 4,500,000
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Cumulative Total - Project 23.2	\$ 10,500,000
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# Regional Measure 3

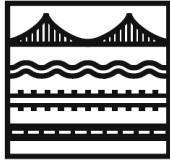
## Allocation of Funds

### Conditions of Allocation

<b>RM3 Project Number</b>	23.2
<b>Project Title</b>	SR-37 Sears Point to Mare Island Improvement Project
<b>Project Sponsor</b>	Sonoma County Transportation Authority & Metropolitan Transportation Commission

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

Conditions of Allocation #1	
1	None.
2	

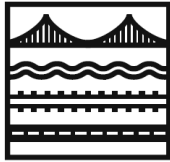


## Regional Measure 3

### Allocation of Funds

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

<b>RM3 Project Number</b>	23.2	
<b>Project Title</b>	SR-37 Sears Point to Mare Island Improvement Project	
<b>Lead Sponsor(s)</b>	<b>Other Sponsor(s)</b>	<b>Implementing Agency</b>
Sonoma County Transportation Authority (SCTA)	Metropolitan Transportation Commission (MTC)	MTC
<b>Legislated Project Description</b>	<b>RM3 Legislated Funding (in \$1,000s)</b>	
(23) 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 used on any segment along this corridor, as determined by the project sponsors. One hundred million dollars (\$100,000,000).	\$20,000	
<b>Sponsor Programming and Allocation Request Action</b>		
As the implementing agency MTC is not required to adopt an RM3 allocation resolution or take additional action to receive RM3 funding. Future allocations to SCTA will include allocation resolutions.		
<b>Detailed Project/Subproject Description</b>		
The preferred Project alternative will reconfigure the existing roadway to provide an HOV lane and toll lane in each direction from just west of SR-121 to the Mare Island interchange, widen the existing bridge over Tolay Creek, and implement interregional and local public transit. The Project will increase opportunities for carpools and bus transit, improve public access, implement corridor-wide ITS, promote mode shift, reduce VMT, introduce means-based tolling, and make SR-37 more sustainable by reducing near term flooding.		



# Regional Measure 3

## Allocation of Funds

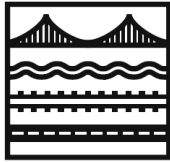
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

<b>RM3 Project Number</b>	23.2
<b>Project Title</b>	SR-37 Sears Point to Mare Island Improvement Project
<b>Project Sponsor</b>	Sonoma County Transportation Authority & Metropolitan Transportation Commission

### Project Funding Plan

### Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	Local	Yes	\$ 8,000	Jul-20	Feb-23
	ENV Subtotal		\$ 8,000		
PSE	RM3 (SCTA)	Yes	\$ 250	Apr-23	Oct-25
	RM3 (MTC)	Yes	\$ 7,750		
	SB 170	Yes	\$ 3,000		
	Other		\$ 17,000		
	PSE Subtotal		\$ 28,000		
ROW	RM3 (SCTA)	Yes	\$ 150	Apr-23	Mar-25
	RM3 (MTC)	Yes	\$ 16,350		
	OBAG3	Yes	\$ 1,000		
	SB 170	Yes	\$ 1,000		
	Other		\$ 46,000		
	ROW Subtotal		\$ 64,500		
CON	Other Future Grants	No	\$ 84,000	Feb-25	Dec-27
	Future SR37 Toll Revenue	No	\$ 100,000		
	SB1 SCCP	No	\$ 70,000		
	TCEP	No	\$ 80,000		
	CON Subtotal		\$ 334,000		
<b>Capital Funding Total</b>			<b>\$ 434,500</b>		



## Regional Measure 3

### Allocation of Funds

#### Cash Flow Plan

<b>RM3 Project Number</b>	23.2
<b>Project Title</b>	SR-37 Sears Point to Mare Island Improvement Project
<b>Project Sponsor</b>	Sonoma County Transportation Authority & Metropolitan Transportation Commission

#### 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)
								\$ -
								\$ -
								\$ -
<b>ENV Subtotal</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM3	PSE			\$ 3,500				\$ 3,500
RM3	PSE				\$ 4,500			\$ 4,500
								\$ -
<b>PSE Subtotal</b>		\$ -	\$ -	\$ 3,500	\$ 4,500	\$ -	\$ -	\$ 8,000
RM3	ROW			\$ 2,500				\$ 2,500
								\$ -
								\$ -
<b>ROW Subtotal</b>		\$ -	\$ -	\$ 2,500	\$ -	\$ -	\$ -	\$ 2,500
								\$ -
								\$ -
								\$ -
								\$ -
								\$ -
<b>CON Subtotal</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>RM 3 Funding Subtotal</b>		\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ -	\$ 6,000
<b>Capital Funding Total</b>		\$ -	\$ -	\$ 6,000	\$ 4,500	\$ -	\$ -	\$ 10,500



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 24-0773      **Version:** 1      **Name:**

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

**File created:** 5/22/2024      **In control:** Programming and Allocations Committee

**On agenda:** 7/10/2024      **Final action:**

**Title:** Senate Bill 125 Regional Accountability Measure Update.

Interim update on large operators' progress toward Senate Bill 125 Regional Accountability Measures.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3a 24-0773 1 Summary Sheet SB 125 Regional Accountability Measure Update.pdf](#)  
[3a 24-0773 2 Attachment A SB125 Regional Accountability Measure Update.pdf](#)  
[3a 24 0773 3 Attachment C MTC Resolution 4619.docx.pdf](#)  
[3a 24-0773 4 Presentation.pdf](#)

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

Senate Bill 125 Regional Accountability Measure Update.

Interim update on large operators' progress toward Senate Bill 125 Regional Accountability Measures.

**Presenter:**

Raleigh McCoy

**Recommended Action:**

Information

**Attachments:** List any attachments.

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

**July 10, 2024**

**Agenda Item 3a-24-0773**

**Senate Bill 125 Regional Accountability Measure Progress Update**

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**Subject:**

Interim update on large operators' progress toward Senate Bill 125 Regional Accountability Measures.

**Senate Bill 125 Background**

Amendments to the California State Budget Act of 2023 provided immediate transit operating assistance to help avert the near-term transit operating fiscal cliff that has resulted from the COVID-19 pandemic and associated changes in travel patterns. Based on adopted formulas, the Bay Area is expected to receive an estimated \$400 million from the newly created Zero-Emission Transit Capital Program (ZETCP) and an additional \$770 million from the Transit and Intercity Rail Capital Program (TIRCP). State action allows these funds to be used flexibly for capital or operating purposes, pursuant to Regional Transportation Planning Agency (RTPA) discretion. Consistent with prior MTC advocacy and supported by the possibility of leveraging between \$6 and \$8 billion in federal funds, in December 2023, the Commission approved prioritizing completing the funding plans for BART to Silicon Valley Phase II and BART Core Capacity by using roughly \$725 million of TIRCP funding for capital purposes, leaving \$45 million in TIRCP and \$400 million in ZETCP available for operating purposes.

Over the course of summer and fall 2023, MTC worked with transit agency staff to identify a set of consistent assumptions that were used to calculate standardized shortfalls. These standardized shortfalls differ from shortfalls calculated by operators using their own assumptions for factors such as ridership recovery, inflation, and future service levels. In December 2023, MTC submitted to the California State Transportation Agency (CalSTA) its SB 125 Short-Term Financial Plan, which demonstrated the region's plan to cover the region's standardized shortfalls through the end of FY2025-26 (totaling \$774 million) using a combination of SB 125 funds, a regional contribution of up to \$300 million, and interest earned on SB 125 funds held by MTC.



### **Regional Accountability Measures**

MTC Resolution No. 4619, Revised establishes a set of Regional Accountability Measures including customer experience and efficiency enhancements that operators must advance in exchange for SB 125 funding. For all operators receiving SB 125 funds, these requirements include participation in ongoing Transit Transformation Action Plan initiatives, and implementation of schedule coordination and real-time transit data improvements. Other accountability requirements are specific to individual operators and center around safety and security, fare evasion reduction, and comprehensive service improvements.

Operators receiving SB 125 funds must update MTC on the status of their Regional Accountability Measures twice per year: once upon submittal of annual claims of transit operating funds, and again at the midway point of the fiscal year. Claims of transit operating funds are submitted on a rolling basis, with several large operators not claiming funds until late in the fiscal year.

### **Summary of Interim Progress for Large Operators Receiving SB 125 Funds**

To date, the only large operator receiving SB 125 funds that has submitted its claim is the Alameda-Contra Costa Transit District (AC Transit). As such, staff have requested an advance update on progress from the Bay Area Rapid Transit Authority (BART); the Peninsula Corridor Joint Powers Board (Caltrain); Golden Gate Bridge, Highway, and Transportation District; and the San Francisco Municipal Transportation Agency (SFMTA). These operators will have the opportunity to revise their status update when they submit their claims, and today's item is intended for informational purposes only and will not affect the disbursement of SB 125 funds.

Summarized in greater detail in Attachment A, large operators receiving SB 125 funds have largely fulfilled or made satisfactory progress toward the SB 125 Regional Accountability Measures. Notably, participation in regional initiatives remains strong among large operators, with all operators fulfilling the requirements identified by MTC. Most operators have shifted to the common operator sign-up schedule (January and August), with the remainder on track to do so by early 2025. General Transit Feed Specification (GTFS) best practice adherence is an area for improvement, with most operators not meeting all best practices. Operators are generally

making satisfactory progress toward longer-term initiatives focused on fare collection, service optimization, ambassador programs, and crisis prevention. This is the first update on SB 125 Regional Accountability Measures provided by operators to the Programming and Allocations Committee. While many of the efforts are currently in-progress, MTC anticipates that operators will come into full compliance with the initiatives before future updates.

MTC will continue to monitor progress toward attainment of the SB 125 Regional Accountability Measures over the coming months to ensure that operators continue to advance these efforts beyond the progress achieved to date.

### **Next Steps**

Operators receiving SB 125 funds will continue to submit updates on the status of their assigned Regional Accountability Measures to MTC when submitting their annual claim of transit operating funds. Staff will continue to provide updates to this committee as those materials are provided, and if sufficient progress has not been demonstrated, staff will propose remedies including withholding allocations until SB 125 Regional Accountability Measures have been satisfactorily advanced. Additionally, all operators will provide a mid-year update on the status of their Regional Accountability Measures in late 2024, with materials to be shared with this committee in early 2025.

Once MTC receives the first tranche of SB 125 funds from the state, operators will be able to proceed with claiming these funds in accordance with the amounts identified in the FY2024-25 Fund Estimate. Following receipt of these funds, staff will return to the Programming and Allocations Committee to request approval of FY2024-25 allocations in line with the funding framework established in MTC Resolution No. 4619, Revised.

### **Issues:**

The SB 125 guidelines established that MTC and other regional transportation planning agencies would receive their first tranche of funds by April 30, 2024. Due to the state's budgetary challenges, these funds were temporarily frozen and have not yet been disbursed to MTC. Additionally, the California State Budget Act of 2024, signed by Governor Newsom on June 29,

codifies the deferral of a portion of TIRCP and ZETCP disbursements to future years, though total funding amounts for both programs remain unchanged.

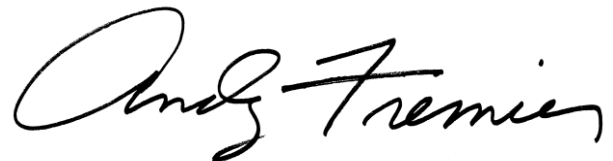
The temporary freeze on FY2023-24 funds and the proposed deferrals of future year funds will reduce total interest earnings by an estimated \$20 million. After accounting for these interest losses, MTC still anticipates being able to meet the cash flow needs of capital projects funded by SB 125 and cover the operating shortfalls, though lower interest earnings mean less money available for investments to enhance transit service and a greater likelihood that the full \$300 million in regional funds will be needed for operating support.

**Recommendations:**

Information

**Attachment:**

- Attachment A – Senate Bill 125 Regional Accountability Progress Summary
- MTC Resolution 4619, Revised
- Presentation



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Andrew B. Fremier

**Attachment A – Senate Bill 125 Regional Accountability Measure Progress Update for Claimant(s)**

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MTC Resolution No. 4619 identifies Regional Accountability Measures for operators receiving Senate Bill (SB) 125 funds. These measures have been identified as projects in MTC Resolution No. 4630, the Fiscal Year 2023-24 Productivity Improvement Program (PIP). In accordance with MTC’s standard procedures, operators report on progress toward PIP projects when submitting their claims of transit operating funds on a rolling annual basis.

This document summarizes the progress made toward PIP projects for large operators that are due to receive SB 125 funds in either Fiscal Year 2024-25 or Fiscal Year 2025-26. Cells are color coded using the following schema:

Shading	Significance
Green	SB 125 Regional Accountability Measure has been fulfilled. Operator should maintain current performance moving forward
Yellow	SB 125 Regional Accountability Measure is in-progress and satisfactory progress has been made. Operator should continue to advance the initiative moving forward
Red	SB 125 Regional Accountability Measure is in-progress but satisfactory progress has not been made. Operator should act to significantly advance the initiative moving forward

Staff will continue to provide updates for small- and medium-sized operators as their claims are received, and will provide a second mid-year update on PIP progress for all operators to the Programming and Allocations Committee in early 2025.

**AC Transit**

<b>SB 125 Regional Accountability Measure</b>	<b>FY2023-24 Progress Summary</b>	<b>MTC Assessment and Recommendations</b>
<b>Active Participation in Advancement of Regional Initiatives</b>	<ul style="list-style-type: none"> <li>AC Transit is currently participating in all applicable initiatives identified by MTC</li> <li>Notably, AC Transit staff serve as co-project managers alongside MTC staff for several initiatives, including Transit 2050+ and Transit Priority work</li> </ul>	<ul style="list-style-type: none"> <li>AC Transit has fulfilled this SB 125 Regional Accountability Measure</li> </ul>
<b>Schedule Coordination</b>	<ul style="list-style-type: none"> <li>AC Transit is the project manager for the Bay Area Transit Reliability and Accessibility Network Scheduling Framework and Equitable Regional (TRANSFER) Plan, an effort to improve schedule coordination regionwide</li> <li>AC Transit currently works closely with BART to coordinate on BART service changes</li> <li>AC Transit current operator sign-ups happen in August and December. The next opportunity for AC Transit to discuss timing with the bus operator union will occur in 2025</li> </ul>	<ul style="list-style-type: none"> <li>This SB 125 Regional Accountability Measure is in-progress and AC Transit has made satisfactory progress toward fulfillment</li> <li>MTC recommends that AC Transit prioritize aligning operator sign-ups with the regional standard of January and August during their next labor negotiation</li> </ul>
<b>General Transit Feed Specification (GTFS) Audit</b>	<ul style="list-style-type: none"> <li>AC Transit is in compliance with all basic GTFS best practices and all but one GTFS-Real Time best practice</li> <li>AC Transit is in compliance with some but not all best practices that go beyond basic standards</li> </ul>	<ul style="list-style-type: none"> <li>This SB 125 Regional Accountability Measure is in-progress and AC Transit has made satisfactory progress toward fulfillment</li> <li>MTC recommends that AC Transit develop a plan to meet all best practices identified in the audit checklist</li> </ul>
<b>Report on Realign Service</b>	<ul style="list-style-type: none"> <li>AC Transit is currently undergoing the draft proposal phase and public</li> </ul>	<ul style="list-style-type: none"> <li>This SB 125 Regional Accountability Measure is in-progress and AC Transit</li> </ul>

<b>SB 125 Regional Accountability Measure</b>		
	<b>FY2023-24 Progress Summary</b>	<b>MTC Assessment and Recommendations</b>
<b>Planning Initiative</b>	engagement to identify a final plan for implementation	has made satisfactory progress toward fulfillment <ul style="list-style-type: none"><li>• MTC recommends that AC Transit share interim findings which could inform other agency service realignment efforts in their next progress update</li></ul>

**BART**

<b>SB 125 Regional Accountability Measure</b>	<b>FY2023-24 Progress Summary</b>	<b>MTC Assessment and Recommendations</b>
<b>Active Participation in Advancement of Regional Initiatives</b>	<ul style="list-style-type: none"> <li>BART is currently participating in all applicable initiatives identified by MTC</li> <li>Notably, BART staff and executives play a leadership role in several initiatives, including the Regional Network Management Council and Clipper BayPass</li> </ul>	<ul style="list-style-type: none"> <li>BART has fulfilled this SB 125 Regional Accountability Measure</li> </ul>
<b>Schedule Coordination</b>	<ul style="list-style-type: none"> <li>BART participates in the TRANSFER Plan working group</li> <li>BART has shifted to January and August operator sign-ups, aligning with the regional standard</li> <li>BART coordinates with connecting transit agencies roughly four months prior to every schedule change to promote efficient transfers</li> </ul>	<ul style="list-style-type: none"> <li>This SB 125 Regional Accountability Measure is in-progress and BART has made satisfactory progress toward fulfillment</li> <li>MTC recommends that BART continue to coordinate with connecting operators to more efficiently align schedules</li> </ul>
<b>General Transit Feed Specification (GTFS) Audit</b>	<ul style="list-style-type: none"> <li>BART is in compliance with all but one basic GTFS best practices and all but two GTFS-Real Time best practices</li> <li>BART is in compliance with some but not all best practices that go beyond basic standards</li> </ul>	<ul style="list-style-type: none"> <li>This SB 125 Regional Accountability Measure is in-progress and BART has made satisfactory progress toward fulfillment</li> <li>MTC recommends that BART develop a plan to meet all best practices identified in the audit checklist</li> </ul>
<b>Implement New Fare Gates Systemwide</b>	<ul style="list-style-type: none"> <li>BART has awarded a contract for up to \$47 million for fare gate installation; the total project cost is estimated at \$90 million</li> <li>New fare gates opened at West Oakland in December 2023 and an</li> </ul>	<ul style="list-style-type: none"> <li>This SB 125 Regional Accountability Measure is in-progress and BART has made satisfactory progress toward fulfillment</li> <li>MTC recommends that BART continue to update</li> </ul>

<b>SB 125 Regional Accountability Measure</b>	<b>FY2023-24 Progress Summary</b>	<b>MTC Assessment and Recommendations</b>
	<p>accessible new fare gate opened at Civic Center in April 2024</p> <ul style="list-style-type: none"> <li>• Work is underway for installations at eight additional stations throughout the region</li> </ul>	<p>MTC as installations occur at additional stations, and to provide updates on incidence of fare evasion</p> <ul style="list-style-type: none"> <li>• MTC recommends that BART continue to pursue completion of the full project funding plan</li> </ul>
<p><b>Report on Ambassador Program</b></p>	<ul style="list-style-type: none"> <li>• Currently, BART employs 20 Crisis Intervention Specialists and 10 Ambassadors that circulate on trains and platforms</li> <li>• Key performance indicators (e.g., share of passengers that report having seen BART Police Department staff, BART Police Department response time to critical emergency calls) have improved in recent quarters</li> </ul>	<ul style="list-style-type: none"> <li>• This SB 125 Regional Accountability Measure is in-progress and BART has made satisfactory progress toward fulfillment</li> <li>• MTC recommends that BART provide a report assessing the effectiveness of the ambassador program and opportunities for improvement prior to submittal of its FY25 claim</li> </ul>



