

**Metropolitan Transportation Commission
Programming and Allocations Committee**

December 11, 2024

Agenda Item 4b-24-1492

MTC Resolution Nos. 4202, Revised; 4505, Revised; and 4678

Subject:

Adoption of project selection and programming policies for certain Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for transit operations and various revisions to the One Bay Area Grant (OBAG 2 and 3) programs. In accordance with MTC Resolution 4619, Revised, approved by the Commission in November, this item includes funding commitments to satisfy the \$300 million regional contribution to address public transit operator shortfalls.

Background:

The OBAG 2 and 3 programs establish the policy and programming framework for investing federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement program (CMAQ) funds for FY 2017-18 through FY 2025-26.

In July 2023, California passed Senate Bill (SB) 125 (Chapter 54, Statutes of 2023), which committed state funds to help avert the near-term transit operating fiscal cliff and required that regions prepare Short-Term Financial Plans (STFPs). The Commission adopted MTC Resolution No. 4619 in November 2023, which committed up to \$300 million in regional discretionary funds as part of the SB 125 STFP. At the time, staff estimated that approximately \$85-115 million in future unprogrammed STP/CMAQ funds would be needed as a component of MTC's regional SB 125 contribution.

Transit Operating Shortfall Nexus

In December 2023, MTC submitted to the California State Transportation Agency its Senate Bill (SB) 125 Short-Term Financial Plan. This plan established a \$774 million collective funding shortfall for Bay Area operators across fiscal years (FY) 2024-25 and 2025-26, which is based on a standardized set of assumptions shared across all operators. These needs will be addressed through a combination of SB 125 funds and a \$300 million regional contribution. The SB125 Regional Funding Framework, adopted by the Commission in November 2024 through MTC Resolution No. 4619, Revised, identified contributions to operators by funding source and fiscal year, including committing \$93.3 million in STP/CMAQ funds in federal fiscal year (FY) 2024-25 and 2025-26 using future unprogrammed STP/CMAQ capacity, subject to future programming actions by the Commission. In addition, Resolution No. 4619, Revised, committed

\$7.9 million in FTA 5307 funds currently programmed to MTC’s Regional Vanpool Program to the San Francisco Municipal Transportation Agency (SFMTA), in exchange for a like amount in STP/CMAQ funds for the Regional Vanpool Program. Thus, the total future STP/CMAQ capacity supportive of the SB 125 funding framework is \$101.2 million.

Note that since the Transit Operations Program falls within the OBAG 3 period, some existing programmed OBAG 3 projects may be delayed to accommodate the new transit programming.

STP/CMAQ Transit Operations Program (MTC Resolution No. 4678)

This month, staff recommend adoption of the STP/CMAQ Transit Operations program (MTC Resolution No. 4678). This resolution establishes the project selection and programming policies for investing certain STP/CMAQ revenues, consistent with MTC’s regional SB 125 funding framework. As part of this action, staff recommend programming funds as detailed in **Table 1**.

Table 1: STP/CMAQ Transit Operations Projects

Sponsor	Project	Amount \$M
San Francisco Bay Area Rapid Transit District (BART)	Transbay Core Capacity	\$60.0
San Francisco Municipal Transportation Agency (SFMTA)	Preventative Maintenance (PM)	\$14.1
SFMTA	Bus Procurement	\$12.3
SFMTA	Light Rail Vehicle Procurement	\$6.9
MTC	Regional Vanpool Program (for SFMTA PM)	\$7.9
All	Total	\$101.2

These projects will each contribute towards the region’s near-term transit operating fiscal cliff, either directly or by offsetting other funding sources that can be used for operations. Of the \$101.2 million Transit Operations Program, staff recommend programming \$93.3 million to operators (SFMTA and BART) consistent with the SB 125 funding framework (MTC Resolution No. 4619). Staff recommend directing the remaining \$7.9 million to MTC for the Regional Vanpool Program, in exchange for a like amount in Federal Transit Administration (FTA) 5307 funds from the Transit Capital Priorities (TCP) Program for SFMTA preventative maintenance, allowing MTC to avoid additional administrative requirements of FTA-funded transit operators.

OBAG 2 and OBAG 3 Revisions (MTC Resolution Nos. 4202 and 4505, Revised)

This month, staff recommend various revisions to the OBAG 2 and 3 programs.

Housing Incentive Pool

In December 2023, the Commission awarded \$71 million in Housing Incentive Pool (HIP) funds to 15 jurisdictions that produced or preserved the greatest number of eligible affordable housing units over the previous five years. As part of this action, the Commission approved eligibility and programming guidelines for HIP funds, including a rolling call for letters of interest from awarded jurisdictions through 2024.

