

Metropolitan Transportation Commission Programming and Allocations Committee

April 14, 2021

Agenda Item 3a - 21-0445

MTC Resolution Nos. 4202, Revised and 4412, Revised. Adoption of Senate Bill 1 Alternate Funding Plan for RM3 funds and RM3 Letters of No Prejudice

Subject: Adoption of alternate funding plan for Senate Bill 1 (SB1) projects with matching Regional Measure 3 (RM3) funds, to maintain delivery commitments.

Background: In Fall 2020, the California Transportation Commission (CTC) approved the latest Senate Bill 1 (SB1) competitive programs, which included \$407 million for the Bay Area. Among these, there is \$276 million in Regional Measure 3 (RM3) funds committed in five of the eleven selected projects. RM3 is still under litigation and not available to match SB1 funds in the near term.

While RM3 is unavailable, MTC has issued Letters of No Prejudice (LONPs) to allow sponsors to spend other funds, to be repaid once RM3 is cleared by the courts. An LONP repayment arrangement is an important tool to move projects forward while RM3 funding availability is delayed. For two SB1 projects with RM3 in the funding plan, there is no local fund source to back the LONP.

As detailed in Attachment 1, staff recommends loaning about \$175.5 million in federal surface transportation funds for two SB1 projects approved by the CTC within the competitive Solutions for Congested Corridors and Trade Corridor Enhancement Programs, and scheduled for construction this year: the US-101 Marin-Sonoma Narrows project in Marin County and the I-80 Express Lanes project in Solano County. The loaned federal funds shall be repaid to MTC when RM3 is legally cleared via an LONP arrangement, and loaned STIP funds repaid to the appropriate County Transportation Agency. The LONP is effective with the proposed amendments to MTC Resolution No. 4412, Revised and subject to funding agreements for approval next month.

These federal funds are normally assigned through the One Bay Area Grant (OBAG) program, and the \$175 million loan proposed here represents about one year's worth of the region's federal discretionary funding (STP/CMAQ) capacity. Key to making this recommendation is that OBAG programming typically lags behind the actual appropriations of federal money by at least one year or more. Therefore, providing these funds for the LONPs of these projects is not anticipated to impact the programming capacity of the OBAG program, and would have no cumulative impact as long as RM3 clears the court challenges, and is repaid to MTC, from the RM3 amounts otherwise directed to these two projects, to cover the loan.

Staff proposes alternate funding action as soon as possible for the SB1 projects to address the following issues:

- Deliverability. CTC selected projects for funding based partially on deliverability, and for these projects, completing the funding plan with RM3 funds is the limiting factor preventing keeping projects on schedule. Maintaining the Bay Area's reputation as a project delivery leader will help the entire region successfully compete in future statewide competitive funding programs.
- Costs. Schedule delays on large transportation projects translate to increased escalation costs which are not accounted for, and for which additional funding is not identified.
- Permits. Environmental permits secured for these projects may expire if a project is delayed beyond the permit validity date, which may require permit renegotiation and further delays.

Issues:

Attachment 1 includes issues summarized below.


- 1) The proposal assumes RM3 will be affirmed by the courts. The proposal also focuses a substantial amount of regional funds for two North Bay projects; however, the repaid non-federal funds will benefit the entire region through the OBAG Program. Further, interest on the loan may be charged if RM3 repayment is delayed longer than the end of fiscal year 2023, which is the first year of OBAG 3.
- 2) If RM3 is unsuccessful, the loaned federal funds would likely not be repaid by Marin and Solano Counties. While the risk exists, the trade-off is that the region would complete two regionally significant improvements with federal funds that leverage substantial state competitive funding.
- 3) TAM has applied for an Infrastructure for Rebuilding America (INFRA) grant in the amount of \$77 million. If successful, the federal discretionary loan amount required for the US-101 Marin-Sonoma Narrows project will be reduced by a like amount.
- 4) The proposal is highway-focused; however, repaid funds will be distributed among all modes using easier-to-use non-federal funds.

Recommendation:

Refer MTC Resolution No. 4202, Revised and MTC Resolution No. 4412, Revised to the Commission for approval. Because Resolution No. 4202 is also proposed for revision under Agenda Item 2i and Resolution No. 4412 is also proposed for revision under Agenda Item 2f, they are included under this Agenda Item with all proposed revisions. Only items approved by the Committee will be forwarded to the Commission.

Attachments:

Attachment 1: Adoption of Senate Bill 1 (SB 1) Alternate Funding Plan for RM3 Funds and RM3 Letters of No Prejudice
Attachment 2: Map of Projects
MTC Resolution No. 4202, Revised
MTC Resolution No. 4412, Revised


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**Attachment 1:
MTC Resolution Nos. 4202, Revised and 4412, Revised
Adoption of Senate Bill 1 (SB 1) Alternate Funding Plan for RM3 Funds and
RM3 Letters of No Prejudice**

Background

In Fall 2020, the California Transportation Commission (CTC) programmed over \$2 billion in three Senate Bill 1 (SB1) competitive programs: the Solutions for Congested Corridors (SCC) Program, Trade Corridor Enhancement Program (TCEP), and Local Partnership Competitive Program (LPP-C). The Bay Area received \$407 million in new SB1 money for 11 projects, which represents about 20% of the entire amount available statewide. The adopted programs recognize the Bay Area’s nominations are critical to implementing state and regional goals, including reducing greenhouse gas emissions and providing an alternative to single-occupant vehicles. The successful projects are listed in county order in the table below.