**Caltrain**

<b>SB 125 Regional Accountability Measure</b>	<b>FY2023-24 Progress Summary</b>	<b>MTC Assessment and Recommendations</b>
<b>Active Participation in Advancement of Regional Initiatives</b>	<ul style="list-style-type: none"> <li>• Caltrain is currently participating in all applicable initiatives identified by MTC</li> </ul>	<ul style="list-style-type: none"> <li>• Caltrain has fulfilled this SB 125 Regional Accountability Measure</li> </ul>
<b>Schedule Coordination</b>	<ul style="list-style-type: none"> <li>• Caltrain contracts with a third party to operate trains, meaning that Caltrain does not manage its own labor agreements</li> <li>• Caltrain is planning to implement schedule changes in January and August beginning in 2025</li> </ul>	<ul style="list-style-type: none"> <li>• This SB 125 Regional Accountability Measure is in-progress and Caltrain has made satisfactory progress toward fulfillment</li> <li>• MTC recommends that Caltrain advise MTC when schedule changes are implemented in January and August</li> </ul>
<b>General Transit Feed Specification (GTFS) Audit</b>	<ul style="list-style-type: none"> <li>• Caltrain is in compliance with all but one basic GTFS best practices</li> <li>• Caltrain does not currently provide a GTFS-RT feed, but it does provide real-time data to MTC</li> <li>• Caltrain is in compliance with some but not all best practices that go beyond basic standards</li> </ul>	<ul style="list-style-type: none"> <li>• This SB 125 Regional Accountability Measure is in-progress and Caltrain has made satisfactory progress toward fulfillment</li> <li>• MTC recommends that Caltrain develop a plan to meet all best practices identified in the audit checklist</li> </ul>
<b>Report on Crisis Prevention Program</b>	<ul style="list-style-type: none"> <li>• Caltrain has deployed a safety, security, and crisis prevention program that leverages engineering, enforcement, and education</li> <li>• Caltrain has a contract with the San Mateo County Sherriff's Department to create a Transit Police Bureau with specialized training</li> <li>• Caltrain deploys multiple suicide prevention tactics including barriers, signage, and crisis response drills with relevant partner agencies</li> </ul>	<ul style="list-style-type: none"> <li>• This SB 125 Regional Accountability Measure is in-progress and Caltrain has made satisfactory progress toward fulfillment</li> <li>• MTC recommends that Caltrain report to MTC on the effectiveness of their approaches and opportunities for improvement</li> </ul>

**Golden Gate Transit**

<b>SB 125 Regional Accountability Measure</b>	<b>FY2023-24 Progress Summary</b>	<b>MTC Assessment and Recommendations</b>
<b>Active Participation in Advancement of Regional Initiatives</b>	<ul style="list-style-type: none"> <li>Golden Gate Transit is currently participating in all applicable initiatives identified by MTC</li> <li>Two pilot locations for the Mapping and Wayfinding initiative are served by Golden Gate Transit, requiring close collaboration</li> </ul>	<ul style="list-style-type: none"> <li>Golden Gate Transit has fulfilled this SB 125 Regional Accountability Measure</li> </ul>
<b>Schedule Coordination</b>	<ul style="list-style-type: none"> <li>Golden Gate Transit has implemented coordinated operator sign-ups in January and August</li> <li>Golden Gate Transit is actively participating in the Bay Area TRANSFER Plan</li> </ul>	<ul style="list-style-type: none"> <li>This SB 125 Regional Accountability Measure is in-progress and Golden Gate Transit has made satisfactory progress toward fulfillment</li> <li>MTC recommends that Golden Gate Transit leverage coordination through the MASCOT initiative to align schedules with connecting operators more efficiently</li> </ul>
<b>General Transit Feed Specification (GTFS) Audit</b>	<ul style="list-style-type: none"> <li>Golden Gate Transit is in compliance with basic GTFS and GTFS-Real Time best practices</li> <li>Golden Gate Transit is in compliance with some but not all best practices that go beyond basic standards</li> </ul>	<ul style="list-style-type: none"> <li>This SB 125 Regional Accountability Measure is in-progress and Golden Gate Transit has made satisfactory progress toward fulfillment</li> <li>MTC recommends that Golden Gate Transit develop a plan to meet all best practices identified in the audit checklist</li> </ul>

<b>SB 125 Regional Accountability Measure</b>	<b>FY2023-24 Progress Summary</b>	<b>MTC Assessment and Recommendations</b>
<b>North Bay Transit Optimization Collaboration</b>	<ul style="list-style-type: none"> <li>• General Managers and Executive Directors from the Marin-Sonoma transit agencies and MTC executive staff began monthly convenings in January 2024</li> <li>• The group identified four guiding principles which have been adopted by each agency to provide a framework for a comprehensive service planning effort</li> <li>• Planning and finance workgroups have also been established to support coordination efforts</li> <li>• MTC and participating operators including Golden Gate Transit are contributing to fund a portion of the consultant-led planning work.</li> <li>• Upcoming milestones include discussion of coordinated marketing and outreach; ZEB studies; , and coordinated transit operations planning.</li> </ul>	<ul style="list-style-type: none"> <li>• This SB 125 Regional Accountability Measure is in-progress and Golden Gate Transit has made satisfactory progress toward fulfillment</li> <li>• MTC recommends Golden Gate Transit continue active participation in the Marin/Sonoma County Transit Operator Coordination (MASCOT) effort.</li> </ul>

**SFMTA**

<b>SB 125 Regional Accountability Measure</b>	<b>FY2023-24 Progress Summary</b>	<b>MTC Assessment and Recommendations</b>
<b>Active Participation in Advancement of Regional Initiatives</b>	<ul style="list-style-type: none"> <li>SFMTA is currently participating in all applicable initiatives identified by MTC</li> <li>Notably, SFMTA staff are working to launch a mini-prototype of mapping and wayfinding at Powell Street Station this fall</li> </ul>	<ul style="list-style-type: none"> <li>SFMTA has fulfilled this SB 125 Regional Accountability Measure</li> </ul>
<b>Schedule Coordination</b>	<ul style="list-style-type: none"> <li>SFMTA conducts sign-ups three times per year, aligning with BART (who is on the common operator sign-up schedule)</li> <li>SFMTA is actively participating in the Bay Area TRANSFER Plan</li> </ul>	<ul style="list-style-type: none"> <li>This SB 125 Regional Accountability Measure is in-progress and SFMTA has made satisfactory progress toward fulfillment</li> <li>MTC recommends that SFMTA continue to coordinate with connecting operators to more efficiently align schedules</li> </ul>
<b>General Transit Feed Specification (GTFS) Audit</b>	<ul style="list-style-type: none"> <li>SFMTA is in compliance with basic GTFS best practices</li> <li>SFMTA does not provide a publicly accessible GTFS-RT feed; instead, this information is provided to MTC</li> <li>SFMTA is in compliance with some but not all best practices that go beyond basic standards</li> </ul>	<ul style="list-style-type: none"> <li>This SB 125 Regional Accountability Measure is in-progress and SFMTA has made satisfactory progress toward fulfillment</li> <li>MTC recommends that SFMTA develop a plan to meet all best practices identified in the audit checklist</li> </ul>
<b>Report on Fare Collection</b>	<ul style="list-style-type: none"> <li>SFMTA has increased the number of fare inspector positions in the FY2024-25 budget by 36, bringing the total to 90</li> <li>SFMTA is currently undertaking a fare enforcement study, which will lead to a public education campaign</li> </ul>	<ul style="list-style-type: none"> <li>This SB 125 Regional Accountability Measure is in-progress and SFMTA has made satisfactory progress toward fulfillment</li> </ul>

<b>SB 125 Regional Accountability Measure</b>	<b>FY2023-24 Progress Summary</b>	<b>MTC Assessment and Recommendations</b>
		<ul style="list-style-type: none"> <li>• MTC recommends that SFMTA share findings from the fare enforcement study and updated fare evasion statistics prior to submittal of its FY25 claim</li> </ul>
<p><b>Report on Ambassador Program</b></p>	<ul style="list-style-type: none"> <li>• In 2023, SFMTA worked with UCLA to collect data on safety perceptions and generate recommendations which will be incorporated into a Safety Equity Action Plan</li> <li>• SFMTA has hired additional transit ambassadors to de-escalate conflicts</li> </ul>	<ul style="list-style-type: none"> <li>• This SB 125 Regional Accountability Measure is in-progress and SFMTA has made satisfactory progress toward fulfillment</li> <li>• MTC recommends that SFMTA share an update on implementation of recommendations in the Safety Equity Action Plan and an update on the hiring of additional transit ambassadors</li> </ul>

Date: November 15, 2023  
 W.I.: 1514  
 Referred By: PAC  
 Revised: 12/20/2023 - C

Attachment C  
 MTC Resolution No.  
 4619  
 Page 1 of 2

### Regional Accountability Measures

*Transit Operations funding provided in accordance with Senate Bill 125 (State or Regional Contribution) is conditioned on satisfactory progress and/or implementation of the following enhancements.*

Operator	Customer Service and/or Efficiency Enhancements
All Operators	<ol style="list-style-type: none"> <li>1. Operators will participate actively in the following venues, and in the advancement of the following initiatives:               <ul style="list-style-type: none"> <li>○ Regional Network Management Council -- advance the initiatives in the Transit Transformation Action Plan.</li> <li>○ Transit Fare Policy and Integration Pilots--Clipper BayPass Phases 1 and 2, and the No Cost and Reduced Interagency Transfer Policy</li> <li>○ Mapping and Wayfinding—Development of the prototype and regional standards, and pilot projects.</li> <li>○ Accessibility:                   <ul style="list-style-type: none"> <li>▪ Support regional and local efforts to improve Americans with Disabilities Act paratransit service including maintaining standardized paratransit eligibility, cost sharing agreements, and transfer policies, along with other improvement recommendations.</li> <li>▪ Support county-based mobility management efforts</li> </ul> </li> </ul> </li> <li>2. Schedule Coordination – Provide on-going participation in efforts to improve scheduled connections between operators and take necessary steps to align operator/driver sign-up processes to facilitate connections.</li> <li>3. General Transit Feed Specification (GTFS) – Audit performance of agency’s GTFS to identify quality of delivery and usage. Develop recommendations for improvement if needed.</li> </ol>
BART	<ol style="list-style-type: none"> <li>1. Continue progress in implementation of new fare gates system-wide in a manner that facilitates completion by the end of 2025.</li> <li>2. Provide a written report on the effectiveness of BART’s Ambassador/Crisis Prevention program(s) including recommendations for improvement and/or expansion, and an assessment of opportunities for coordination with connecting agencies.</li> </ol>
SFMTA	<ol style="list-style-type: none"> <li>1. Provide a written report on the effectiveness of SFMTA’s Ambassador/Crisis Prevention program(s) including recommendations for improvement and/or</li> </ol>

	<p>expansion, and an assessment of opportunities for coordination with connecting agencies.</p> <p>2. Provide a written report on fare collection procedures and opportunities and/or recommendations for reducing fare evasion.</p>
AC Transit	Report to MTC on interim findings from AC Transit’s “Realign” project and how the effort is projected to increase ridership.
Caltrain	Provide a written report on the effectiveness of Caltrain’s Crisis Prevention program including recommendations for improvement and/or expansion, and an assessment of opportunities for coordination with connecting agencies.
Golden Gate	Provide active participation and collaboration with Marin and Sonoma County transit providers in efforts to optimize North Bay transit service.

Notes:

- 1.) To operationalize transit agency board acceptance and monitoring, the Regional Accountability Measures will be identified as projects in MTC’s annual Productivity Improvement Program (PIP) for any agency receiving funding under SB125.
- 2.) Consistent with the process for requesting other transit operating revenues administered by MTC, operators will be required to submit a board resolution approving their request of SB125-related revenues as part of their annual claim, including acknowledgement of the Regional Accountability Measures, and operator-provided information on progress toward implementation of the measures.
- 3.) The Programming and Allocations Committee will receive a summary of operator progress toward the Regional Accountability Measures when they approve allocations of SB 125 funding. If sufficient progress has not been made, MTC may impose remedies that the operators must complete prior to receiving SB 125 funding and may withhold SB 125 funding until satisfactory progress has been made.





Image Credit: Noah Berger

# Senate Bill 125 Regional Accountability Measure Update



METROPOLITAN  
TRANSPORTATION  
COMMISSION

MTC Programming & Allocations Committee

July 10, 2024

Raleigh McCoy



# Senate Bill 125 Background

- \$4 billion in Transit and Intercity Rail Capital Program (TIRCP)
  - Bay Area share expected to be \$770M
    - \$725M collectively dedicated to BART Core Capacity and BART to Silicon Valley Phase II, leveraging \$6 to \$8 billion in federal funds
- \$1.1 billion for new Zero Emission Transit Capital Program (ZETCP)
  - Bay Area share expected to be ~\$400M
- MTC to make remaining \$45M in TIRCP and all \$400M in ZETCP available for transit operations
- State budgetary concerns have delayed disbursement to MTC

# Regional Accountability Measures

MTC Resolution No. 4619, Revised adopted the following accountability measures that operators must advance in exchange for SB 125 funds

Regional Accountability Measure Type	Assigned Operator(s)
Participation in Regional Initiatives	All
Schedule Coordination	All
GTFS Best Practices	All
Ambassador Programs	BART, SFMTA
Crisis Prevention Program	Caltrain
Efforts to Curtail Fare Evasion	BART, SFMTA
Service Optimization	AC Transit, Golden Gate Transit

# Regional Accountability Measure Process

Operators  
Provide Initial  
Update Through  
Annual Claim  
Workbook

- Occurs on rolling basis over fiscal year
- Most operators submit in summer 2024
- Large operators submitted advance update to inform today's presentation – *for information only*

MTC Reviews  
Progress Prior to  
Allocating SB  
125 Funds

- Synopsis for operators claiming funds that month attached to PAC summary sheet
- If satisfactory progress is not made, MTC to impose remedies and/or temporarily withhold SB 125 funds

Operators  
Provide Mid-Year  
Update in Early  
2025

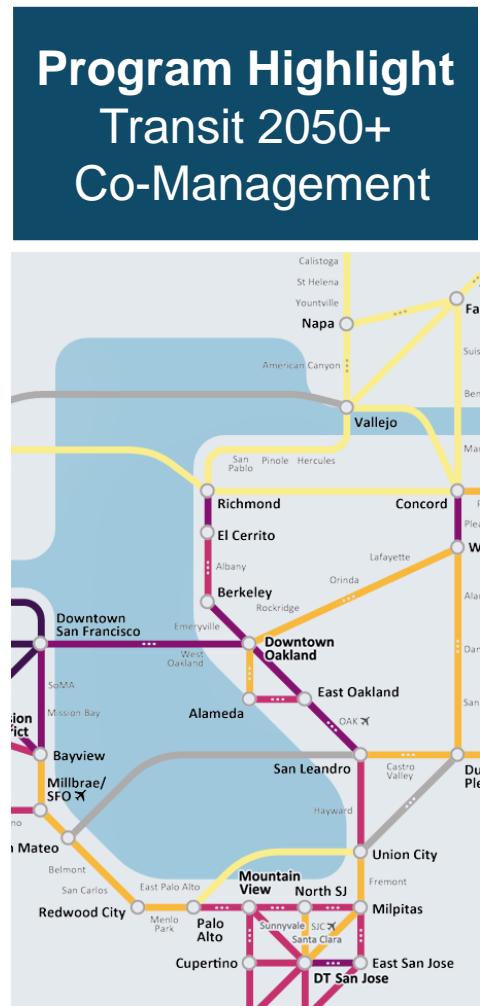
- Summary of mid-year progress will be provided to PAC

# AC Transit Update

## LEGEND

- ⋯ *Maintain Current Performance*
- ⋯ *In-Progress - Satisfactory*
- ✗ *In-Progress - Unsatisfactory*






Status	Initiative	Summary
<span style="color: green;">⋯</span>	Regional Initiatives	<ul style="list-style-type: none"> <li>Currently participating in all applicable initiatives</li> <li>Co-manages several regional initiatives</li> </ul>
<span style="color: orange;">⋯</span>	Schedule Coordination	<ul style="list-style-type: none"> <li><b>Next Milestone:</b> AC Transit should prioritize shifting to the common operator schedule in the upcoming 2025 labor negotiation</li> </ul>
<span style="color: orange;">⋯</span>	GTFS Data	<ul style="list-style-type: none"> <li>AC Transit has implemented most basic best practices</li> <li><b>Next Milestone:</b> AC Transit should develop a plan to meet all best practices</li> </ul>
<span style="color: orange;">⋯</span>	Service Optimization	<ul style="list-style-type: none"> <li>Draft Realign plan is currently undergoing public review</li> <li><b>Next Milestone:</b> AC Transit should share interim findings from the service planning process to inform similar efforts at peer agencies</li> </ul>



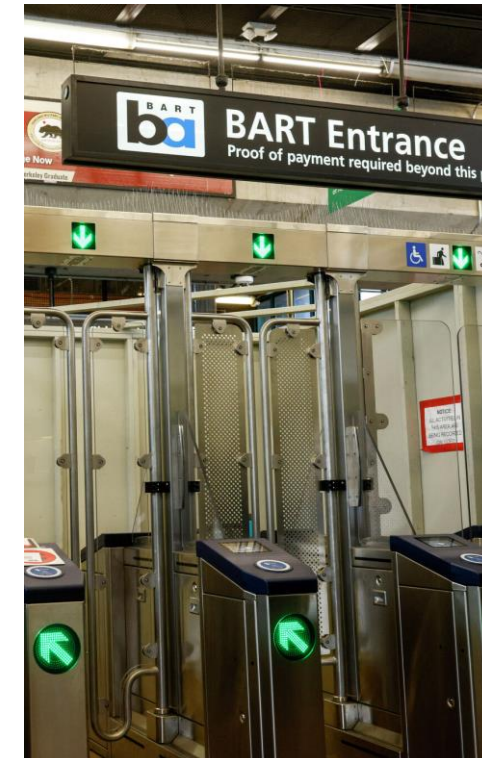
# BART Update

## LEGEND

-  *Maintain Current Performance*
-  *In-Progress - Satisfactory*
-  *In-Progress - Unsatisfactory*