Of the 15 HIP jurisdictions, San Francisco and Santa Rosa submitted completed letters of interest to MTC in time for programming recommendations this month. Staff evaluated these applications based on adopted HIP criteria and recommend programming \$18.9 million in OBAG 2 HIP funds to 5 projects (see **Attachments 1 and 2** for details).

In addition, staff recommend selecting SFMTA's Powell Street Improvements project for \$4 million in San Francisco County transportation sales tax funds. As a reminder, MTC incorporated \$18.3 million in San Francisco's local sales tax into San Francisco's overall HIP award in December 2023 as part of a swap for Regional Transportation Improvement Program (RTIP) funds. Staff will return to the Commission next year to recommend projects for the remaining \$14.3 million in local San Francisco HIP funds.

Staff will return to the Commission to recommend programming for the remaining \$33.9 million in OBAG 2 HIP funds to other HIP jurisdictions in the coming months.

County & Local Program

As requested by the Alameda County Transportation Commission's (ACTC), staff recommend reprogramming \$10 million in OBAG 3 County & Local funds among various components of the San Pablo Avenue corridor improvement project. These revisions will allow ACTC to better leverage federal discretionary funds from the Safe Streets and Roads for All (SS4A) program that were recently awarded to the project. All scope elements originally awarded by MTC will be funded through ACTC's comprehensive funding strategy for the corridor.

In addition, as requested by the City/County Association of Governments of San Mateo County (C/CAG), San Mateo County, and Redwood City, staff recommend transferring sponsorship of the Bay Road Complete Streets Rehabilitation project from the County to Redwood City. The agencies requested this change in sponsorship in response to the County's anticipated noncompliance with MTC's Housing Element certification deadline of December 31, 2024.

Issues:

Programming capacity for the STP/CMAQ Transit Operations program is based on future anticipated apportionment to MTC in FY 2026-27 or later that has not yet been programmed. MTC has historically used these funding sources for the One Bay Area Grant (OBAG) program. Commitment of this apportionment by the Commission would reduce capacity for future OBAG program cycles.

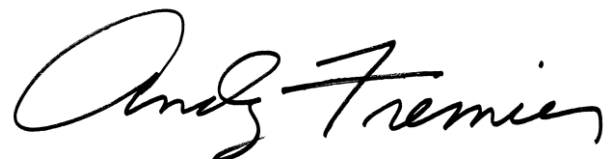
As in previous cycles, staff will develop recommendations for the next OBAG program through a collaborative and comprehensive process that considers the needs and input of various stakeholders. To avoid presupposing this process, as well as acknowledging the uncertainty of future federal funding levels, staff recommend that the Commission approve current programming of STP/CMAQ capacity for transit operations without committing to any future OBAG program structure or relative investment categories. Staff will continue to engage and collaborate with our regional partners and return to the Commission over the next year for input and updates on future OBAG cycle development.

Recommendations:

Refer MTC Resolution Nos. 4202, Revised; 4505, Revised; and 4678 to the Commission for approval. MTC Resolution Nos. 4202, Revised and 4505, Revised are also proposed for revisions under Agenda Item 2f and are included once under this item with all proposed revisions. Only items approved by the Committee will be forwarded to the Commission.

Attachments:

- Attachment A: HIP Applications and Recommended Awards
- Attachment B: HIP Summary by Jurisdiction
- MTC Resolution No. 4202, Revised
 - Attachment B-1
- MTC Resolution No. 4505, Revised
 - Attachments B-1 and B-2
- MTC Resolution No. 4678
 - Attachments A and B



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Housing Incentive Pool Applications and Recommended Awards

Project Sponsor	Project Application Description	Requested Amount	Recommend Award
SFMTA	<p>Howard Streetscape*</p> <p><i>The project scope includes a permanent two-way class IV bikeway using a concrete island, added traffic and bike signals, the removal of one to two eastbound vehicle travel lanes, protected corners at intersections, corner bulb-outs, raised crosswalks at alleyways, mid-block crosswalks, new crosswalks at alleyways and minor streets, and improved curb management. The project will also enhance the public realm by providing tree-lined medians and civic amenity zones, which are pedestrian spaces with customized pavers, historic plaques, district street signs, and gateway elements celebrating the diverse communities along Howard Street.</i></p>	14,270,000	-
SFMTA	<p>Folsom Streetscape</p> <p><i>The project will implement a series of treatments on the High Injury network corridor including traffic lane reduction, concrete median protected two-way bikeway, separate bicycle and vehicle signal phases, raised crosswalks at alleys, curb ramps and pedestrian-level lighting, a Muni transit-only lane and boarding islands, and other streetscape and safety features.</i></p>	4,000,000	4,000,000
SFMTA	<p>Powell Street Improvement</p> <p><i>The project consists of a comprehensive revitalization of the streetscape and pedestrian environment on Powell Street between Market and Geary Streets, one of the most iconic and important streets in the City. Project elements include: widening of sidewalks to 18 feet for all three blocks with distinctive paving treatment, chandelier lighting elements hanging over the cable car turnaround to highlight this iconic location, distinctive hanging lantern style lighting along the corridor to create a welcoming environment, new landscaping and greening elements along the corridor, and new custom street furniture.</i></p>	4,000,000	4,000,000
SFMTA	<p>Lincoln Way Traffic Signals</p> <p><i>Construct new signals at two intersections to reduce vehicle and transit delays associated with possible vehicle restrictions on the Upper Great Highway, from Lincoln Way to Sloat Boulevard. The scope includes all necessary signal infrastructure including new 12" signal heads and mast arms, new signal poles, pedestrian countdown signals, and accessible pedestrian signals. In addition, there will be scope of work as needed for updated curb ramps, streetlighting, hydraulics, fire hydrant relocation, and related signal work.</i></p>	3,400,000	3,400,000