Table 1. Bay Area 2020 Senate Bill 1 (SB1) Competitive Program Awards

County	Project (* Indicates RM3 in funding plan)	Award (\$M)	SB1 Program
Alameda	I-680 Southbound Express Lanes*	\$25	LPP-C
BART	Train Control Modernization	\$60	SCC
Contra Costa	I-680/SR-4 Interchange (Design)*	\$18	TCEP
Marin	US-101 Marin-Sonoma Narrows, Segment B7*	\$40	SCC
Napa	SR-29/221 Soscol Junction	\$25	SCC
San Francisco	Mission/Geneva Safety Improvements	\$9	LPP-C
Santa Clara	US-101/De La Cruz/Trimble Interchange Improvements	\$25	LPP-C
Santa Clara	US-101/SR-25 Interchange	\$55	TCEP
Solano	I-80 Express Lanes*	\$123	TCEP
Solano	I-80 Westbound Truck Scales (Design)*	\$24	TCEP
Sonoma	Windsor River/Windsor Rd. Intersection Improvements and Pathway	\$3	LPP-C
Total		\$407	

Asterisked and shaded above are five projects with Regional Measure 3 (RM3) funds committed in the project funding plan, totaling \$276 million in RM3. RM3 is still under litigation and not available to match SB1 funds. While RM3 is unavailable, MTC has issued Letters of No Prejudice (LONPs) to allow sponsors to spend other funds, to be repaid once RM3 is cleared by the courts. An LONP repayment arrangement is an important tool to move projects forward while RM3 funding availability is delayed.

To keep construction-ready SB1 projects on schedule, staff recommends loaning about \$175.5 million in federal Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement (CMAQ) Program and/or federal Highway Infrastructure Program (FHIP) funds from the One Bay Area Grant (OBAG) Program and federal Highway Infrastructure Program (FHIP) to two projects described below. The loaned funds shall be repaid to MTC when RM3 is legally cleared via an LONP arrangement, formalized in MTC Resolution No. 4412, Revised.

Impacted Projects and Selection Justification

The five SB1 projects with RM3 funds in the funding plan are listed below. To meet the most immediate needs of these SB1 projects, and to honor putting funds to work urgently and create jobs, staff proposes focusing on projects that can proceed to construction this calendar year.

Table 2: SB1 Projects with RM3 in Funding Plan (sorted by Program)

Program: Project (Phase)	RM3 (\$M)	SB1 (\$M)	Construction in 2021?	Notes
LPP-C: Alameda 680 Southbound Express Lane (Construction)	\$80	\$25	No (2022)	ACTC will use local funds; LONP request later in 2021.
SCC: Marin 101 Marin-Sonoma Narrows, B7 (Construction)	\$80.9	\$40.1	Yes	TAM has an existing \$7.1M LONP approved Dec 2020.
TCEP: Contra Costa 680/4 Interchange (Final Design)	\$8	\$18	No (Design)	CCTA has an existing \$8M LONP approved Feb 2021.
TCEP: Solano 80 Express Lanes (Construction)	\$101.7	\$123.4	Yes	Certain project elements need non-federal funds.
TCEP: Solano 80 Westbound Truck Scales (Final Design)	\$5.3	\$24	No (Design)	STA proposes STIP funds for RM3 match.
Total	\$275.9	\$230.5		

Two projects totaling \$182.6 million in RM3 funds (shaded green in the table above) are planned for construction in 2021. Two projects in Alameda and Contra Costa Counties expect to use local funds in place of RM3. The final project in Solano County is for final design of the I-80 Westbound Truck Scales, and the Solano Transportation Authority proposes to use STIP funds in place of RM3 (and is subject to this Committee’s concurrence this month under Agenda Item 2d).

Fund Sources

Staff proposes leveraging various federal fund sources to temporarily bridge the RM3 shortfall on the two SB1 projects shaded green in Table 2 above. These funds shall be paid back to MTC via an RM3 Letter of No Prejudice arrangement when RM3 is cleared by the courts.

- **Federal STBG/CMAQ Program Funds Loaned from OBAG.** Staff proposes loaning \$175.5 million in current and future year federal funding apportioned to MTC to the Marin US-101 Marin-Sonoma Narrows project and the Solano I-80 Express Lanes project. This action will keep these two projects on schedule while RM3 is unavailable. This amount is roughly about one year of funding MTC receives from those two federal programs. The main benefits of using federal funds are that it will provide non-federal funding to the OBAG Program once RM3 repays MTC, ensure full delivery of federal funds, and not impact OBAG programming. These points are described in further detail below.