Status	Initiative	Summary
	Regional Initiatives	<ul style="list-style-type: none"> <li>Currently participating in all applicable initiatives</li> <li>Co-manages several regional initiatives</li> </ul>
	Schedule Coordination	<ul style="list-style-type: none"> <li>Aligned with the common sign-up schedule</li> <li>BART coordinates with connecting agencies on schedule changes</li> </ul>
	GTFS Data	<ul style="list-style-type: none"> <li>BART has implemented some basic best practices</li> <li><b>Next Milestone:</b> BART should develop a plan to meet best practices</li> </ul>
	Fare Gates	<ul style="list-style-type: none"> <li>New fare gates open at West Oakland; 8 more stations in-progress</li> <li><b>Next Milestone:</b> BART should expedite installation, work toward a full funding plan for the project, and update MTC on fare collection trends</li> </ul>
	Ambassador Program	<ul style="list-style-type: none"> <li>Currently has ~30 ambassadors and crisis intervention specialists</li> <li><b>Next Milestone:</b> BART should report to MTC on the effectiveness of the ambassador program and opportunities for improvement</li> </ul>





## Program Highlight New Fare Gates



# Caltrain Update

## LEGEND

-  *Maintain Current Performance*
-  *In-Progress - Satisfactory*
-  *In-Progress - Unsatisfactory*

Status	Initiative	Summary
	Regional Initiatives	<ul style="list-style-type: none"> <li>Currently participating in all applicable initiatives</li> </ul>
	Schedule Coordination	<ul style="list-style-type: none"> <li><b>Next Milestone:</b> Caltrain should implement schedule changes on the common schedule (excluding changes related to introduction of electrified service anticipated Fall 2024)</li> </ul>
	GTFS Data	<ul style="list-style-type: none"> <li>Caltrain has implemented all applicable basic best practices</li> <li><b>Next Milestone:</b> Caltrain should develop a plan to meet all best practices</li> </ul>
	Crisis Prevention Program	<ul style="list-style-type: none"> <li>Suicide prevention tactics include barriers, signs, and coordination</li> <li><b>Next Milestone:</b> Caltrain should evaluate the effectiveness of their Crisis Prevention Program and identify improvement opportunities</li> </ul>

## Program Highlight Crisis Prevention Program









# Golden Gate Transit Update

## LEGEND

-  *Maintain Current Performance*
-  *In-Progress - Satisfactory*
-  *In-Progress - Unsatisfactory*

Status	Initiative	Summary
	Regional Initiatives	<ul style="list-style-type: none"> <li>Currently participating in all applicable initiatives</li> <li>Closely involved in mapping &amp; wayfinding pilot preparation</li> </ul>
	Schedule Coordination	<ul style="list-style-type: none"> <li>Aligned with the common sign-up schedule</li> </ul>
	GTFS Data	<ul style="list-style-type: none"> <li>Golden Gate has implemented some basic best practices</li> <li><b>Next Milestone:</b> Golden Gate Transit should develop a plan to meet all best practices</li> </ul>
	Service Optimization	<ul style="list-style-type: none"> <li>Executives from transit agencies and MTC started meeting in January</li> <li><b>Next Milestone:</b> Golden Gate Transit should continue to coordinate on topics such as public outreach, zero-emission transition, and coordinated transit planning</li> </ul>

## Program Highlight MASCOTS Optimization Study








# SFMTA Update

## LEGEND

 Maintain Current Performance

 In-Progress - Satisfactory

 In-Progress - Unsatisfactory

Status	Initiative	Summary
	Regional Initiatives	<ul style="list-style-type: none"> <li>Currently participating in all applicable initiatives</li> <li>Partner on Powell St. Station mapping &amp; wayfinding prototype</li> </ul>
	Schedule Coordination	<ul style="list-style-type: none"> <li>SFMTA aligns operator sign-ups with BART, who is on the common schedule</li> </ul>
	GTFS Data	<ul style="list-style-type: none"> <li>SFMTA has implemented most basic best practices</li> <li><b>Next Milestone:</b> SFMTA should develop a plan to meet all best practices</li> </ul>
	Fare Collection	<ul style="list-style-type: none"> <li>SFMTA has hired more fare inspectors and is studying fare evasion</li> <li><b>Next Milestone:</b> SFMTA should share findings from their fare evasion study, including proposals to reduce fare evasion</li> </ul>
	Ambassador Program	<ul style="list-style-type: none"> <li>SFMTA hired more ambassadors and collected data on safety</li> <li><b>Next Milestone:</b> SFMTA should provide an update on Safety Equity Action Plan rollout and hiring of additional ambassadors</li> </ul>

## Program Highlight Mapping & Wayfinding Pilot





# Next Steps

## Funding

- MTC to work with state partners to expedite funding availability
- SB 125 FY2024-25 allocations to proceed following MTC's receipt of funds
- Staff will return to PAC for approval of FY2024-25 SB 125 allocations
- Staff will return to PAC with a proposed framework for the regional contribution of up to \$300M to supplement state SB 125 funds

## Regional Accountability Measures

- Operators to continue submitting progress updates on rolling basis
- PAC to receive monthly updates upon MTC's receipt of claims
- MTC staff will continue to support advancement of initiatives and bring updates to committees such as RNM



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 24-0780      **Version:** 1      **Name:**

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

**File created:** 5/23/2024      **In control:** Programming and Allocations Committee

**On agenda:** 7/10/2024      **Final action:**

**Title:** Draft 2025 Transportation Improvement Program (TIP) and Draft Transportation-Air Quality Conformity Analysis for the 2025 TIP.

The federally required TIP is the region’s transportation funding document containing surface transportation projects and anticipated funding over the next four years. The projects are expected to receive federal funds, be subject to a federally required action, or are regionally significant. Federal air quality regulations require an air quality conformity determination on the TIP. The draft TIP and draft Air Quality Conformity Analysis documents were released for public review and comment beginning on June 27, 2024. The written comment period ends at 5:00 p.m. July 26, 2024.

**Sponsors:**

**Indexes:**

**Code sections:**

- Attachments:** [3b 24-0780 0 Summary Sheet Draft 2025 TIP and Air Quality Conformity.pdf](#)  
[3b 24-0780 1 TIP Update 2025 Fact Sheet.pdf](#)  
[3b 24-0780 2 Financially Significant Draft 2025 TIP Projects MAP+LIST.pdf](#)  
[3b 24-0780 3 Draft 2025 TIP and AQC Presentation.pdf](#)

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

Draft 2025 Transportation Improvement Program (TIP) and Draft Transportation-Air Quality Conformity Analysis for the 2025 TIP.

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**Presenter:**

Libby Nachman

**Recommended Action:**

Information

**Attachments:** List any attachments.

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

**July 10, 2024**

**Agenda Item 3b-24-0780**

**Draft 2025 Transportation Improvement Program (TIP) and Draft Transportation-Air  
Quality Conformity Analysis for the 2025 TIP**

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**Subject:**

Draft 2025 Transportation Improvement Program (TIP) and Draft Transportation-Air Quality Conformity Analysis for the 2025 TIP.

**Background:**

The Draft 2025 TIP includes more than 300 transportation projects with approximately \$11.8 billion in committed federal, state, regional and local funding over the four-year TIP period from FY 2024-25 through FY 2027-28.

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. The California Department of Transportation (Caltrans) requires MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area, to prepare and adopt a regional TIP concurrently with all other MPOs in the state.

All Draft 2025 TIP materials are available on MTC's website: [mtc.ca.gov/TIP](https://mtc.ca.gov/TIP). This includes the full Draft 2025 TIP document and all appendices including the Draft Transportation-Air Quality Conformity Analysis for the 2025 TIP and the Investment Analysis. Also available for review on the website are public-facing materials including the Draft 2025 TIP Fact Sheet and interactive project maps and summary data.

**Transportation-Air Quality Conformity Analysis**

MTC has also prepared the Draft Transportation-Air Quality Conformity Analysis for the 2025 TIP in accordance with the latest U.S. Environmental Protection Agency transportation conformity regulations and the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757, Revised). The Air Quality Conformity Task Force has been consulted throughout the development of the conformity analysis.

The draft conformity analysis demonstrates that both the Draft 2025 TIP and *Plan Bay Area 2050* are consistent with ("conform to") the State Implementation Plan (SIP), meaning that the

proposed transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the federal air quality standards. In addition, the draft conformity analysis finds that motor vehicle emissions in the Draft 2025 TIP and Plan Bay Area 2050 are lower than the applicable emission budgets and baseline year emissions requirements related to the ozone and PM2.5 pollutants. It also demonstrates the implementation of transportation control measures, previously approved in the 2001 1-hour Ozone Attainment Plan for the San Francisco Bay Area.

### **Investment Analysis**

MTC staff has conducted an investment analysis of the Draft 2025 TIP with a focus on low-income households, people of color, seniors, and other potentially disadvantaged populations such as those in Equity Priority Communities. The results of analysis indicate that, overall, the Draft 2025 TIP directs an equitable proportion of investments to projects that support the transportation of residents of low-income households, people of color, and seniors. The full investment analysis is available at [mtc.ca.gov/TIP-Investment](https://mtc.ca.gov/TIP-Investment).

### **Public Comment Period**

The draft TIP and draft Air Quality Conformity Analysis documents were released for public review and comment beginning on June 27, 2024 and are available at: [mtc.ca.gov/TIP](https://mtc.ca.gov/TIP). The draft Air Quality Conformity Analysis was also presented to the regional Air Quality Conformity Task Force at its meeting on June 27, 2024. The close of the comment period is scheduled for 5:00 pm on July 26, 2024. MTC staff will review and develop responses to comments submitted during the public comment period. Staff will also review relevant comments and responses with the Air Quality Conformity Task Force prior to presenting the final recommendations to the Commission, per the Bay Area Air Quality Conformity Protocol.

The TIP public participation process also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects, for applicable funds.

### **Next Steps**

The final 2025 TIP documents, comments received, and the agency's responses are scheduled to be considered at the September Programming and Allocations Committee meeting and presented

for approval at the September Commission meeting. Final federal approval of the 2025 TIP is expected in December 2024.

Following adoption, the 2025 TIP is expected to be routinely revised to accommodate changes to project scopes and funding and to reflect the latest programming decisions.

**Issues:**

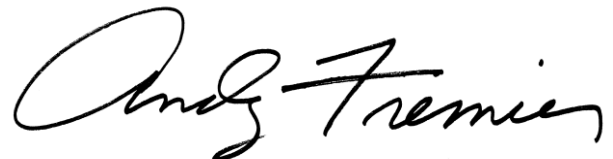
The total project costs reflected in the 2025 TIP for certain major projects are subject to change given significant inflationary or other cost pressures. MTC will continue to monitor project costs in conjunction with the development of Plan Bay Area 2050+ and in the normal course of its work and will update project cost information in the 2025 TIP prior to final adoption or through amendment, as needed.

**Recommendations:**

Information. Receive public comment.

**Attachments:**

- Attachment A – Draft 2025 TIP Fact Sheet
- Attachment B – Map of Major Projects in the Draft 2025 TIP
- Presentation



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Andrew B. Fremier



DRAFT 2025

# Transportation Improvement Program

FACT SHEET

June 2024



The Transportation Improvement Program (TIP) is a funding document that helps implement the policy and investment priorities expressed by the public and adopted by the Metropolitan Transportation Commission (MTC) in Plan Bay Area 2050 ([mtc.ca.gov/PBA2050](https://mtc.ca.gov/PBA2050)), the region's long-range plan.

The TIP is a list of projects and programs developed by MTC that support a wide range of transportation modes, such as transit, highways, bridges, local streets and roads, bicycling, walking and freight movement.

Not all Bay Area projects are listed in the TIP, but the following project types *must* be included before project sponsors can receive federal funds or begin certain activities:

- **Projects that are federally funded** by a program created by Congress and administered through a federal agency, such as the United States Department of Transportation. Most projects included in the TIP are federally funded.
- **Projects that are regionally significant**, meaning those that change travel patterns over a relatively large geographic area and/or may have a significant impact on air quality (e.g., a carpool lane, new ferry terminal, etc.).
- **Projects that require action by a federal agency**, such as approval of an environmental analysis document or issuance of a permit from a federal resource agency like the Army Corps of Engineers or U.S. Fish and Wildlife Service.

To comply with federal and state regulations, MTC prepares and adopts a new TIP every two years and makes revisions on a regular basis to reflect the latest funding, scope and schedule information.

Many transportation projects in the Bay Area are funded with local or state dollars and/or are not deemed regionally significant for air quality purposes. These projects, such as roadway paving projects, ongoing transit operations and minor sidewalk or intersection improvements, are generally not included in the TIP.

# Helping the Bay Area Achieve its Goals

The TIP aims to demonstrate to state and federal regulators and the public that our region is investing in transportation projects that support national *and* regional goals.

The TIP includes multiple funding sources (often called funding “programs”) that support different types of transportation projects. These programs—and the projects they fund—all work together to help advance the vision of Plan Bay Area 2050.

## Why is the TIP important?

**Inclusion in the TIP is critical for major projects that use federal funds or otherwise require federal actions.**

A major transportation project cannot receive federal funds or approvals unless it is included in the TIP.

Large projects that affect regional air quality also must be in the TIP to ensure that the Bay Area complies with the federal Clean Air Act.

**SUPPORTING FEDERAL AND REGIONAL GOALS** The process for deciding which projects and programs get included in the TIP begins with the federal government and the regional long-range plan. On the federal side, Congress establishes performance goals for different aspects of the transportation system. On the regional side, MTC develops Plan Bay Area and identifies strategies that support both regional and federal goals. After Plan Bay Area is adopted, MTC distributes public funds through various funding programs that each support one or more of the regional strategies identified in the plan. The final allocation of funds through these funding programs is captured in the TIP document and shared back with the federal government and the public to show how MTC helps advance both regional and federal goals.

## FEDERAL PERFORMANCE GOALS



Safety



Infrastructure Condition



Congestion Reduction



Freight Movement & Economic Vitality



System Reliability



Environmental Sustainability

## PLAN BAY AREA 2050



Transportation

Advances public policies and investment strategies to create a well-maintained, safer and more connected transportation network.



Housing

Advances the preservation and protection of affordable housing and the production of housing for residents at all income levels to create inclusive communities.



Economy

Advances strategies to improve economic mobility and balance the location of jobs and housing.



Environment

Advances environmental resilience and access to parks and open space to address climate challenges.

## EXAMPLES OF FUNDING PROGRAMS IN THE TIP



One Bay Area Grant Program

Funds broad range of transportation projects



Regional Transportation Improvement Program

Funds broad range of transportation projects



Active Transportation Program

Funds bicycle and pedestrian projects



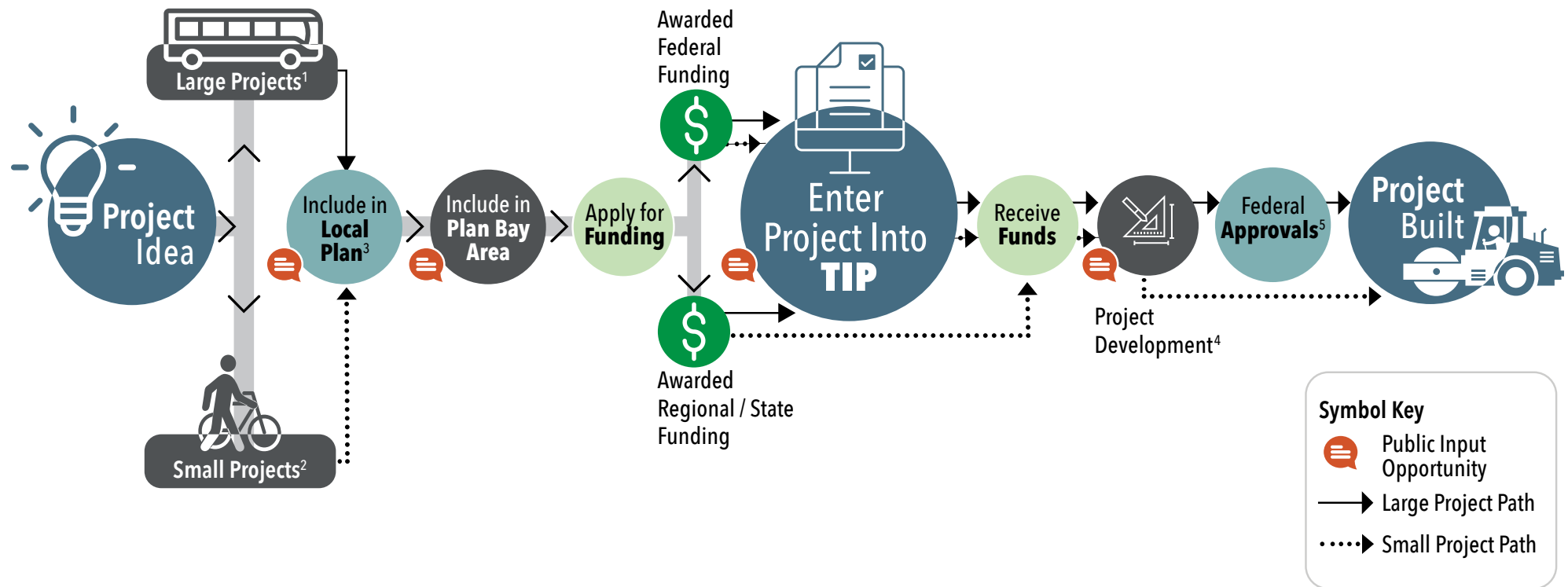
Transit Capital Priorities

Funds “state of good repair” transit capital projects



# From Idea to Implementation — the TIP in Context

The TIP is an essential step in the project delivery process. If a project that needs federal funds or is regionally significant is not included in the TIP, it cannot receive federal funding or receive a required federal action (like approval of an environmental document); therefore, it cannot move forward into further project development and into implementation phases.



**FROM IDEA TO IMPLEMENTATION** The chart above illustrates how a project goes from idea to construction or implementation—and it highlights the importance of the TIP in making large projects a reality. It also highlights several opportunities for the public to get involved.