Project Sponsor	Project Application Description	Requested Amount	Recommend Award
SFCTA	<p>West Side Bridges Seismic Retrofit (for YBI MUP) <i>The current West Side Bridges Seismic Retrofit Project scope includes a Class 2 westbound bike facility. The requested award would fund construction of an additional two retaining walls and associated roadway improvements needed to accommodate the future Yerba Buena Island Multi-use Path (YBI MUP) project which will create a bidirectional, Class 1 facility with extensive safety, accessibility, connectivity, and sustainability benefits. Both walls and associated roadway improvements would be constructed as part of the under-construction West Side Bridges Seismic Retrofit Project.</i></p>	5,500,000	5,500,000
SFMTA	<p>New Flyer Bus Midlife Overhaul Phase I <i>Perform scheduled midlife overhauls on the New Flyer Fleet, following manufacturer recommendations. Maintenance data has shown that overhaul campaigns maintain vehicle reliability, significantly reducing incidents of breakdowns, preventing service interruptions and additional costly repairs. Of the 814 New Flyers, Phase I of the overhaul program will address the oldest 315 or 160 40' motor coaches, 155 60' motor coaches. The overhaul campaign will repair and replace key systems with like kinds. The oldest 112 coaches purchased in 2013 will be overhauled in-house with a reduced scope just including the propulsion systems, air compressors, alternator, and automated passenger counters (APC) only. The remaining 203 coaches in the original scope were supposed to upgrade the older coaches with standardized/upgraded equipment for the LCD dashboard, BAE Green Zone, and wheelchair ramps.</i></p>	5,179,009	4,663,000
SFMTA	<p>29-Sunset Improvement Project Phase I <i>Phase one of two includes bus stop consolidation, stop relocation, bus bulbs, and improved stop amenities for the 29 Sunset route on the west side of San Francisco. The 29 Sunset is a highly utilized route, the longest daytime route in the Muni system, and serves a high proportion of school trips as well as disadvantaged communities. Frequent delays, gaps, and bunching are common along the route due to traffic disruption, stop spacing, and inefficiencies. Providing infrastructure improvements will improve performance, customer experience, and transit connections.</i></p>	1,116,532	-
SFMTA	<p>Cable Car Restorations <i>Perform rehabilitation work on the cable car fleet to maintain these historic resources in a state of good repair. Continued overhauls and maintenance to the SFMTA's fleet of approximately 40 historic cable cars enhance rider experience by improving system reliability, vehicle safety, and passenger comfort.</i></p>	900,000	-

Project Sponsor	Project Application Description	Requested Amount	Recommend Award
SFMTA	N-Judah: Judah Street Transit Priority Project <i>The project will conduct outreach, design, and implement engineering changes to reduce travel time, improve reliability, and enhance safety on along Judah Street between 9th Avenue and La Playa Street. Improvements include new traffic signals, transit stop changes, transit bulbs, new and extended boarding islands, and other upgrades including curb ramps and utility relocation.</i>	1,940,000	-
San Francisco	Subtotal	40,305,541	21,563,000
Santa Rosa	Santa Rosa US 101 Bicycle and Pedestrian Overcrossing (BPOC) <i>The project will link an EPC and commercial area on the western side of highway 101 to the eastern side where there are commercial opportunities, the Santa Rosa Junior College, Santa Rosa High School, and other schools and residential areas. The project would also provide eastern Santa Rosa a critical route to the Sonoma Marin Area Regional Transportation (SMART) station. Transportation improvements in the area have been underway to ensure that users of the future project have additional walking and bicycling protections once exiting the bridge.</i>	1,292,000	1,292,000
Santa Rosa	North Dutton Avenue Complete Streets Improvements <i>The project location currently is a five lane 0.9 mile stretch of roadway that is on the City of Santa Rosa's High Injury network. The project will implement a five to three lane road diet along a 0.9 mile stretch of N. Dutton Avenue between W. 3rd Street and W. College Avenue. The complete streets approach will be used to improve the roadway along this segment so that the street will become a multi-modal facility encouraging and supporting the use of it by all ages and abilities. The road diet will 1) enable the installation of Class IV bike lanes, filling a gap in the City's bicycle network, 2) reduce vehicle speeds, 3) reduce the number of lanes that people must cross, thereby eliminating the multiple threat collision, 4) enhance existing crosswalks, and 5) install one new crosswalk.</i>	1,292,000	
Santa Rosa	Subtotal	2,584,000	1,292,000
All	Grand Total	42,889,541	22,855,000