As a separate but related consideration, delivery of the STP/CMAQ program is running behind for FY 21, with only \$92 million identified for delivery, and \$195 million available. To assist with the poor delivery this year, staff proposes to exchange roughly \$13.9 million in FHIP funds previously provided to the Golden Gate Bridge Suicide Deterrent System with an equal amount of STBGP funds. The FHIP funds will be made available as part of the SB1/RM3 LONP arrangement, and the Golden Gate Bridge Highway and Transportation district will obligate the STBG funds immediately following Commission action. Exchange of the FHIP funds is subject to this Committee’s concurrence this month under Agenda Item 2f).

- STIP Funds (federal CRRSAA).** The federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) provides \$912 million to California via the Federal Highway Administration. In March, the California Transportation Commission approved distributing the 40 percent regional share of this funding via the State Transportation Improvement Program (STIP) and STBGP formula distribution. Through the STIP, each county may propose projects to use its share of the CRRSAA funding. For Marin and Solano Counties, staff proposes that their shares of STIP funds be dedicated to offset the RM3 funding gap, less funds for Planning, Programming, and Monitoring activities. STIP programming is subject to future action by the County Transportation Agencies and this Committee. The STIP funds from these two counties total about \$3 million. The STIP funds would be eligible to be repaid by RM3 funds via an LONP arrangement to TAM and STA. However, if RM3 repayment is delayed beyond the fiscal year 2023 (which is the first year of OBAG 3), MTC reserves the right to charge interest on the loaned federal funds, to be deducted from the STIP LONP, subject to funding agreements with TAM and STA.

For the two projects shaded green in Table 2 above, staff recommends the following funding plan to match the outstanding project funding needs. For both projects, the RM3 funding capacity would be repaid to MTC for the loaned federal funds once cleared by the courts.

Table 3: Highway Project Proposals for SB1 Projects with RM3

<p><i>Marin 101 Marin-Sonoma Narrows, B7.</i> <i>CTC Allocation Timeframe: June 2021</i> <u>Outstanding Need: \$80.9M</u> Proposed funding mix:</p> <ul style="list-style-type: none"> • \$4.1M* TAM Local Funds • \$1.1M* STIP (CRRSAA) • \$75.7M*+ STBG/CMAQ/FHIP <p>* These funds can be repaid under an RM3 LONP to TAM (*) and MTC (*+).</p>	<p><i>Solano 80 Express Lanes.</i> <i>CTC Allocation Timeframe: August 2021</i> <u>Outstanding Need: \$101.7M</u> Proposed funding mix:</p> <ul style="list-style-type: none"> • \$99.8M*+ STBG/CMAQ • \$1.9M* STIP (CRRSAA) <p>* These funds can be repaid under an RM3 LONP to STA (*) and MTC (*+).</p>
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Staff proposes loaning federal STBG/CMAQ/FHIP funds for the following reasons:

- Access to Non-Federal Funding.** When RM3 is cleared by courts, the LONP arrangement will provide MTC with non-federal funding to reinvest in the OBAG program. Non-federal funding is generally easier to use by project sponsors, is more flexible, and can be used for a greater variety of project types.
- Ensure Full Federal Funding Delivery.** The current fiscal year (2020-21) of the OBAG 2 Program has excess capacity due to some OBAG 2 funds not being programmed to specific projects yet, and several projects deferred to later years. Delivering all MTC federal funds obligated this year will ensure MTC’s eligibility to receive additional federal funding unused by other states, known as “August Redistribution.”
- Does Not Impact OBAG 3.** The OBAG 3 process will start later this year, and staff’s proposal would not impact OBAG because programming typically lags behind the actual appropriations of federal money by at least one year or more, and since the loaned federal funds will be repaid by RM3 once cleared by the courts.

Next Steps

If approved, staff will work with TAM, STA, Caltrans, and the CTC to switch the funding source in the Project Baseline Agreements, and include the updated funding plan in the Transportation Improvement Program (TIP). Staff will also work with TAM and STA staff to memorialize the arrangements and conditions of this action in an executed funding agreement for approval next month.

Issues

1) The above proposal assumes RM3 will be affirmed by the courts. The geographic concentration of programming \$175 million in regional funds to two North Bay projects is balanced by the repayment of non-federal funds to MTC, which will be redistributed via the OBAG 3 framework that benefits the entire region. The concentration is further mitigated by the STIP funds Marin and Solano will commit to their projects. If RM3 repayment is delayed beyond the end of fiscal year 2023 (the first year of OBAG 3), MTC reserves the right to charge interest on the loaned federal funds, to be deducted from the STIP LONP, at a rate to be determined and agreed to in the funding agreements with TAM and STA.