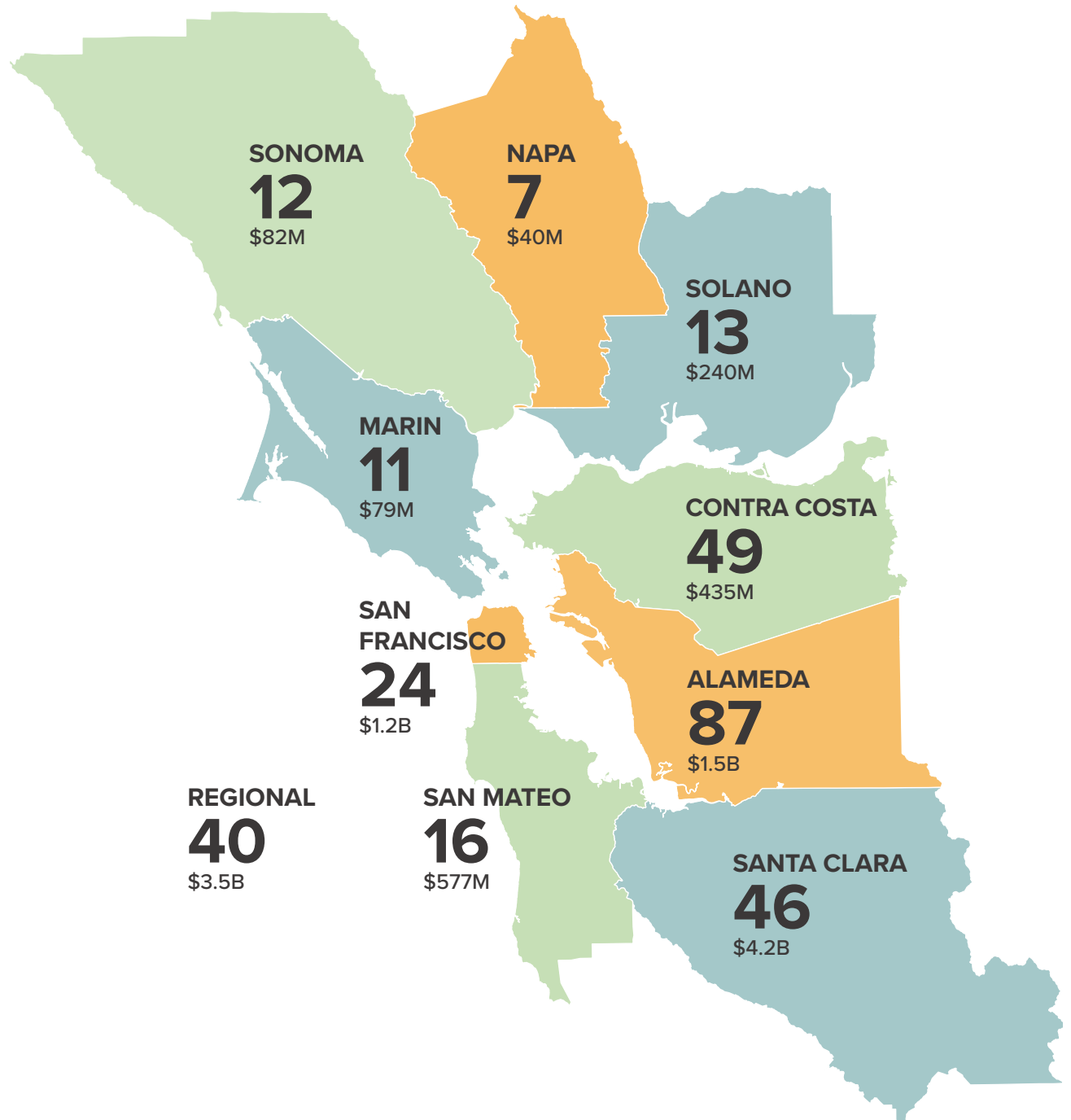
- 1 These projects are considered regionally significant and/or will need federal approvals before being built.
- 2 These projects are neighborhood-scale improvements that don't require federal approvals and can be built with local funds and/or with regional, state, or federal grants.
- 3 For example, a transportation or capital improvement plan.
- 4 Includes project phases such as environmental study, design, engineering and right-of-way. Agencies may apply for funding again between project phases if the original grant funding did not cover total project costs.
- 5 If necessary.

# What's in the Draft 2025 Transportation Improvement Program?

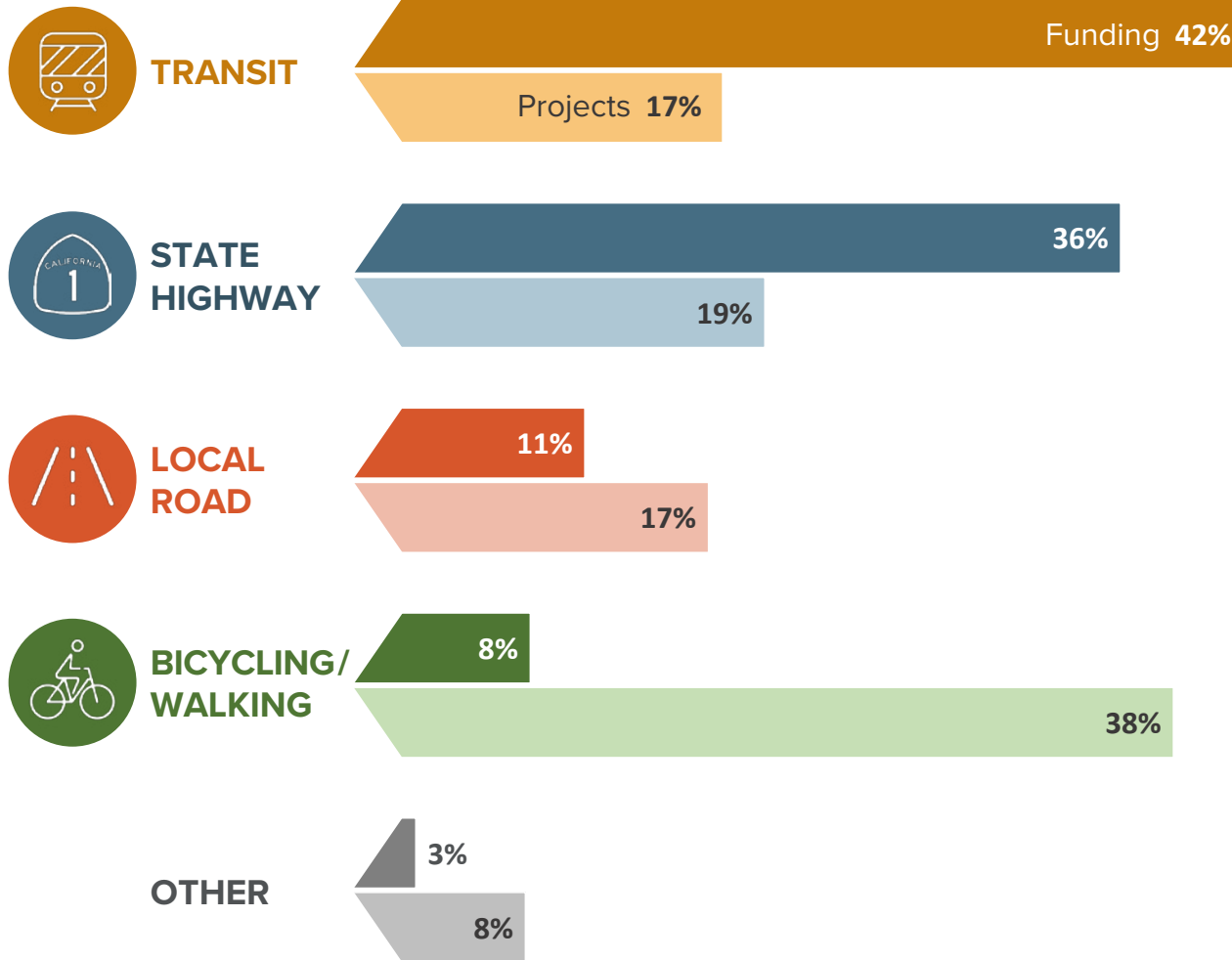
Over 300 projects across the region—totaling over \$11.8 billion—will receive funding to support environmental, design, engineering and construction activities over the next four years (2025-2028).

The funding primarily will be invested in four different areas: transit, state highways, local roads and biking/walking improvements. The remainder of the TIP investments are directed towards planning, port and freight rail, along with regionwide activities such as bridge maintenance, Clipper card improvements and bikeshare programs.

**NUMBER OF PROJECTS AND FUNDING IN THE DRAFT 2025 TIP BY BAY AREA COUNTY** The map on the right shows the total number of projects included in the Draft 2025 TIP by county and regionally, as well as the total funding invested by county and regionally over the next four years (note: funds are rounded). Regional projects include highway repaving and maintenance, carpool and vanpool programs, and new vehicles for multi-county transit agencies such as BART, SMART and Caltrain, among others.



## MTC'S DRAFT 2025 TIP BY MODE

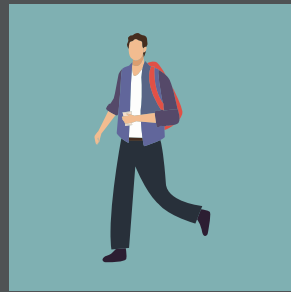
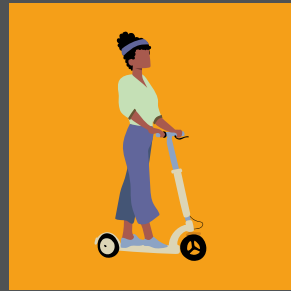


**SHARE OF FUNDING AND PROJECTS IN THE DRAFT 2025 TIP BY MODE** The chart above shows the percent share of funding and number of projects by mode included in the Draft 2025 TIP. Transit and bicycling/walking projects lead the investment priorities of the Draft 2025 TIP. Transit projects have the most funding, while the total number of projects supporting walking and bicycling is higher than any other mode. Other projects include freight, rail and planning.

## Looking Back: Progress Since the 2023 TIP

Since the previous TIP was adopted in September 2022, over \$7.4 billion were spent across the region, including \$6.5 billion in COVID-19 Emergency Transit Operations funds. Across the nine Bay Area counties, over 140 TIP projects were completed or began construction, including:

- **Alameda:** I-680 Sunol Express Lanes
- **Contra Costa:** El Cerrito del Norte Transit-Oriented Development Complete Streets Improvements
- **Marin:** Old Redwood Highway Multi-Use Path
- **Napa:** Devlin Road and Vine Trail Extension
- **San Francisco:** Van Ness Avenue Bus Rapid Transit
- **San Mateo:** South San Francisco Grand Boulevard Complete Streets, Phase 3
- **Santa Clara:** Los Gatos Creek Trail to Highway 9 Trailhead Connector
- **Solano:** SolTrans Electric Bus Charging Infrastructure
- **Sonoma:** Windsor River Road/Windsor Road Roundabout and Multi-Use Pathway Connector



## Centering Equity in the TIP

MTC evaluates each TIP to ensure it supports the needs of historically underserved groups. As demonstrated in the 2025 TIP Investment Analysis ([mtc.ca.gov/TIP-Investment](https://mtc.ca.gov/TIP-Investment)), the Draft 2025 TIP directs an equitable proportion of funding to projects that support transportation for residents with low incomes, people of color and seniors.

## Learn more about the 2025 TIP

- ▶ **Want to know which projects will be coming to your community?** Visit MTC’s interactive 2025 TIP project map: [mtc.ca.gov/TIPmap](https://mtc.ca.gov/TIPmap).
- ▶ **Want a deep dive into project background, funding and more?** MTC’s Fund Management System (FMS) is the project database for the TIP, where you can search for projects and review project details: [fms.bayareametro.gov](https://fms.bayareametro.gov)
- ▶ **Have questions about the TIP?** For TIP-specific questions: [TIPinfo@bayareametro.gov](mailto:TIPinfo@bayareametro.gov)



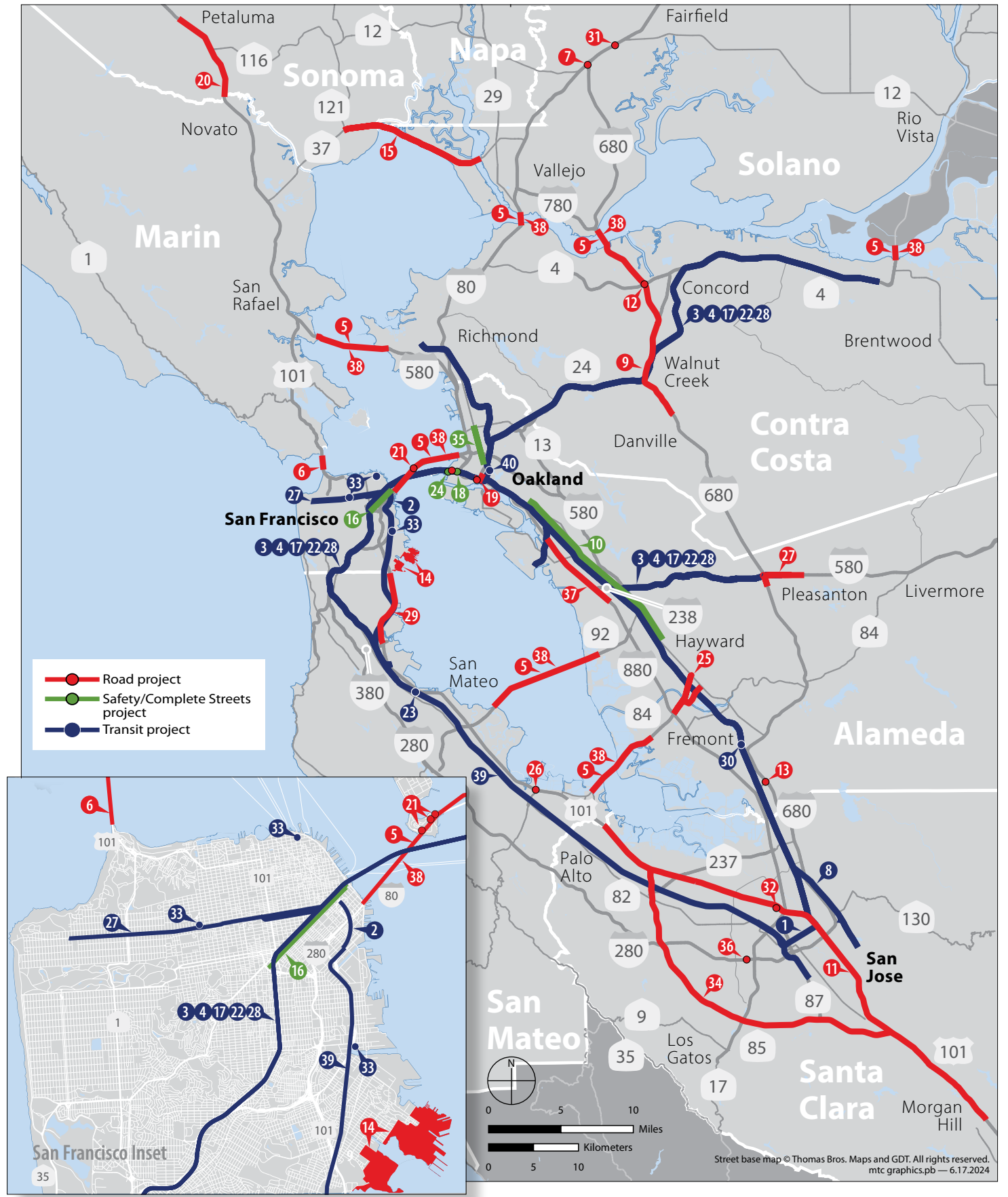
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
Tel 415-778-6700  
[info@bayareametro.gov](mailto:info@bayareametro.gov)  
[mtc.ca.gov](https://mtc.ca.gov)

# Projects in the Draft 2025 TIP with Costs of \$200 Million or Greater

- |   |  |   |
|---|--|---|
| <p>1 <b>BART - Berryessa to San Jose Extension</b><br/>Santa Clara County<br/><b>\$11.8 billion</b></p> <p>2 <b>Transbay Terminal/Caltrain Downtown Extension: Phase 2</b><br/>San Francisco County<br/><b>\$7.6 billion</b></p> <p>3 <b>BART Transbay Core Capacity Improvements</b><br/>Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties<br/><b>\$3.5 billion</b></p> <p>4 <b>BART: Railcar Procurement Program</b><br/>Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties<br/><b>\$2.7 billion</b></p> <p>5 <b>Toll Bridge Rehabilitation Program</b><br/>Alameda, Contra Costa, Marin, San Francisco, San Mateo and Solano counties<br/><b>\$1.2 billion</b></p> <p>6 <b>Golden Gate Bridge Seismic Retrofit: Phase 3B</b><br/>Marin County<br/><b>\$1 billion</b></p> <p>7 <b>I-80/I-680/State Route 12 Interchange Improvements</b><br/>Solano County<br/><b>\$661 million</b></p> <p>8 <b>Eastridge to BART Regional Connector</b><br/>Santa Clara County<br/><b>\$653 million</b></p> <p>9 <b>I-680 Northbound Express Lane Completion</b><br/>Contra Costa County<br/><b>\$560 million</b></p> <p>10 <b>East Bay Greenway Phase 2</b><br/>Alameda County<br/><b>\$495 million</b></p> <p>11 <b>Santa Clara County – US-101 Express Lanes</b><br/>Santa Clara County<br/><b>\$481 million</b></p> <p>12 <b>I-680/State Route 4 Interchange Reconstruction: Phases 1, 2a and 4</b><br/>Contra Costa County<br/><b>\$467 million</b></p> <p>13 <b>State Route 262 (Mission Blvd.) Improvements</b><br/>Alameda County<br/><b>\$445 million</b></p> <p>14 <b>Hunters Point Shipyard and Candlestick Point Local Roads</b><br/>San Francisco County<br/><b>\$441 million</b></p> <p>15 <b>State Route 37 Interim Project - Sears Point to Mare Island</b><br/>Napa and Solano counties<br/><b>\$430 million</b></p> <p>16 <b>SF- Better Market Street Transportation Elements</b><br/>San Francisco County<br/><b>\$415.6 million</b></p> | <p>17 <b>BART: Rail, Way and Structures Program</b><br/>Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties<br/><b>\$397.6 million</b></p> <p>18 <b>7th Street Grade Separation East</b><br/>Alameda County<br/><b>\$378 million</b></p> <p>19 <b>West Oakland Howard Terminal Downtown Connectivity</b><br/>Alameda County<br/><b>\$373 million</b></p> <p>20 <b>US-101 Marin/Sonoma Narrows (Sonoma)</b><br/>Sonoma County<br/><b>\$348.7 million</b></p> <p>21 <b>Yerba Buena Island (YBI) Ramp Improvements</b><br/>San Francisco County<br/><b>\$333.5 million</b></p> <p>22 <b>BART Train Control Renovation</b><br/>Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties<br/><b>\$327.2 million</b></p> <p>23 <b>Burlingame – Broadway Grade Separation</b><br/>San Mateo County<br/><b>\$327 million</b></p> <p>24 <b>7th Street Grade Separation West</b><br/>Alameda County<br/><b>\$311 million</b></p> <p>25 <b>East-West Connector: Decoto and Quarry Lakes Parkway</b><br/>Alameda County<br/><b>\$308 million</b></p> <p>26 <b>SR-84/US-101 Interchange Reimagined</b><br/>San Mateo County<br/><b>\$301.6 million</b></p> <p>27 <b>Geary Bus Rapid Transit</b><br/>San Francisco County<br/><b>\$300 million</b></p> <p>28 <b>BART: Traction Power System Renovation</b><br/>Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties<br/><b>\$295 million</b></p> <p>29 <b>US-101 Managed Lanes north of I-380</b><br/>San Mateo County<br/><b>\$291.2 million</b></p> <p>30 <b>Irvington BART Station</b><br/>Alameda County<br/><b>\$289.3 million</b></p> <p>31 <b>Solano WB I-80 Cordelia Truck Scales</b><br/>Solano County<br/><b>\$243.3 million</b></p> <p>32 <b>US-101/Zanker Road-Skyport Drive-North Fourth Street Improvements</b><br/>Santa Clara County<br/><b>\$242 million</b></p> | <p>33 <b>SFMTA Facility Development - Battery Electric Bus</b><br/>San Francisco County<br/><b>\$238.4 million</b></p> <p>34 <b>State Route 85 Express Lanes</b><br/>Santa Clara County<br/><b>\$237 million</b></p> <p>35 <b>San Pablo Avenue Bus/Bike Lanes</b><br/>Alameda County<br/><b>\$231.3 million</b></p> <p>36 <b>I-280/Winchester Boulevard Interchange Improvement</b><br/>Santa Clara County<br/><b>\$228.7 million</b></p> <p>37 <b>I-880 NB HOV/HOT: North of Hacienda to Hegenberger</b><br/>Alameda County<br/><b>\$221 million</b></p> <p>38 <b>Toll Bridge Maintenance</b><br/>Alameda, Contra Costa, Marin, San Francisco, San Mateo and Solano counties<br/><b>\$219 million</b></p> <p>39 <b>Peninsula Corridor Electrification Expansion</b><br/>San Mateo County<br/><b>\$203.6 million</b></p> <p>40 <b>BART Police Department Headquarters Project</b><br/>Alameda County<br/><b>\$200 million</b></p> |
|---|--|---|

- NOT MAPPED**
- A **MTC: Financing Repayment for Transit Capital Priorities Program**  
Regional/Multi-County  
**\$1.5 billion**
  - B **SFMTA: Light Rail Vehicle Procurement**  
San Francisco County  
**\$1.1 billion**
  - C **SFCTA: US-101 Doyle Drive Annual Debt Payment**  
San Francisco County  
**\$1.1 billion**
  - D **BART: Link21 - Phase 1: Program Development**  
Regional/Multi-County  
**\$1 billion**
  - E **Alameda: Oakland/Alameda Estuary Bridge**  
Alameda County  
**\$292.6 million**
  - F **SFMTA: Train Control & Trolley Signal Rehabilitation/Replacement**  
San Francisco County  
**\$284 million**

<b>RED</b>	Road Project
<b>GREEN</b>	Safety/Complete Streets Project
<b>BLUE</b>	Transit Project



NOTE: Excludes projects with no funding programmed after 2024. Excludes consolidated project listings (grouped listings) as individual projects in these listings are less than \$200 million. Total project costs reflected in the 2025 TIP for certain major projects are subject to change. MTC will update project cost information in the 2025 TIP prior to final adoption or through amendment, as needed.