*HIP application for San Francisco County transportation sales tax funds, requested amount contingent on the outcome of other pending grant applications, not currently recommended for programming.

Housing Incentive Pool Summary by Jurisdiction

Jurisdiction	Award	Recommend	Balance
San Francisco*	35,833,000	21,563,000	14,270,000
Oakland	10,033,000	-	10,033,000
Fremont	4,098,000	-	4,098,000
San Jose	3,654,000	-	3,654,000
Richmond	2,450,000	-	2,450,000
San Leandro	1,859,000	-	1,859,000
Sunnyvale	1,836,000	-	1,836,000
Mountain View	1,766,000	-	1,766,000
Santa Clara	1,754,000	-	1,754,000
Berkeley	1,508,000	-	1,508,000
American Canyon	1,333,000	-	1,333,000
Redwood City	1,321,000	-	1,321,000
Daly City	1,304,000	-	1,304,000
Santa Rosa	1,292,000	1,292,000	-
San Mateo	959,000	-	959,000
Totals*	71,000,000	22,855,000	48,145,000

**Amounts include San Francisco County transportation sales tax funds*

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 09/25/24-C
11/20/24-C 12/18/24-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.

ABSTRACT

MTC Resolution No. 4505, Revised

Page 2 of 7

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

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

ABSTRACT

MTC Resolution No. 4505, Revised

Page 3 of 7

\$300,000 to MTC's Active Transportation Technical Assistance Program within the Regional Complete Streets and Community Choice Program; and to clarify programming policy requirements for OBAG 3 projects involved in local fund exchanges.

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

ABSTRACT

MTC Resolution No. 4505, Revised

Page 4 of 7

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.

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).

ABSTRACT

MTC Resolution No. 4505, Revised

Page 5 of 7

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 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

ABSTRACT

MTC Resolution No. 4505, Revised

Page 6 of 7

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 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.

On September 25, 2024, Attachment B-1 was revised to reprogram \$1,250,000 in Regional Program bikeshare funds from e-bike expansion to MTC for Bay Wheels bikeshare expansion in Daly City, changing the fund source for this project from STP/CMAQ to non-federal MTC exchange funds; reprogram \$300,000 in Regional Program bikeshare funds from e-bike expansion to MTC for bikeshare outreach; and program \$240,000 in Regional Program Mobility Hub planning balances to MTC for Mobility Hubs and Parking Management technical assistance.

On November 20, 2024, Attachment B-1 was revised to program \$8,500,000 in Regional Priority Conservation Area (PCA) funds to various projects, including changing the fund source for \$4,950,000 of that total from STP/CMAQ to non-federal MTC Exchange; reprogram \$2,000,000 from MTC's Priority Development Area (PDA) Planning Program to MTC's Regional Housing Technical Assistance (RHTA) Program; deprogram \$4,600,000 from MTC's Mapping & Wayfinding project; program \$3,950,000 to various Innovative Deployments for Enhanced Arterials Transit Signal Priority (IDEA TSP) and Bus Accelerated Infrastructure Delivery (BusAID) projects; add \$650,000 to BusAID unprogrammed balance; reprogram \$4,640,000 within MTC's Regional Vision Zero/Safety Program to various projects; and deprogram \$415,000 from MTC's Cotati Santero Way PDA Planning project.

ABSTRACT

MTC Resolution No. 4505, Revised

Page 7 of 7

On December 18, 2024, Attachments B-1 and B-2 were revised to reprogram \$10,000,000 in County & Local Program funds among various component projects of the Alameda County Transportation Commission's (ACTC's) San Pablo Avenue corridor improvements, reprogram \$800,000 from MTC's Sonoma County Airport Area Specific Plan to MTC's Regional Housing Technical Assistance, and revise the project sponsor from San Mateo County to Redwood City for the Bay Road Complete Street Rehabilitation project in the County & Local Program.

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, July 10, 2024, September 11, 2024, November 13, 2024, and December 11, 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

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