2) If RM3 is struck down by the courts, the loaned federal funds would likely not be repaid by Marin and Solano Counties. While the risk exists, the trade-off is that the region would complete two regionally significant improvements with federal funds that leverage substantial state competitive funding. Any additional conditions should be memorialized in agreements as part of MTC loaning regional discretionary funds in lieu of RM3 to the two projects in Marin and Solano Counties.

3) The Transportation Authority for Marin (TAM) has submitted a request for federal funding for the US 101 Marin-Sonoma Narrows project through the Infrastructure For Rebuilding America (INFRA) program. Although hopeful, the Bay Area performed poorly in the past for this federal discretionary program. The funding plan will be adjusted if TAM is successful in receiving INFRA funding.

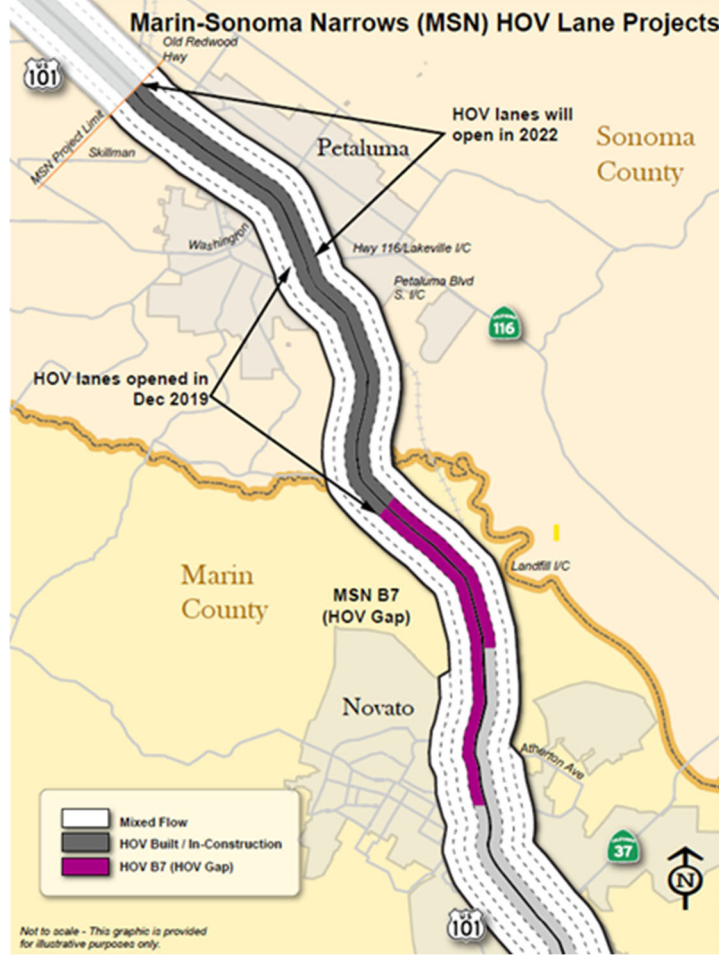
4) Although the proposal is highway-focused, despite considerable needs in other areas such as transit and active transportation, when RM3 is affirmed by the courts and MTC is repaid for the loaned federal funds, these non-federal funds will be distributed among all modes pending the outcome of the OBAG 3 Program framework. Non-federal funding is beneficial to advance modes such as transit and active transportation since they do not need to follow federal contracting and environmental requirements.

Recommendation:

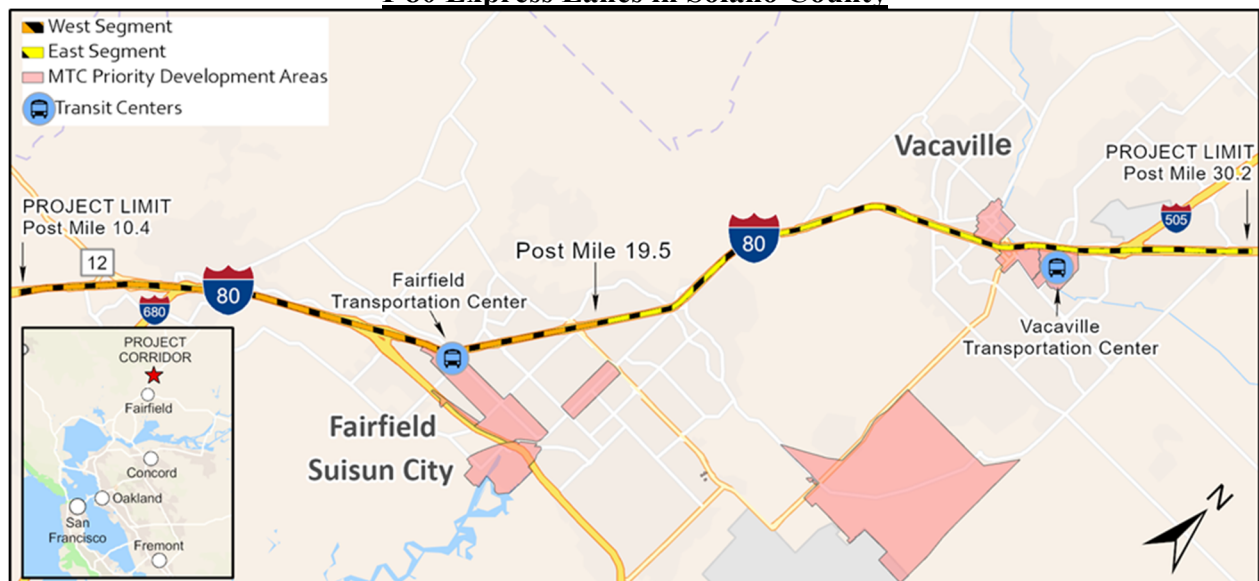
Refer MTC Resolution Nos. 4202, Revised and 4412, Revised to the Commission for approval.