# Draft 2025 Transportation Improvement Program (TIP)

and

# Draft Transportation-Air Quality Conformity Analysis for the 2025 TIP



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Programming and Allocations Committee

July 10, 2024



# What is the TIP?

- Federal requirement
- Updated every two years
- Four-year spending plan for transportation projects that:
  - Receive federal funding
  - Require a federal action
  - Are regionally significant for air quality purposes
- Reflects prior programming decisions

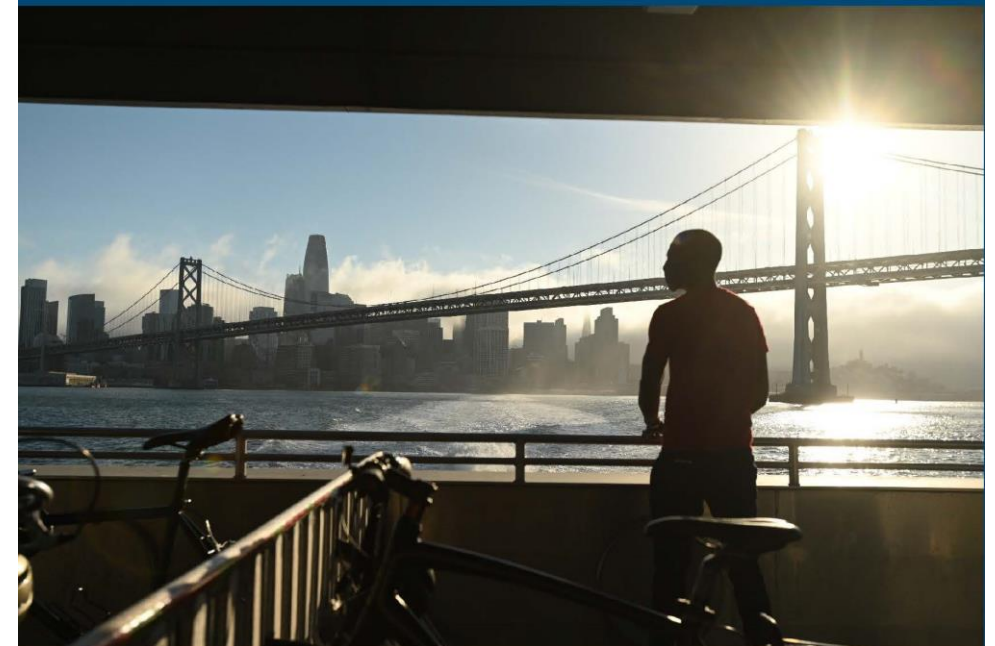
## DRAFT 2025 TRANSPORTATION IMPROVEMENT PROGRAM

For the Nine-County San Francisco Bay Area

Volume 1

## Overview

MTC Resolution No. 4646  
June 27, 2024



# Highlights from the Draft 2025 TIP





# Draft 2025 TIP: Investment Summary

**305** total projects

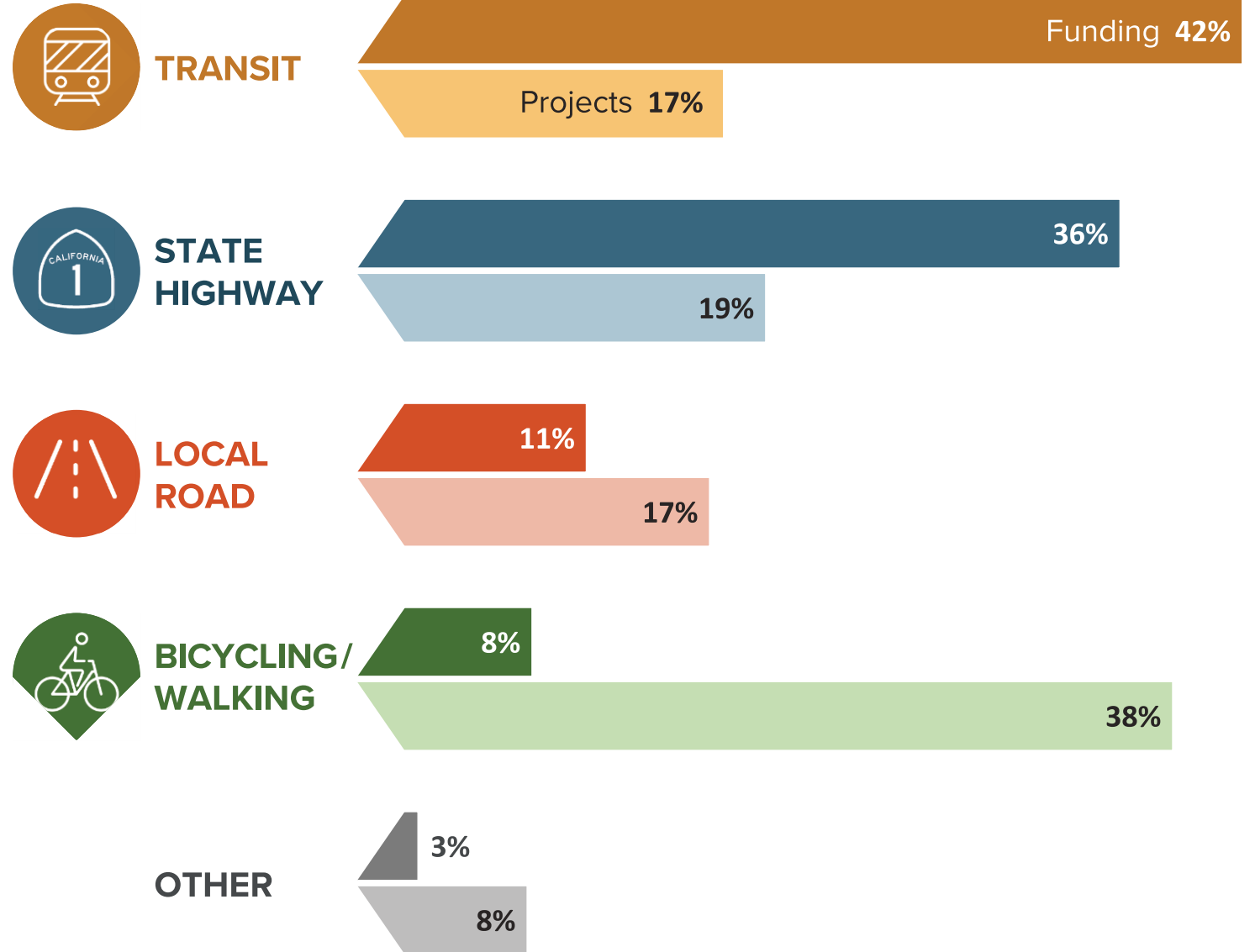
**\$11.8 billion** in committed funds  
from FY 2025 through FY 2028

**\$53.4 billion** total project costs

# Draft 2025 TIP: Investments By Mode

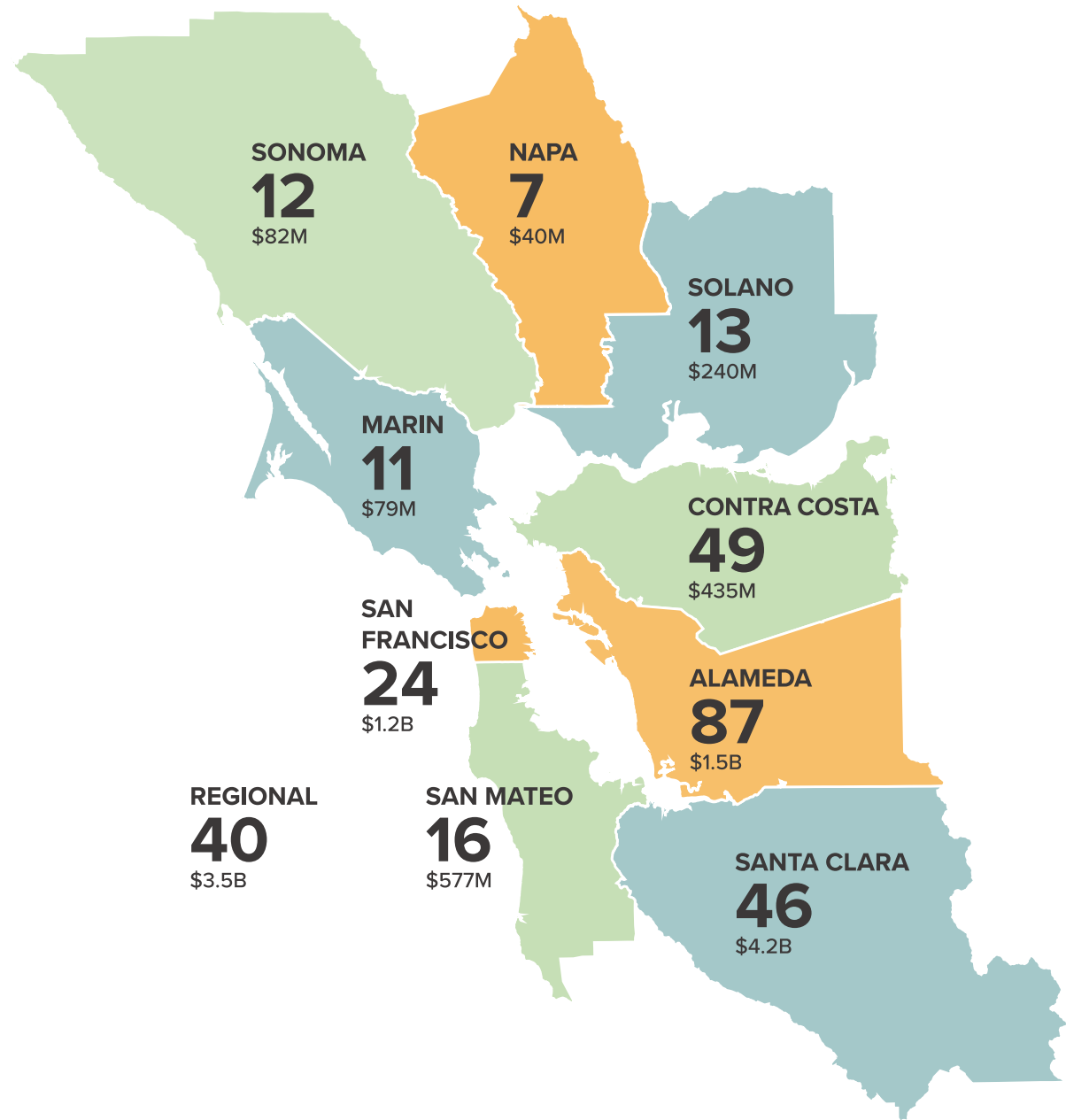
- Projects are categorized by primary mode but many projects fit into multiple categories
- “Other” includes port, freight rail, planning activities, commuter programs, and technology projects

## MTC'S DRAFT 2025 TIP BY MODE

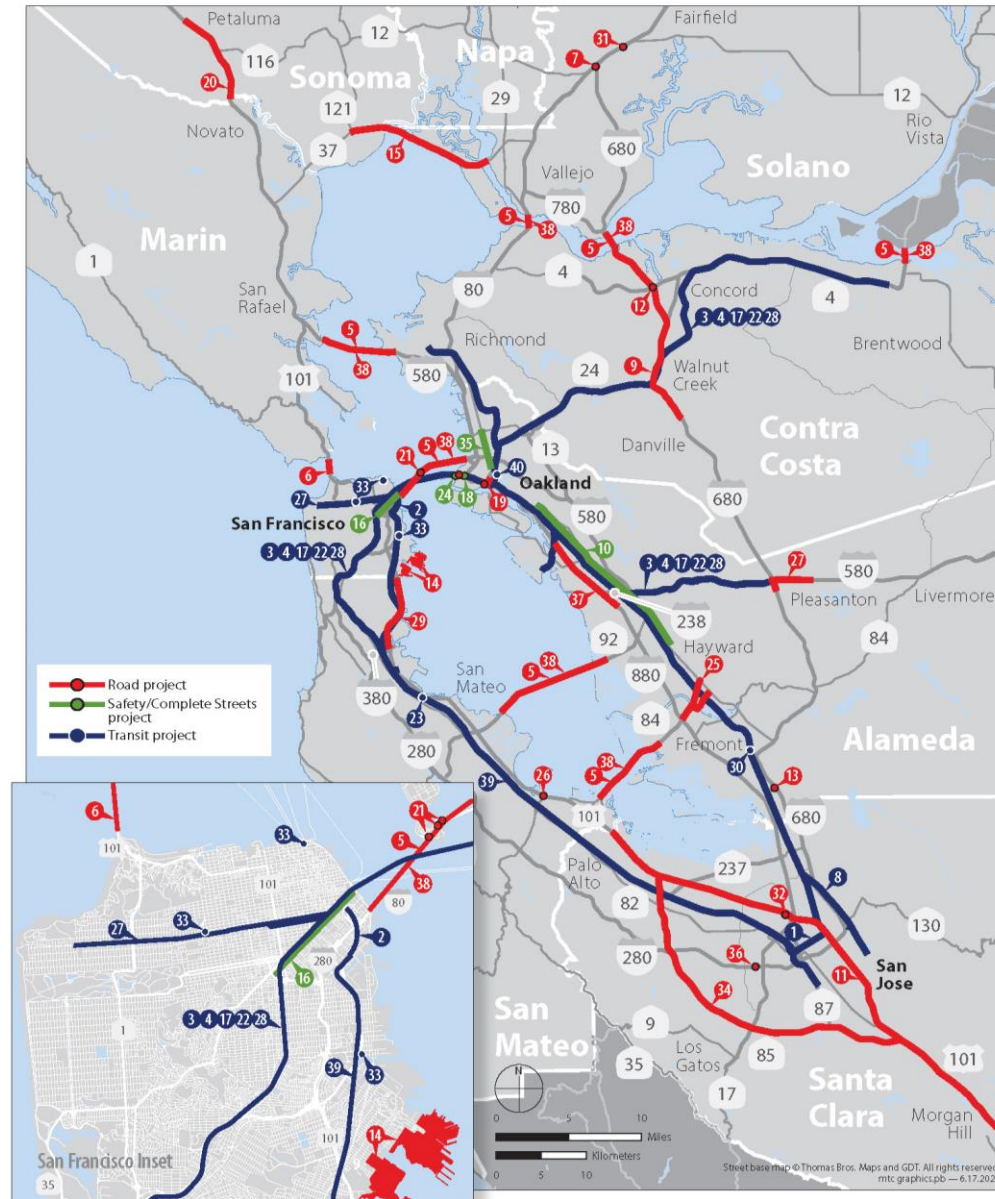


# Draft 2025 TIP: Investments By County

- Regional projects include regional planning processes, regional commuter programs, freeway express lane projects, and projects affecting regional transit systems such as BART, WETA, etc.
- Funds are rounded and include funds committed during the TIP period (2025-2028)



# Draft 2025 TIP: Projects with Costs of \$200M+



# Key Additional Materials

- Draft Transportation-Air Quality Conformity Analysis for the 2025 Transportation Improvement Program
- Draft 2025 TIP Investment Analysis
- Draft 2025 TIP Federal Performance Report

Draft Transportation-Air Quality  
Conformity Analysis for the 2025  
Transportation Improvement Program

June 2024



METROPOLITAN  
TRANSPORTATION  
COMMISSION



Association of  
Bay Area Governments

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

(415) 778-6700  
info@bayareametro.gov  
www.mtc.ca.gov  
www.abag.ca.gov

# Public Comment Period: June 27-July 26, 2024

For the Draft 2025 TIP and Draft Transportation-Air Quality Conformity Analysis for the 2025 TIP





# Public-Facing Materials: Fact Sheet

**DRAFT 2025  
Transportation  
Improvement  
Program  
FACT SHEET**

June 2024

**MTC** METROPOLITAN  
TRANSPORTATION  
COMMISSION

The Transportation Improvement Program (TIP) is a funding document that helps implement the policy and investment priorities expressed by the public and adopted by the Metropolitan Transportation Commission (MTC) in Plan Bay Area 2050 (mtc.ca.gov/PBA2050), the region's long-range plan.

The TIP is a list of projects and programs developed by MTC that support a wide range of transportation modes, such as transit, highways, bridges, local streets and roads, bicycling, walking and freight movement.