Attachment 2: Project Maps

US-101 Marin-Sonoma Narrows in Marin County



I-80 Express Lanes in Solano County



Date: November 18, 2015
W.I.: 1512
Referred by: PAC
Revised: 07/27/16-C 10/26/16-C 12/21/16-C
03/22/17-C 04/26/17-C 05/24/17-C
06/28/17-C 07/26/17-C 09/27/17-C
10/25/17-C 11/15/17-C 12/20/17-C
01/24/18-C 02/28/18-C 03/28/18-C
04/25/18-C 05/23/18-C 06/27/18-C
07/25/18-C 09/26/18-C 11/28/18-C
12/19/18-C 01/23/19-C 02/27/19-C
03/27/19-C 06/26/19-C 07/24/19-C
09/25/19-C 10/23/19-C 11/20/19-C
02/26/20-C 05/27/20-C 07/22/20-C
09/23/20-C 11/20/20-C 01/27/21-C
02/24/21-C 04/28/21-C

ABSTRACT

Resolution No. 4202, Revised

Adoption of the project selection policies and project programming for the second round of the One Bay Area Grant program (OBAG 2). The project selection criteria and programming policy contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP) for the OBAG 2 funding period.

The resolution includes the following attachments:

Attachment A – OBAG 2 Project Selection Criteria and Programming Policy

Attachment B-1 – OBAG 2 Regional Program Project List

Attachment B-2 – OBAG 2 County Program Project List

On July 27, 2016, Attachment A, and Attachments B-1 and B-2 were revised to add additional funding and projects to the OBAG 2 framework, including \$72 million in additional Fixing America’s Surface Transportation Act (FAST) funding, and to incorporate housing-related policies.

On October 26, 2016, Attachment A, and Attachment B-1 were revised to clarify language related to the North Bay Priority Conservation Area (PCA) Program in Attachment A and to deprogram \$2,500,000 from the Water Emergency Transportation Authority (WETA) Ferry Service Enhancement Pilot within the Regional Active Operational Management Program.

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On December 21, 2016, Attachments B-1 and B-2 were revised to redirect \$417,000 in un-programmed balances from the Regional Active Operational Management program to MTC's Spare the Air Youth within the Climate Initiatives Program; divide MTC's Rideshare Program into three subcomponents totaling \$10,000,000: \$720,000 for Rideshare Implementation, \$7,280,000 for the Carpool Program, and \$2,000,000 for the Vanpool Program; direct \$1,785,000 from 511 Next Gen to the Commuter Benefits program; direct \$1,000,000 in un-programmed balances to SMART's Multi-Use Pathway; transfer \$1,000,000 from MTC's Casual Carpool project to MTC's Eastbay Commuter Parking project within the Bay Bridge Forward program, as the former will be funded with non-federal funds; transfer \$500,000 from the Freeway Performance Initiative program and \$500,000 in un-programmed balances to US 101/Marin Sonoma Narrow's B2 Phase 2 project in the Regional Active Operational Management Program; shift \$40,000,000 from the BART Car Replacement/Expansion project to the Golden Gate Bridge Suicide Deterrent project and \$13 million from MTC's Clipper project to un-programmed balances within the Transit Priorities program as part of a RM2 funding action to address a cost increase on the Golden Gate Bridge Suicide Deterrent project; and program \$5,990,000 to Alameda County's Safe Routes to School Program in the County Program.

On March 22, 2017, Attachment B-1 was revised to program \$17,000,000 in un-programmed balances within the Regional Transit Priorities Program to MTC's Clipper Program, as part of the FY17 Transit Capital Priorities program.

On April 26, 2017, Attachment B-2 was revised to program \$1,655,000 to the Sonoma Safe Routes to School program; and redirect \$1,000 from Contra Costa Transportation Authority's Planning Activities Base to its discretionary balance and \$1,000 from San Francisco County Transportation Authority's Planning Activities Base to its discretionary balance to address an inconsistency between amounts programmed to planning activities in Appendix A-3 and reflect actual amounts obligated for planning.

On May 24, 2017, Attachment B-1 was revised to redirect \$1,237,000 from 511 Next Gen to AOM Implementation within the Regional Active Operational Management program to reflect re-organization of staff between program elements; direct \$18,000,000 in Arterial/Transit Performance to the Program for Arterial System Synchronization (\$5,000,000) and the Next Gen Arterial Operations Program (\$13,000,000) within the Regional Active Operational Management program; direct \$19,000,000 from the Transportation Management System (TMS) Field Equipment Devices Operations and Maintenance to TMS Implementation (\$2,910,000), Performance-Based Intelligent

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Transportation Systems Device Maintenance and Rehabilitation (\$5,940,000), Transportation Management Center Asset Upgrade and Replacement (\$4,000,000), I-880 Communication Upgrade and Infrastructure Gap Closures (\$4,000,000) and a Detection Technology Pilot (\$5,000,000) within the Regional Active Operational Management program; and remove \$290,556 in un-programmed balances from the Regional Active Operational Management program to address over-programming in a previous cycles of the STP/CMAQ regional programs.

On June 28, 2017, Attachments B-1 and B-2 were revised to reprogram \$1,000,000 from the SMART Pathway – 2nd to Andersen to San Rafael’s Grand Ave Bike/Pedestrian Improvements within the Regional Climate Initiatives program as part of a funding exchange within the City of San Rafael, conditioned on San Rafael committing \$1 million in non-federal funds to the construction of the pathway, and a resolution of local support for the use of federal funds on the Grand Ave project, and TAM approval of the redirection of local measure funds between the projects; split out \$8,729,000 from the 511 Next Gen program to 511 Implementation within the Regional Active Operational Management program; program \$1,250,000 to Golden Gate Bridge Highway and Transportation District for the Bettini Transit Center as part of the Marin County Program; and program \$2,617,000 within the San Mateo County Program to the San Mateo County Office of Education for the SRTS program, including \$223,000 in supplemental funds from San Mateo’s discretionary balance.

On July 26, 2017, Attachment B-1 was revised to program \$12,000,000 to the US 101 Marin Sonoma Narrows project as part of a fund exchange agreement with Sonoma County Transportation Authority; \$11,000,000 in exchange funds are added to the program for tracking purposes, with the final \$1 million in exchange funds to be identified through a future Commission action.

On September 27, 2017, Attachment B-1 was revised to change the name of the Next Gen Arterial Operations Program (NGAOP) to Innovative Deployment for Enhanced Arterials (IDEA) to reflect program rebranding and additional focus on advanced technologies; program \$4,160,000 to Incident Management Implementation and \$8,840,000 to I-880 Integrated Corridor Mobility project within the Regional Active Operational Management program; split out the Connected Vehicles/Shared Mobility program into the Connected Vehicles/Automated Vehicles program for \$2,500,000 and the Shared Use Mobility program for \$2,500,000; and program \$16,000,000 for three corridors within the Freeway Performance Program, with \$8,000,000 for I-680, \$3,000,000 for I-880, and \$5,000,000 for SR-84.

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On October 25, 2017, Attachment B-1 was revised to program \$10,000,000 to the Bay Area Air Quality Management District for the Spare the Air program, in lieu of the Electric Vehicle Programs within the Regional Climate Initiatives Program, conditioned on the Air District contribution of an additional \$10 million to advance implementation of electric vehicles within the region.

On November 15, 2017, Attachment B-2 was revised to program \$200,000 in the Alameda County Program to the I-580 Corridor Study, to support a joint corridor study between Alameda County Transportation Commission (ACTC) and MTC; \$122,000 within the Napa County Program to Napa Valley Transportation Authority (NVTA) for the Napa County Safe Routes to School (SRTS) Program; and \$300,000 within the Contra Costa County Program to San Ramon for the San Ramon Valley Street Smarts Program.

On December 20, 2017, Attachments A, Appendix A-3, B-1, and B-2 were revised to program \$334 million in the County Program to local and county projects recommended by the nine Congestion Management Agencies (CMAs); redirect \$10,248,000 from BART Car Replacement/Expansion to Clipper within the Regional Transit Priorities Program; revise the CMA Planning Activities funding amounts to reflect the supplementary funds requested by several CMAs through their County Programs; and clarify the program details for the Local Housing Production Incentive program (also known as the *80K by 2020 Challenge Grant*).

On January 24, 2018, Attachment B-1 was revised to redirect \$4,100,000 from Performance-Based ITS Device Maintenance and Rehabilitation to I-880 Communication Upgrade and Infrastructure Gap Closures, within the Transportation Management System program.

On February 28, 2018, Attachments B-1 and B-2 were revised to program \$13 million in Innovative Deployments to Enhance Arterials (IDEA) program grants within the Regional Active Operational Management Program; redirect \$822,000 within Contra Costa County's Safe Routes to School Program (SRTS) for future SRTS projects; program \$2,813,000 to San Francisco SRTS Non-Infrastructure Program within the San Francisco County Program; and clarify MTC exchange fund projects.