Not all Bay Area projects are listed in the TIP, but the following project types must be included before project sponsors can receive federal funds or begin certain activities:

- **Projects that are federally funded** by a program created by Congress and administered through a federal agency, such as the United States Department of Transportation. Most projects included in the TIP are federally funded.
- **Projects that are regionally significant**, meaning those that change travel patterns over a relatively large geographic area and/or may have a significant impact on air quality (e.g., a carpool lane, new ferry terminal, etc.).
- **Projects that require action by a federal agency**, such as approval of an environmental analysis document or issuance of a permit from a federal resource agency like the Army Corps of Engineers or U.S. Fish and Wildlife Service.

To comply with federal and state regulations, MTC prepares and adopts a new TIP every two years and makes revisions on a regular basis to reflect the latest funding, scope and schedule information. Many transportation projects in the Bay Area are funded with local or state dollars and/or are not deemed regionally significant for air quality purposes. These projects, such as roadway paving projects, ongoing transit operations and minor sidewalk or intersection improvements, are therefore generally not included in the TIP.

## Helping the Bay Area Achieve its Goals

The TIP aims to demonstrate to state and federal regulators that our region is investing in transportation projects that support national and regional goals.

The TIP includes multiple funding sources (often called funding "programs") that support different types of transportation projects. These programs—and the projects they fund—all work together to help advance the vision of Plan Bay Area 2050.

### Why is the TIP Important?

Inclusion in the TIP is critical for major projects that use federal funds or otherwise require federal actions.

A major transportation project cannot receive federal funds or approvals unless it is included in the TIP.

Large projects that affect regional air quality also must be in the TIP to ensure that the Bay Area complies with the federal Clean Air Act.

**SUPPORTING FEDERAL GOALS** The process for deciding which projects and programs get included in the TIP begins with the federal government. Congress establishes performance goals for different aspects of the transportation system. MTC then develops Plan Bay Area and identifies strategies that will support these goals. After Plan Bay Area is adopted, MTC distributes public funds through various funding programs that each support one or more of the strategies identified in the plan. The final allocation of funds through these funding programs is captured in the TIP document and shared back with the federal government to show how MTC advances federal performance goals.

**FEDERAL PERFORMANCE GOALS**

- Safety
- Infrastructure Condition
- Congestion Reduction
- Freight Movement & Economic Vitality
- System Reliability
- Environmental Sustainability

**PLAN BAY AREA 2050**

- Transportation:** Advances public policies and investment strategies to create a well-maintained, safer and more connected transportation network.
- Housing:** Advances the preservation and protection of affordable housing and the production of housing for residents at all income levels to create inclusive communities.
- Economy:** Advances strategies to improve economic mobility and balance the location of jobs and housing.
- Environment:** Advances environmental resilience and access to parks and open space to address climate challenges.

**FUNDING PROGRAMS IN THE TIP**

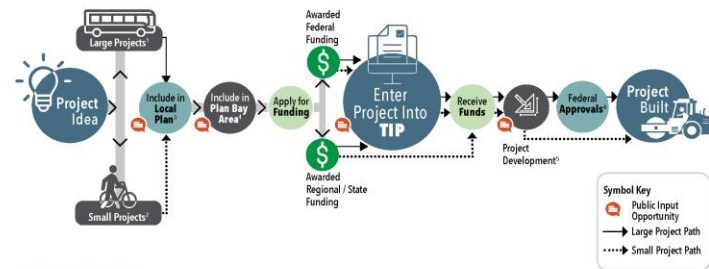
- One Bay Area Grant Program:** Funds broad range of transportation projects.
- Regional Transportation Improvement Program:** Funds broad range of transportation projects.
- Active Transportation Program:** Funds bicycle and pedestrian projects.
- Transit Capital Priorities:** Funds "state of good repair" transit capital projects.

**MTC** METROPOLITAN TRANSPORTATION COMMISSION

DRAFT 2025 TRANSPORTATION IMPROVEMENT PROGRAM FACT SHEET | JUNE 2024 | 2

## From Idea to Implementation – the TIP in Context

The TIP is an essential step in the project delivery process. If a project that needs federal funds or is regionally significant is not included in the TIP, it cannot receive federal funding or receive a required federal action (like approval of an environmental document); therefore, it cannot move forward into further project development and into implementation phases.



**FROM IDEA TO IMPLEMENTATION** The chart above illustrates how a project goes from idea to construction or implementation—and it highlights the importance of the TIP in making large projects a reality. It also highlights several opportunities for the public to get involved.

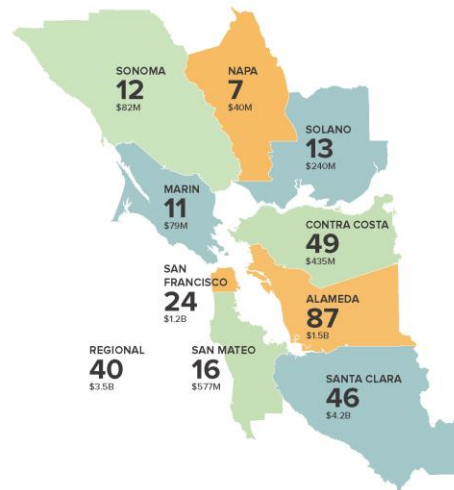
1. These projects are considered regionally significant and/or will need federal approvals before being built.
2. These projects are neighborhood-scale improvements that don't require federal approvals and can be built with local funds and/or with regional, state, or federal grants.
3. For example, a transportation or capital improvement plan.
4. Include in Plan Bay Area definition to come.
5. Includes project phases such as design, engineering and environmental studies. Agencies may apply for funding again between project phases if the original grant funding did not cover total project costs.
6. If necessary.

## What's in the Draft 2025 Transportation Improvement Program?

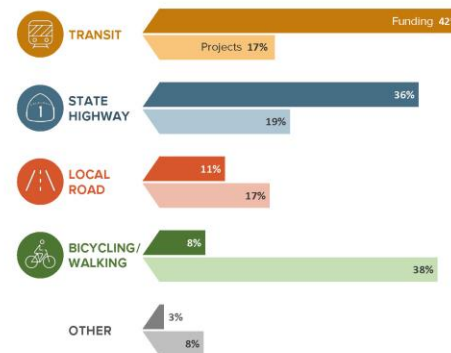
Over 300 projects across the region—totaling over \$11.8 billion—will receive funding to support environmental, design, engineering and construction activities over the next four years (2025-2028).

The funding primarily will be invested in four different focus areas: transit, state highways, local roads and biking/walking improvements. The remainder of the TIP investments are directed towards planning, port and freight rail, along with regionwide activities such as bridge maintenance, Clipper card improvements and bikeshare programs.

**NUMBER OF PROJECTS AND FUNDING IN THE DRAFT 2025 TIP BY BAY AREA COUNTY** The map on the right shows the total number of projects included in the Draft 2025 TIP by county and regionally, as well as the total funding invested by county and regionally over the next four years (note: funds are rounded). Regional projects include highway repaving and maintenance, carpool and vanpool programs, new vehicles for multi-county transit agencies such as SMART, SMART and Cabtán, among others.



## MTC'S DRAFT 2025 TIP BY MODE



**SHARE OF FUNDING AND PROJECTS IN THE DRAFT 2025 TIP BY MODE** The chart above shows the percent share of funding and number of projects by mode included in the Draft 2025 TIP. Transit and bicycling/walking projects lead the investment priorities of the Draft 2025 TIP. Transit projects have the most funding, while the total number of projects supporting walking and bicycling is higher than any other mode.


## Looking Back: Progress Since the 2023 TIP

Since the previous TIP was adopted in September 2022, over \$7.4 billion were spent across the region, including \$6.5 billion in COVID-19 Emergency Transit Operations funds. Across the nine Bay Area counties, over 140 TIP projects were completed or began construction, including:

- **Alameda:** I-680 Express Lanes
- **Contra Costa:** El Cerrito del Norte Transit-Oriented Development Complete Streets Improvements
- **Marin:** Old Redwood Highway Multi-Use Path
- **Napa:** Devlin Road and Vine Trail Extension
- **San Francisco:** Van Ness Avenue Bus Rapid Transit
- **San Mateo:** South San Francisco Grand Boulevard Complete Streets, Phase 3
- **Santa Clara:** Los Gatos Creek Trail to Highway 9 Trailhead Connector
- **Solano:** SolTrans Electric Bus Charging Infrastructure
- **Sonoma:** Windsor River Road/Windsor Road Roundabout and Multi-Use Pathway Connector



# Public-Facing Materials: Online Map

 Draft 2025 Transportation Improvement Program Projects

Category Selector  
All

**Project Mode**

- Transit
- Auto
- Bicycle/Pedestrian
- Other

Search...

- State Route 262 (Mission Blvd) Improvements**  
County: Alameda  
Sponsor: ACTC
- I-880 Interchange Improvements (Winton Ave and A St)**  
County: Alameda  
Sponsor: Hayward
- ACE Platform Extensions**  
County: Alameda  
Sponsor: ACE
- I-680/Mission Boulevard Interchange Modernization**  
County: Alameda  
Sponsor: Fremont
- SR 84 Intermodal Bus Facility**  
County: Alameda  
Sponsor: CCJPA
- I-880/Decoto Road Interchange Modernization**  
County: Alameda  
Sponsor: Fremont
- Irvington BART Station**  
County: Alameda  
Sponsor: Fremont
- I-880/Industrial Parkway West Interchange**  
County: Alameda  
Sponsor: Hayward
- I-880/Whipple Rd Interchange Improvements**  
County: Alameda  
Sponsor: ACTC
- West Las Positas Blvd Multimodal Reconstruction**  
County: Alameda  
Sponsor: Pleasanton

City of Fremont, County of Santa Clara, California State Parks, Esri, TomTom, Garmin, SafeGraph, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS | Metropolitan Transpor... Powered by





# Next Steps

- **July 2024**
  - **Public comment period through July 26, 2024**
  - All materials available at [mtc.ca.gov/TIP](https://mtc.ca.gov/TIP)
- **September 2024**
  - Review public comments and responses
  - Commission approval of 2025 TIP and Transportation-Air Quality Conformity Analysis for the 2025 TIP
  - Documents submitted to Caltrans for review and approval
- **December 2024**
  - Anticipated federal approval of 2025 TIP and Transportation-Air Quality Conformity Analysis for the 2025 TIP



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 24-0704      **Version:** 1      **Name:**

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

**File created:** 5/9/2024      **In control:** Programming and Allocations Committee

**On agenda:** 7/10/2024      **Final action:**

**Title:** San Francisco Bay Area Transit District (BART) Capital Projects and Operating Outlook.

BART executive staff will provide a presentation on the District's high priority capital projects and status update related to operations sustainability.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3c 24 0704 1 Summary Sheet BART Presentation.pdf](#)  
[3c 24 0704 2 Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

**Subject:**

San Francisco Bay Area Transit District (BART) Capital Projects and Operating Outlook.

BART executive staff will provide a presentation on the District's high priority capital projects and status update related to operations sustainability.

**Presenter:**

Pamela Herhold, Sylvia Lamb and Priya Mathur, BART

**Recommended Action:**

Information

**Attachments:** List any attachments.

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

**July 10, 2024**

**Agenda Item 3c-24-0704**

**San Francisco Bay Area Transit District (BART) Capital Projects and Operating Outlook**

**Subject:**

BART executive staff will provide a presentation on the District's high priority capital projects and status update related to operating sustainability.

**Background:**

In response to requests made by Programming and Allocations Committee members, BART staff will provide a presentation on priority capital projects and the agency's operating status and outlook.

**Issues:**

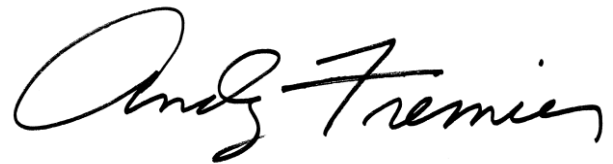
None identified.

**Recommendations:**

Information only.

**Attachments:**

Presentation



---

Andrew B. Fremier



# BART Update Priority Capital Projects | Operating Outlook

MTC Programming & Allocations Committee  
July 10, 2024



# BART – Backbone of the Bay Area

- Five counties, five lines, 50 stations, two international airports
- 88% zero-GHG traction power
- Connects over 20 transit systems, with 90% of transit transfers involving a trip on BART
- Nearly half of BART riders don't own a vehicle, more than 30% are low income
- 2/3 of the 9-county region's jobs and 61% of the region's residents live within a 15-minute walk of BART + one transfer to a connecting transit operator



© BART 2023



# Delivering BART's Capital Program



# BART's Capital Program Snapshot

## Asset Based Capital

### 45,738 Total Assets

- 21,317 assets are emergency or critical

### 10 Year Capital Needs Inventory (CNI)

- 500+ projects in next 10 years

## Active Projects

### 224 Projects

- 54% of projects are state of good repair
- 23% of projects part of major programs

**FY24 Budget: \$1.48B**

**FY 25 Budget: \$1.22B**

- 49% of budget is for state of good repair
- 74% of budget is for major programs

## Capital Investment Plan (CIP)

CNI

Other District Needs  
(e.g. rolling stock, technology,  
etc.)

Active Projects

*"Every investment in the capital program directly improves BART's state of good repair"*



# BART Transbay Core Capacity Project

- **Objectives**

- Renew BART's aging system
- Ability to run all 10 car trains on every line
- Provide capacity for the future
- Increase the throughput of the Transbay Tube

- **Project elements**

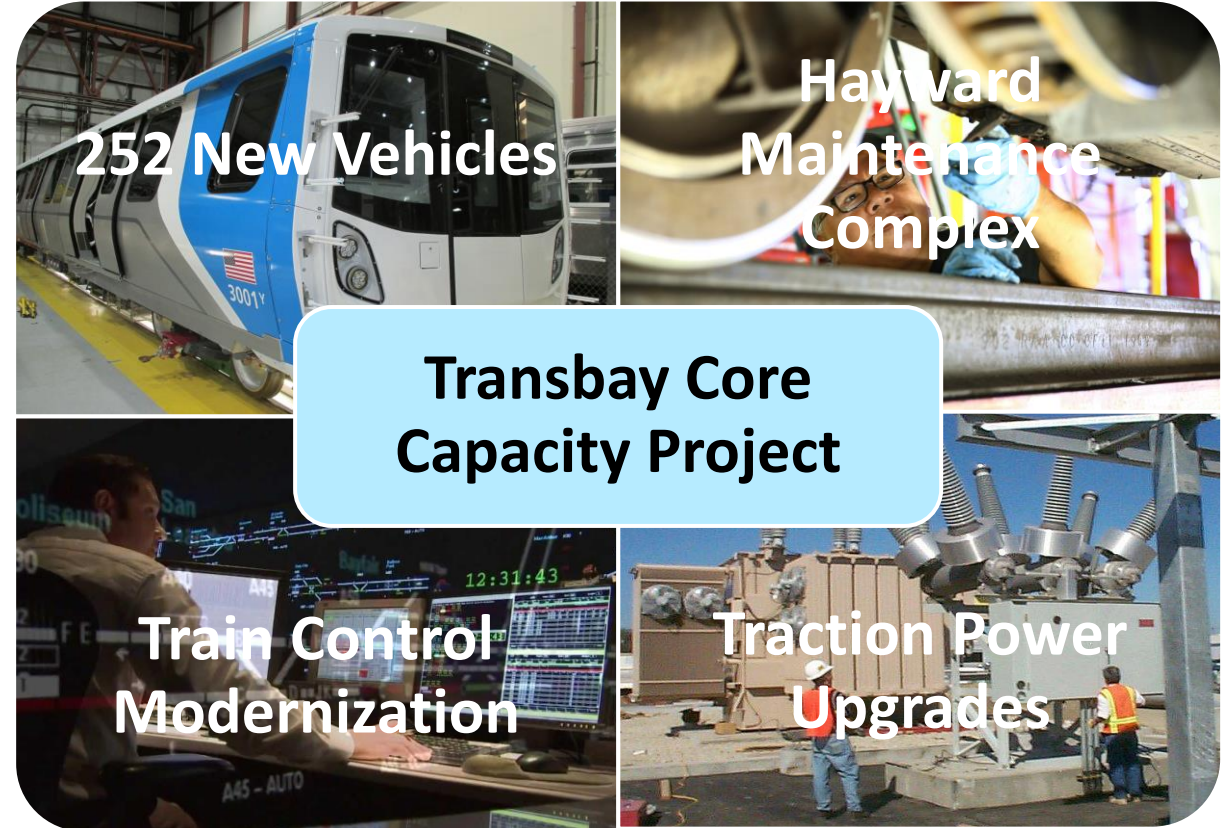
- Communication Based Train Control (CBTC)
- Hayward Storage Yard (HMC2)
- Six new Traction Power Substations (TPSS)
- 252 new rail cars

- **Federal funds: \$1.169 billion**

- **FFGA baseline budget: \$3.536 billion**

- **Current Estimate to Complete: \$5.086 billion**

- **Forecasted completion date: Aug 2030**





# Fleet of the Future

**June 2012**

Award of Contract for  
775 Car Contract

**Sept 2014**

Final Design Phase  
Completed

**Sept 2023**

All new fleet in service

- 8 Cars - Yellow line
- 6 Cars – All other lines
- Flexibility to match service with demand
- More cost effective and efficient maintenance
- Overall energy savings

**Dec 2025**

Forecast 1,129<sup>th</sup> Car Delivered  
Allowing for future service of:

- 10 cars train systemwide
- Service expansion to San Jose
- Increase Core Capacity with CBTC