On March 28, 2018, Attachment B-1 was revised to distribute the \$1.5 million Community-Based Transportation Planning Program among the nine county Congestion Management Areas

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(CMAs); clarify the limits of three Freeway Performance Program projects within the Regional Active Operational Management Program; and reflect the programming of \$30,000 in MTC exchange funds for Bay Area Greenprint Functionality Improvements, as part of the PCA program.

On April 25, 2018, Attachment B-1 was revised to program \$8,200,000 in Priority Conservation Area (PCA) grants within the North Bay PCA Program; \$3,400,000 to Sonoma County Transportation Authority (SCTA) for the Marin Sonoma Narrows B2 Phase 2 project, as part of an exchange agreement in which an equal amount of SCTA's future Regional Transportation Improvement Program (RTIP) funds will be programmed at MTC's discretion; \$7,288,000 in PDA Planning and Implementation grants; and \$500,000 to MTC for PDA Implementation.

On May 23, 2018, Attachments B-1 and B-2 were revised to change the project sponsor from MTC to VTA for the IDEA Program project at the Veteran's Administration Palo Alto Medical Center; redirect funds within the Santa Clara County OBAG 2 County Program to reduce San Jose's West San Carlos Urban Village Streetscape Improvements by \$2,050,000, redirecting \$1,000,000 from the project to Santa Clara's Saratoga Creek Trail Phase 1 and \$1,050,000 to Saratoga's Prospect Rd Complete Streets project; and direct an additional \$25,000 in unprogrammed balances within Santa Clara County OBAG 2 County Program to Saratoga's Prospect Rd Complete Streets project.

On June 27, 2018, Attachments B-1 and B-2 were revised to program \$800,000 to MTC's Carsharing Implementation and \$325,000 to Targeted Transportation Alternatives within the Climate Initiatives Program; redirect from MTC's 511 NextGen program \$8,271,000 to 511 Implementation, \$2,000,000 to Contra Costa Transportation Authority's (CCTA's) I-80 Central Ave Interchange Improvements project, and \$380,000 to an unprogrammed balance within the Regional Active Operational Management program; clarify the scope of MTC's Freeway Performance Program I-880 to reflect the project limits of I-80 to I-280; and redirect \$1,394,000 from Vallejo's Local Streets Rehabilitation project to Fairfield's Heart of Fairfield project within the Solano County Program.

On July 25, 2018, Attachment B-1 was revised to program \$1,600,000 to Santa Clara Valley Transportation Authority (VTA) for the SR 85 Transit Guideway Study as part of a fund exchange agreement; remove Rohnert Park's \$65,000 Central Rohnert Park PDA/Creekside Neighborhood Subarea Connector Path Technical Assistance grant from the Regional PDA

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Planning Grant program as it will be funded through a prior cycle; reduce the funding for Windsor's PDA Planning and Implementation Staffing Assistance grant by \$85,000 as this project will receive an equivalent amount of funds through a prior cycle; a total of \$150,000 balance created by these two revisions was returned to the Regional PDA Planning Grant Program un-programmed balance.

On September 12, 2018, Attachments B-1 and B-2 were revised to program \$3,000,000 within the Freeway Performance Program to the US 101 corridor in San Mateo and Santa Clara counties; direct an additional \$6,000,000 within the Freeway Performance Program to the I-680 corridor within Contra Costa County, \$4,000,000 of which is part of an exchange agreement with Contra Costa Transportation Authority (CCTA); redirect \$15,000 within the Innovative Deployment for Enhanced Arterials (IDEA) program from IDEA Technical Assistance to VTA's IDEA grant at the Veterans Affairs Palo Alto Medical Center; redirect \$48,000 from MTC's Clipper to the BART Car Replacement/Expansion project within the Transit Priorities program to reflect program amounts previously adopted through the Transit Capital Priorities (TCP) program; revise the amount programmed to VTA's SR 85 Transit Guideway Study within Regional Strategic Initiatives to \$1,200,000 to reflect amount previously approved; redirect \$1,214,000 from Berkeley's North Shattuck Avenue Rehabilitation project to its Southside Complete Streets and Transit Improvements project within the Alameda County Program; from Sunnyvale's East Sunnyvale Area Sense of Place Improvements, redirect \$1,000,000 to Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements and \$1,140,000 to the Safe Routes to School program balance within the Santa Clara County Program; and program \$4,500,000 available from a previous funding cycle to the following projects within Regional Strategic Initiatives: \$617,000 to Novato's Pavement Rehabilitation (for Downtown Novato SMART Station) as part of a local funding exchange, \$1,120,000 to the Transportation Authority of Marin (TAM) for the Old Redwood Highway Multi-Use Pathway project, \$763,000 for San Rafael's Grand Ave Bridge project, and \$2,000,000 to TAM for the US 101 Marin Sonoma Narrows project.