**March 2016**

First Car Delivered

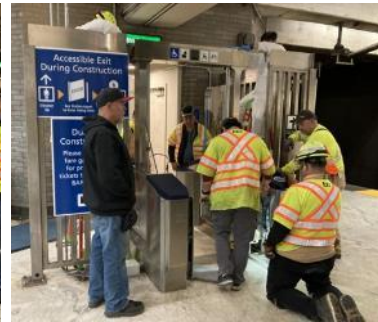
**July 2024**

Total Cars Delivered = 768

Total Cars in Revenue Service = 758



# Next Generation Fare Gates



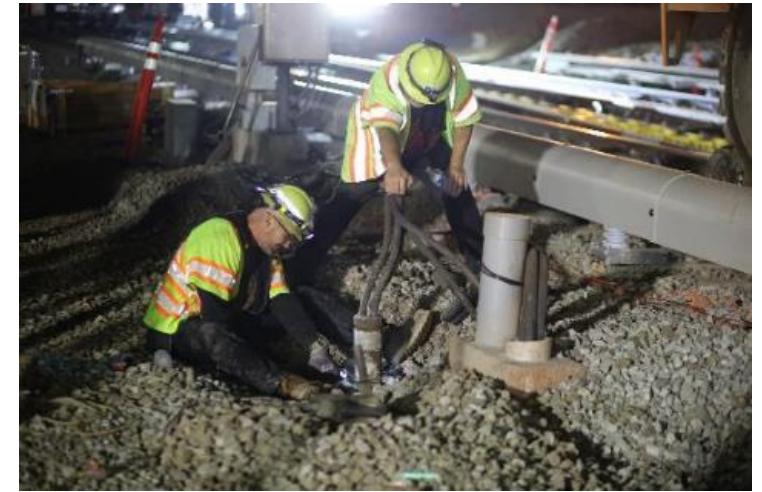
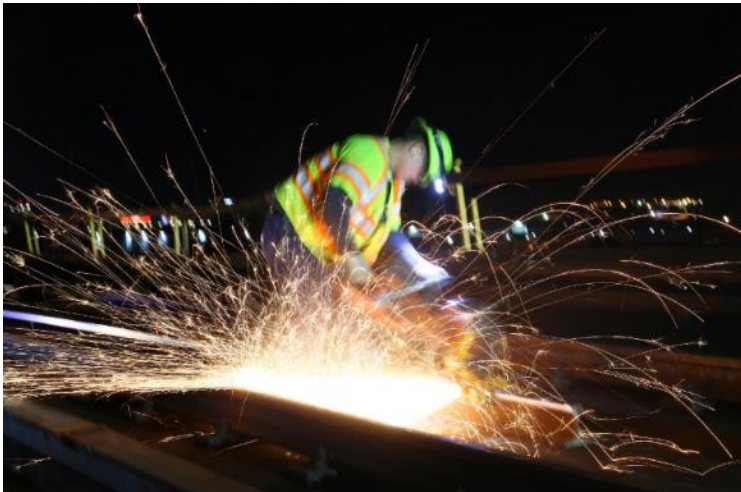
- West Oakland prototype in service – Dec 2023
- Civic Center elevator at platform - Apr 2024
- 12 additional stations before end of 2024
- Complete installation of 700+ new fare gates systemwide by end of 2025
- \$90M project, \$76M funding secured
- Innovative design: Taller and stronger with modern equipment, advanced sensors and mechanical locking mechanism
- Improves accessibility, reliability, maintainability and deters fare evasion
- Compatible with Next Generation Clipper – payment by tapping a credit/debit card at the fare gate



# Renew Tracks

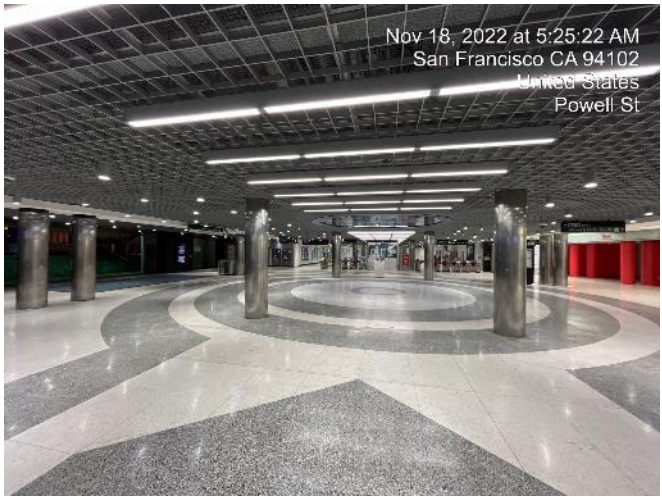


- Rebuilding the backbone of our system in a state of good repair
- 5.59 miles of linear rail replaced in 2023
- Reduced trains delayed due to outdated rail
- Riders will enjoy a smoother, safer, more reliable, and quieter ride





# Station Modernization



Nov 18, 2022 at 5:25:22 AM  
San Francisco CA 94102  
United States  
Powell St





# Market Street – Entry Canopies & Escalators

## Entry Canopies Project

<b>Scope</b>	Construct 21 canopies (2 pilot)
<b>Benefits</b>	Enhanced security, weather protection, meets code requirements

## Escalators Project

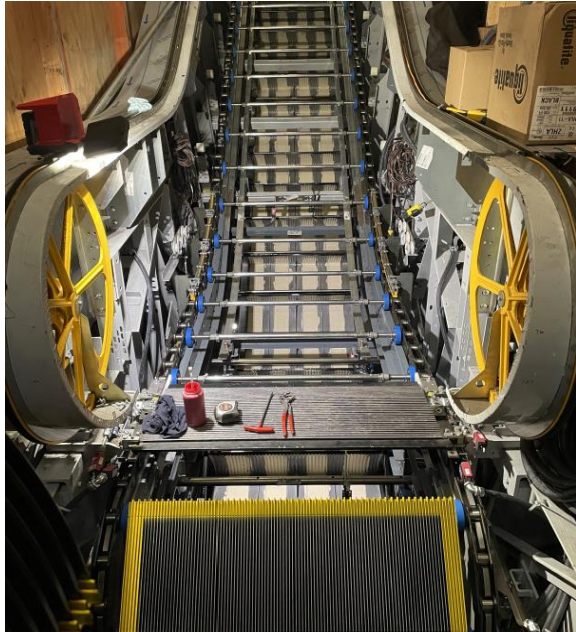
<b>Scope</b>	Procure and install 41 escalators
<b>Benefits</b>	Increased reliability with shorter downtime, more energy efficient, tougher but lighter design



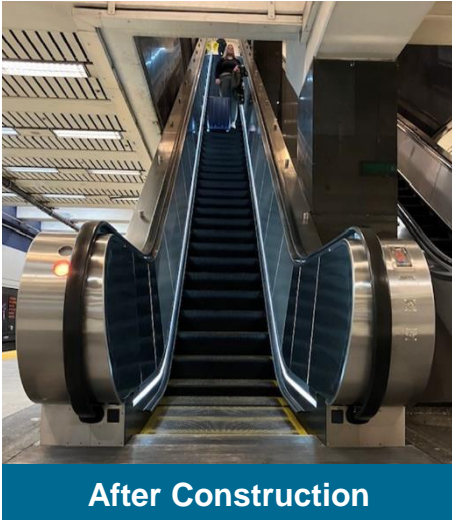
Metal Deck Installation



Canopy Artwork



During Construction

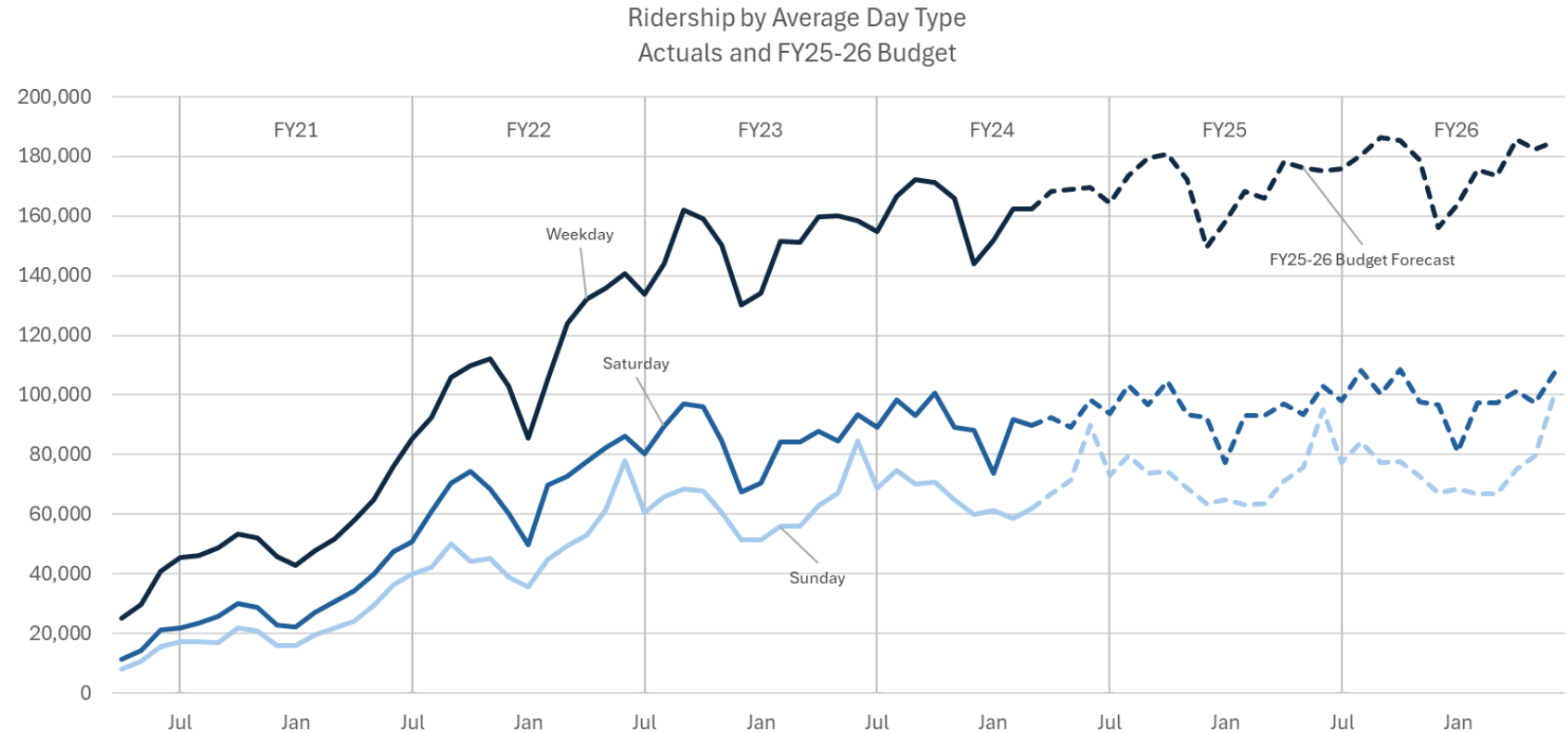


After Construction

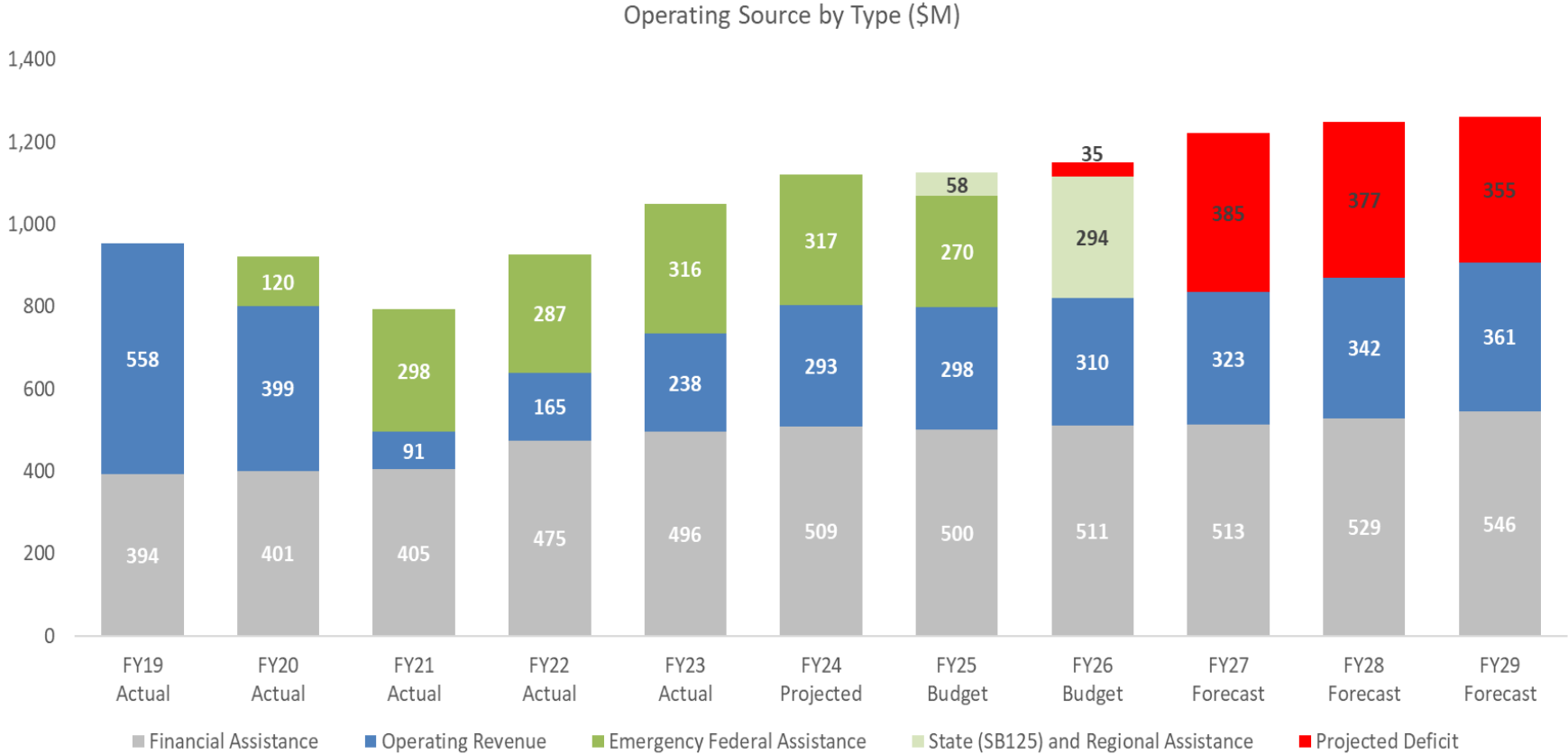
# BART's Operating Outlook

# Updated BART Ridership Outlook

- Ridership growth is stabilizing
- Return-to-office growth largely flattened; no longer a major driver in ridership growth
- Mode shift to transit and non-work trips are modest drivers of growth
- Special events continue to draw large crowds
- FY26 Forecast (% of 2019):
  - Weekdays: 43%
  - Saturdays: 61%
  - Sundays: 65%



# BART Operating Outlook



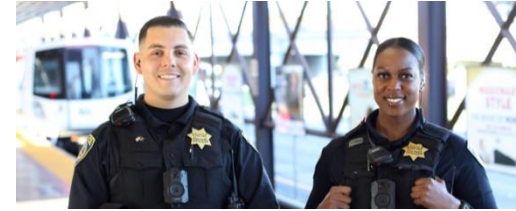
- Pre-pandemic, BART covered 60-70% of expenses with passenger revenues
- Pandemic loss of ridership made this funding model unsustainable
- Federal, SB 125, and regional funds extend runway to FY26
- Thereafter, additional stable operating funds are needed





# Efforts to Increase Ridership

- Improving rider safety & security
  - New, more secure faregates system-wide
  - Ambassadors and Crisis Intervention Specialists connect people with support services
  - Increased police presence by more than doubling sworn officers on trains in SF/core service area
  - Managers Riding Trains amplifying presence in the system
- Aligning service with rider demand
  - Increased weekend and evening service, shortening least crowded trains; \$9M annual savings
  - Train delays down, passenger on time up, eliminated missed runs
- Safe & Clean Action Plan
  - Doubled the rate of deep cleaning train cars and added more station scrub crews
  - Staffing restrooms and elevators at our busiest stations
- Reinvesting in the system
  - All new cars systemwide
  - New infrastructure rolling out systemwide – cars, rail, escalators, elevators, and more
- Investing in Regional Coordination
  - Co-leading fare integration with MTC: Clipper BayPass; regional transfer policy; Clipper START
  - Weekly GM meetings on rider experience & funding



# Facing a Fiscal Cliff

- BART's focus – enhancing safety, increasing ridership, growing revenues, decreasing expenses
- However, forecast shortfalls (\$300M - \$400M annually) are too big for BART to cover alone
- If a stable source of funding is not secured, BART service options under consideration include:
  - 60-minute train frequencies
  - 9pm system closure
  - Station closures
  - Eliminate line(s) of service
  - No weekend service
- Even these cuts would not fully close the gap and would result in further loss of ridership & fare revenue
- **Ultimately, this could mean no BART service for the region with negative consequences across all counties and all transit agencies**
  - Increased traffic congestion
  - Negative impact on state climate goals
  - Reduced access to employment and housing
  - Disproportionate impacts on priority populations
  - Reduced economic activity across the region



Thank you.





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 24-0841      **Version:** 1      **Name:**

**Type:** Report      **Status:** Commission Approval

**File created:** 6/7/2024      **In control:** Programming and Allocations Committee

**On agenda:** 7/10/2024      **Final action:**

**Title:** Major Project Advancement Policy: Stage Gate Evaluation Authorization for Transbay Joint Powers Authority - the Portal Project and Preview of 2024 State Funding Cycles.

As part of the Major Project Advancement Policy (MAP) this item:

1. Recommends the Commission authorize MTC staff to initiate and perform a MAP Stage Gate Evaluation of the Portal project, consistent with MTC Resolution 4537, as requested by Transbay Joint Powers Authority staff.

2. Provide an informational update on 2024 State Funding Opportunities for the Transit and Intercity Rail Capital Program (TIRCP) and various Senate Bill 1 (SB1) programs.

**Sponsors:**

**Indexes:**

**Code sections:**

- Attachments:** [4a 24-0841 1 Summary Sheet Major Project Advancement.pdf](#)  
[4a 24-0841 2 MTC Resolution No 4537 Attachments A-E.pdf](#)  
[4a 24-0841 3 Attachment B SB1 TIRCP Projects.pdf](#)  
[4a 24-0841 4 Presentation.pdf](#)

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

Major Project Advancement Policy: Stage Gate Evaluation Authorization for Transbay Joint Powers Authority - the Portal Project and Preview of 2024 State Funding Cycles.

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2. Provide an informational update on 2024 State Funding Opportunities for the Transit and Intercity Rail Capital Program (TIRCP) and various Senate Bill 1 (SB1) programs.

**Presenter:**

Craig Bosman

**Recommended Action:**

Commission Approval

**Attachments:** List any attachments.



**Metropolitan Transportation Commission  
Programming and Allocations Committee**

July 10, 2024

Agenda Item 4a-24-0841

**Major Project Advancement Policy: Stage Gate Evaluation Authorization for  
Transbay Joint Powers Authority – the Portal Project and Preview of 2024 State  
Funding Cycles**

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**Subject:**

As part of the Major Project Advancement Policy (MAP) this item:

1. Recommends the Commission authorize MTC staff to initiate and perform a MAP Stage Gate Evaluation of the Portal project, consistent with MTC Resolution No. 4537, as requested by Transbay Joint Powers Authority staff.
2. Provide an informational update on 2024 State Funding Opportunities for the Transit and Intercity Rail Capital Program (TIRCP) and various Senate Bill 1 (SB1) programs.

**Stage Gate Evaluation for TJPA – The Portal Project**

In May 2024, the Federal Transit Administration informed TJPA that the request to enter the Portal project into the New Starts engineering phase of the FTA Capital Investment Grants (CIG) program was approved. Although the TJPA requested \$4 billion, a 49.4 percent CIG share, FTA notified the TJPA that \$3.4 billion (41 percent) represents the maximum amount of CIG funds that will be provided by FTA for the Project should a Full Funding Grant Agreement (FFGA) be approved.

With this acceptance, TJPA staff requested MTC initiate the MAP Stage Gate evaluation process to move the project from MAP Level 2 to MAP Level 1. The MAP Stage Gate Process is briefly summarized below and included in detail as an attachment (Attachment E to MTC Resolution 4537, Revised).

The evaluation framework focuses on project cost and funding, adherence to Plan Bay Area and regional policies, and project readiness (including governance, procurement, project delivery and operating model). The evaluation process for projects over \$1 billion requires commission approval to commence; given the complexity of the project staff recommend pursuing a detailed assessment, the most thorough evaluation under the MAP Stage Gate. Based on the assessment, the project will receive a confidence score, proposed MAP level, and any conditions or recommendations to be included in an overall

recommendation to the Commission. Staff recommends Commission approval to commence a detailed evaluation of the Portal project, with support from the Steer Group, the consulting firm that assisted in the development of the MAP Stage Gate Evaluation process.

### **Upcoming State Funding Opportunities**

In the fall, MTC staff intends to provide updates and endorsement recommendations to the Commission for upcoming state TIRCP and SB1 2024 programming rounds. Originally scheduled for this month, staff recommends deferring action on endorsements until September to better understand the sponsor requests for each project and fund source, and to ensure the Bay Area advances the most competitive set of projects to maximize funding for the region. A summary of the funding opportunities is provided below.

#### ***TIRCP***

The California State Transportation Agency (CalSTA) has announced Cycle 7 of the TIRCP Program is open with applications due on July 23<sup>rd</sup>, 2024. Approximately \$900 million in funding will be available for this program statewide. MTC staff provided a call for project information through partnership working groups, for consideration in making endorsements. Staff will provide endorsement recommendations to the Commission consistent with MTC's approved TIRCP framework, Resolution 4130, which identifies certain named projects and allows for endorsement of requests up to \$25 million for other projects that are consistent with *Plan Bay Area 2050*.

Attachment B provides information on projects that responded to the call for endorsements and are planning to submit applications for TIRCP Cycle 7. Most of the planned applications are aligned with MTC's current TIRCP framework, with the exception of the Sonoma Marin Area Rapid Transit (SMART) passenger rail extension to Healdsburg project. Additional details on the SMART to Healdsburg project are provided below. For projects consistent with MTC's TIRCP framework, staff plan to recommend endorsement for TIRCP funding subject to the endorsement limits in MTC Resolution No. 4130.

***Senate Bill 1***

In April 2024, this Committee received a presentation on a proposed regional approach and prioritization principles for Bay Area SB1 competitive program nominations, including Solutions for Congested Corridors (SCC), Trade Corridor Enhancement (TCEP), and Local Partnership Programs. The California Transportation Commission (CTC) is now preparing for the next round of grants covering Fiscal Years (FYs) 25-26 and 26-27, with applications due in late 2024.

Staff conducted a Call for SB1 Project Nominations in May. In response, MTC received eight project nominations for SCC and five for TCEP. The unprioritized results are included in Attachment B. Note that the SCC program is significantly oversubscribed based on planned applications and expected award levels for the Bay Area. Staff will return in September with recommended project endorsements based on the adopted prioritization principles and in context of the TIRCP endorsements for similar type projects competing in both programs.

***SMART to Healdsburg Extension Project:***

At the July 12<sup>th</sup> Planning Committee, staff will present an information item detailing an upcoming Plan Bay Area 2050 Amendment, that will incorporate the SMART to Healdsburg extension into the Plan. With this work underway, the Commission may want to consider endorsing the project for state competitive funding, at a level commensurate with the funding gap for the project.

SMART is seeking \$81 million in TIRCP Cycle 7 funding for the extension of the rail system to Healdsburg, aligned with the funding gap needed to bring rail service to Healdsburg as currently scoped. In addition, SMART is seeking \$87 million in additional funding for the project from SB1 categories for extension project costs north of the planned Healdsburg station but within the Healdsburg city limits. MTC staff will work with SMART staff to better understand the details of these costs and how they relate to the planned Healdsburg extension project.

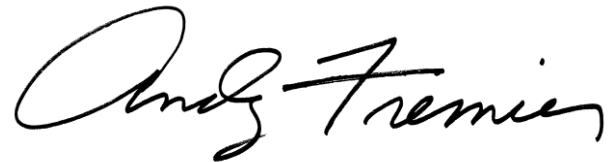


**Recommendation:**

Request that the Commission authorize staff to initiate and perform a MAP Stage Gate evaluation of the TJPA Portal project consistent with MTC Resolution Nos. 4537, Revised.

**Attachments:**

- MTC Resolution No. 4537, Revised
  - Attachment A – MAP Principles
  - Attachment B – MAP Definitions
  - Attachment C – MAP List of Projects and Programs
  - Attachment D – MAP Funding Endorsement Matrix
  - Attachment E – MAP Terms and Conditions
- Attachment B – List of Planned Project Submittals by State Funding Category
- Presentation



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Andrew B. Fremier

**Attachment B: SB1 2024 and TIRCP Cycle 7 Regional Planned Applications**

July 10, 2024

Based on Planned Applications as Submitted by Bay Area Agencies to MTC

**TIRCP Cycle 7 Planned Applications**

Applicant	Project Title	Brief Description of TIRCP Application Scope	TIRCP Request (\$ millions)	Total Project Cost (\$ millions)
<b>Priority Framework Projects</b>				
AC Transit	Connecting Communities to a Zero Emission Future	Fuel Cell Bus charging infrastructure at East Oakland Facility Divisions 4 and 6 and procurement of associated Fuel Cell Electric Bus Fleet for service enhancements prioritizing connections to regional transit.	up to 85	up to 305
SFMTA	Communications Based Train Control	Upgrade to a communications-based train control system in the Market Street Subway and Central Subway. Consistent with the SFMTA Core Capacity Study Projects/BRT category in the TIRCP framework for up to \$79.3 million in TIRCP funds.	130	Overall: 677; Phase 2: 140
<b>Projects not Specified in Framework</b>				
CCCTA	County Connection Solar Supported Zero Emission Vehicle Fleet and Service Modernization	Installation of bus facility solar panels and battery storage, purchase of 27 zero emission vehicles to replace diesel buses, and service optimization improvement to coordinate County Connection service with newly expanded BART Yellow Line frequencies	16	49
LAVTA with TVSJVRRRA	Tri-Valley Zero-Emission Regional Rail Connections and Expansion	Procurement of zero emissions buses and microtransit vehicles, development of the Atlantis maintenance facility, workforce development, and phase 1 of the Valley Link Hydrogen Production Facility in Tracy	over 25	over 25
WETA	Harbor Bay Ferry Facility Electric Float and Infrastructure Project	Construct electrified charging float and batter, electrical infrastructure, and facility rehabilitation of the Harbor Bay Ferry Terminal in Alameda	13	22
SMART	SMART Rail System Healdsburg Extension	Rebuild an existing non-operating railroad north from the Town of Windsor through Healdsburg, including a minimum of 5.5-miles of Class IV mainline track, six bridges, freight spurs with systems, necessary upgrades to SMART’s dispatch system and rail operations center, one station with amenities, gauntlet tracks at the station to accommodate freight train passage, minimum of fourteen at-grade crossings, a paved non-motorized bicycle/pedestrian facility, new broadband capacity, and federally mandated Positive Train Control (PTC) rail safety systems	81	186
BART	Hayward Maintenance Complex Traction Power Substation	Infrastructure improvement project that will uphold reliability and resilience and support increased frequencies on the Berryessa to Daly City BART line and provide power to the Hayward Yard	25	70
BART	North Berkeley Transit Oriented Development	Implement transit plaza improvements, a consolidated parking garage, bike and pedestrian improvements, a new bike station, and wayfinding and signage at North Berkeley BART station	25	34
<b>Total</b>			<b>335</b>	<b>626</b>

\\fs4.ad.mtc.ca.gov\J\_Drive\COMMITTEE\PAC\2024\_PAC\_Meetings\07\_July\_2024\_PAC\4a\_24-0841\_3\_Attachment B - SB1\_TIRCP\_Projects.xlsx\PAC AttachmentFINAL

**Attachment B: SB1 2024 and TIRCP Cycle 7 Regional Planned Applications**

July 10, 2024

**SB1 Planned Applications (Subject to Change)**

Applicant	Program	Project Title of SB1 Application Scope (In no order)	SB1 Request (\$ millions)	Total Project Const. Cost (\$ millions)
SFCTA, MTC, WETA	SCC	Bay Skyway (Phase 1): Ped/Bike, E-ferry and Busway	70	214
SMART	SCC	Healdsburg Extension Project + Zero Emission Locomotive	62	193
BART	SCC	Powell Street Station Traction Power Substation	50	72
SFMTA	SCC	Train Control Upgrade Project (Phase 1)	41	136
CCTA	SCC	I-680 Northbound Express Lane (Phase 1)	102	170
Pleasanton	SCC	I-680/Sunol Boulevard Interchange Modernization Project	21	28
VTA, SMCTA	SCC	Peninsula Caltrain Grade Seps: Burlingame, Mtn View	62	535
MTC	SCC	SR 37 Sears Point to Mare Island Improvement Project	60	230
ACTC	TCEP	Alameda Co. Rail Safety Enhancement Program (Phase A)	30	108
Redwood City	TCEP	US 101/SR 84 Interchange Reimagined	33	308
VTA	TCEP	US 101/SR 25/Santa Teresa Boulevard Extension (ROW)	2	136
CCTA	TCEP	I-680/SR-4 Interchange Improvements (Ph. 4)	60	199
MTC	TCEP	SR 37 Sears Point to Mare Island Improvement Project	45	230
<b>Total</b>			<b>638</b>	<b>2,559</b>

# **2024 STATE FUNDING CYCLES SENATE BILL 1 (SB1) TRANSIT AND INTERCITY RAIL CAPITAL (TIRCP)**

July 10, 2024

Metropolitan Transportation Commission  
Programming and Allocations Committee

# MTC ENDORSEMENT/SUPPORT 2024 STATE FUNDING CYCLES

- ❖ MTC TIRCP priorities established through the region's TIRCP adopted framework, MTC Resolution 4130, Revised.
- ❖ SB1 priorities established through prioritization principles adopted by the Commission in April 2024
- ❖ Staff intends to use these frameworks to recommend priorities through Commission action in September 2024
- ❖ Staff currently working with project sponsors and coordinating with state funding partners to establish priorities for specific funding programs.
- ❖ Multiple sponsors are considering applying to multiple state funding programs.

# PROGRAMS

## SB1 /TIRCP Competitive Programs

Acronym		Program	MTC Prior Performance
SCCP		Solutions for Congested Corridors	25%
TCEP		Trade Corridor Enhancement Program	18%
LPP-C		Local Partnership Competitive Program	36%
TIRCP		Transit and Intercity Rail Capital Program	32%

Note: MTC Target: 20%-30%

# SOLUTIONS FOR CONGESTED CORRIDORS (SCC)



MTC Role: MTC nominates, Caltrans also nominates

Match: Not Required

Amount: \$500M statewide (2 years)

MTC Target: \$100M-\$150M

Note: Unprioritized List of Planned Applications

Project Sponsor	Project Title	SCCP Request Amount (\$M)	Total Est. Project Const. Cost (\$M)
SFCTA, MTC, WETA	Bay Skyway (Phase 1): Ped/Bike, E-ferry and Busway	\$70	\$214
SMART	Healdsburg Extension Project + Zero Emission Locomotive	\$62	\$193
BART	Powell Street Station Traction Power Substation	\$50	\$72
SFMTA	Train Control Upgrade Project (Phase 1)	\$41	\$136
CCTA	I-680 Northbound Express Lane (Phase 1)	\$102	\$170
Pleasanton	I-680/Sunol Boulevard Interchange Modernization Project	\$21	\$28
VTA, SMCTA	Peninsula Caltrain Grade Seps: Burlingame, Mtn View	\$62	\$535
MTC	SR 37 Sears Point to Mare Island Improvement Project	\$60	\$230
<b>Total</b>		<b>\$468</b>	<b>\$1,578</b>

# TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP)



MTC Role: MTC compiles regional nominations

Match: 30% Minimum Required

Amount: \$1.0B statewide\* (2 years)

MTC Target: \$200M-300M

Note: Unprioritized List of Planned Applications

Project Sponsor	Project Title	TCEP Request Amount (\$M)	Total Est. Project Const. Cost (\$M)
ACTC	Alameda Co. Rail Safety Enhancement Program (Phase A)	\$30	\$108
Redwood City	US 101/SR 84 Interchange Reimagined	\$33	\$308
VTA	US 101/SR 25/Santa Teresa Boulevard Extension (ROW)	\$2	\$136
CCTA	I-680/SR-4 Interchange Improvements (Ph. 4)	\$60	\$199
MTC	SR 37 Sears Point to Mare Island Improvement Project	\$45	\$230
<b>Total</b>		<b>\$170</b>	<b>\$981</b>

\* Assumes federal formula freight funds from IIJA/BIL

\*\* Consistency with MTC's Regional Goods Movement Investment Plan



# TRANSIT INTERCITY RAIL CAPITAL PROGRAM (TIRCP)



MTC Role: Regional support and adopted Commission Framework

Match: Not required

Amount: \$900M statewide

MTC Target: \$360M

Note: Unprioritized List of Planned Applications

Project Sponsor	Project Title	TIRCP Request Amount (\$M)	Total Project Cost (\$M)
AC Transit	Connecting Communities to a Zero Emission Future	up to \$50	up to \$100
SFMTA	Train Control Upgrade Project (Phase 2)	\$60-\$100	Overall: \$677; Phase 2: \$140
CCCTA	County Connection Solar Supported Zero Emission Vehicle Fleet and Service Modernization	\$16	\$49
LAVTA	Tri-Valley Zero-Emission Regional Rail Connections and Expansion	>\$25	>\$25
WETA	Harbor Bay Ferry Facility Electric Float and Infrastructure Project	\$13	\$22
SMART	SMART Rail System Healdsburg Extension	\$81	\$186
BART	Hayward Maintenance Complex Traction Power Substation	\$25	\$70
BART	North Berkeley Transit Oriented Development	\$25	\$34
<b>Total</b>		<b>\$335</b>	<b>\$626</b>

# TIMELINE SUMMARY



## SB1 and TIRCP Discretionary Programs

DATE	MILESTONE
DECEMBER 2023	<ul style="list-style-type: none"><li>▪ Caltrans solicits SB1 project nominations for Caltrans joint-sponsorship</li></ul>
APRIL 2024	<ul style="list-style-type: none"><li>▪ MTC Commission adopted SB1 Regional Approach and Prioritization Principles</li></ul>
MAY 2024	<ul style="list-style-type: none"><li>▪ MTC solicits SB1 project nominations for MTC endorsements</li></ul>
JULY 2024	<ul style="list-style-type: none"><li>▪ Applications due for TIRCP</li></ul>
AUGUST 2024	<ul style="list-style-type: none"><li>▪ Caltrans releases selected project nominations for Caltrans joint-sponsorship</li><li>▪ CTC adopts guidelines for SCCP, TCEP, and LPP</li></ul>
SEPTEMBER 2024	<ul style="list-style-type: none"><li>▪ MTC Commission considers SCCP, TCEP, and TIRCP endorsements</li></ul>
OCTOBER 2024	<ul style="list-style-type: none"><li>▪ CalSTA award announcement for TIRCP</li></ul>
NOVEMBER- DECEMBER 2024	<ul style="list-style-type: none"><li>▪ Applications due for SCCP, TCEP, and LPP</li></ul>
JUNE 2025	<ul style="list-style-type: none"><li>▪ CTC release recommended awards for SCCP, TCEP, and LPP</li></ul>

# NEXT STEPS

- ❖ MTC staff to prepare endorsement and support recommendations for Committee/Commission consideration in September 2024



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 24-0897      **Version:** 1      **Name:**

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

**File created:** 6/19/2024      **In control:** Programming and Allocations Committee

**On agenda:** 7/10/2024      **Final action:**

**Title:** California Transportation Commission (CTC) and State Funding Program. Update on CTC and state funding programs under the CTC's purview.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [5a 24-0897 CTC Update July.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
California Transportation Commission (CTC) and State Funding Program. Update on CTC and state funding programs under the CTC's purview.

**Presenter:**  
Kenneth Kao

**Recommended Action:**  
Information

**Attachments:** List any attachments.

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

**July 10, 2024**

**Agenda Item 5a-24-0897**

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**California Transportation Commission (CTC) and State Funding Programs Update**

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**Subject:**

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

**Background:**

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

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

**June CTC Meeting (June 27-28, Monterey)**

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

**Presentation of Draft Senate Bill 1 (SB1) Competitive Program Guidelines**

CTC staff presented the draft guidelines for the SB1 competitive and formula programs, specifically, for the Solutions for Congested Corridors Program (SCCP), Trade Corridors Enhancement Program (TCEP), and Local Partnership Program's (LPP) competitive and formulaic components. CTC held numerous workshops at which Bay Area jurisdictions, including MTC staff, participated and provided comments. The CTC is scheduled to adopt the final guidelines and release the call for projects at its August meeting.

**Allocations, Extensions, and Amendments.**

The CTC approved the following:

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

- Supplemental LPP formulaic funding allocation for a project in San Mateo County.
- Funding allocations for one jointly-funded SHOPP and STIP project in Santa Clara County.
- Funding allocation for one STIP project in Santa Clara County.
- Funding allocations for three LPP formulaic program projects in Contra Costa (2) and San Francisco Counties.
- Funding allocation for one TCEP project in Alameda County.
- Funding allocations for two ATP projects in Contra Costa and Marin Counties.
- Funding allocation for one TIRCP project in San Francisco County.

Extensions.

- Allocation extensions for one LPP competitive project in San Mateo County.
- Allocation extension for one ATP project in Alameda County.
- Project expenditure extension for one LPP formulaic project in Marin County.
- Project expenditure extension for one ATP project in Alameda County.

Amendments.

- Program amendment to the LPP competitive program for a project in Santa Clara County.
- Allocation amendment for one TCEP project in Alameda County.
- Allocation amendment for one TIRCP project sponsored by the Sonoma-Marin Area Rail Transit (SMART) District.

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

### **CTC Membership Update.**

In June, the Governor appointed Zahirah Mann of Pasadena (Los Angeles County) to the California Transportation Commission. Commissioner Mann is the President and Chief Executive Officer at the South Los Angeles Transit Empowerment Zone (SLATE-Z). With Commissioner Mann's appointment, there remains one vacant Governor-appointed position on the CTC.

### **Next Steps:**

The next CTC meeting is scheduled for August 15-16, 2024, to be held in San Diego and online.

**Issues:**

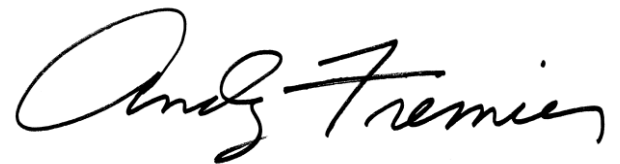
None identified.

**Recommendations:**

Information. No action required.

**Attachments:**

None.

A handwritten signature in black ink that reads "Andrew B. Fremier". The signature is written in a cursive style with a large, looping initial "A".

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Andrew B. Fremier