On November 28, 2018, Attachment B-1 was revised to make adjustments related to the MTC/SCVTA Funding Exchange Agreement MTC Resolution No. 4356 and to the MTC/CCTA Funding Exchange Agreement MTC Resolution No. 4357, and to program \$4,000,000 in MTC exchange funds in accordance with MTC Resolution 3989, to the following projects: \$619,000 to CCTA for Innovative Deployment for Enhanced Arterials; \$621,000 to the city of Walnut Creek for innovative Deployment for Enhanced Arterials; \$500,000 to the city of Richmond for the

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Richmond-San Rafael Bridge Bikeway Access; \$1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and \$1,100,000 to MTC for Napa Valley Transportation Demand.

On December 19, 2018, Attachments B-1 and B-2 were revised to redirect \$5,200,000 from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the I-880 ICM Northern Segment project within the Regional Active Operational Management Program; clarify the Diridon Integrated Station Area Concept Plan project within the Regional Priority Development Planning and Implementation Program to reference Santa Clara Valley Transportation Authority (VTA) as a project partner; within the Santa Clara County Program, redirect \$794,000 in unprogrammed balances to Sunnyvale's East Sunnyvale Sense of Place Improvements, clarify the remaining unprogrammed balance is discretionary, and clarify the division of funding for Santa Clara's Saratoga Creek Trail Phase 1 project between the county's Safe Routes to School program and its discretionary program.

On January 23, 2019, Attachment B-2 was revised to redirect \$15,980,000 within the San Francisco County Program from the Better Market Street project to the Central Subway project.

On February 27, 2019, Attachment B-1 was revised to change the fund source of \$3,779,849 programmed to the Golden Gate Bridge Suicide Deterrent in Surface Transportation Block Grant Program (STP) funds to federal Highway Infrastructure Program (STP Bump) funds provided in the Consolidated Appropriations Act, 2018. Of the \$3,779,849 freed up by this swap, \$1,000,000 is returned to the region's STP/CMAQ balance to help address the CMAQ shortfall as a result of the region becoming attainment for carbon monoxide (CO) and therefore receiving less CMAQ funds which are distributed based on air quality status. The remaining \$2,779,849 is held for future Commission action.

On March 27, 2019, Attachment A, Appendix A-8, Appendix A-10, and Attachment B-1 were revised to clarify provisions pertaining to the interim status report requirements for Priority Development Area (PDA) Investment & Growth Strategies; change the recipient of the Concord IDEA project from CCTA to the City of Concord and reduce the MTC Exchange funding from \$619,000 to \$589,000; and redirect the \$30,000 in MTC Exchange funds to a new MTC-led Concord IDEA project.

On June 26, 2019, Attachment B-2 was revised to program \$822,000 in unprogrammed Safe Routes to School Program (SRTS) balances within the Contra Costa County Program to six

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existing projects; and to redirect \$251,000 within the San Mateo County Program from Atherton's Middlefield Road Class II Bike Lanes to its James Avenue Rehabilitation.

On July 24, 2019, Attachment A was revised to delegate authority to the Executive Director or designee to sign Letters of Understanding for the exchange of STP/CMAQ funds with other regions, within certain conditions and limitations, and to delegate to a Committee of the Commission the authority to approve exchanges beyond these conditions and limitations.

On September 25, 2019, Attachments B-1 and B-2 were revised to clarify that the \$300,000 programmed to Alameda County Transportation Commission (ACTC) within the Community Based Transportation Plan (CBTP) Updates program will be directed to its Congestion Management Agency (CMA) Planning program as part of an internal fund exchange within ACTC; redirect \$9.6 million from 511 Implementation to 511 Next Gen within the Bay Area 511 Traveler Information Program; within the Freeway Performance Program redirect \$625,000 in from MTC's SR 84 (US 101 to I-880) to the environmental phase of MTC's I-580 WB HOV Lane Extension project and change the project sponsor of the I-80/Central Ave. Interchange Improvements project from the Contra Costa Transportation Authority (CCTA) to City of Richmond; within the Innovative Deployment to Enhance Arterials (IDEA) program, clarify that LAVTA is a partner agency for the Dublin Category 2 IDEA project; within the Transportation Management Systems (TMS) program, change the name of the overall program to Connected Bay Area, redirect \$2 million from the Detection Technology Pilot project and \$1.8 million from the Performance-Based ITS Device Maintenance and Rehabilitation project to provide an additional \$3.8 million to the I-880 Communications Upgrade and Infrastructure Gap Closures project; within the Incident Management program, redirect \$1 million from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the Northern Segment; within the San Francisco County program, redirect \$3,366,000 from John Yehall Chin Elementary Safe Routes to School (SRTS) Improvement; and within the Santa Clara County program, redirect \$1 million from Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements project to Cupertino's McClellan Rd Separated Bike Lane project, and program \$1,346,000 in unprogrammed discretionary balances to Campbell's Harriet Ave Sidewalk project and Los Gatos Shannon Rd Complete Streets project.

On October 23, 2019, Attachment B-1 was revised to redirect \$3 million from MTC's Detection Technology Pilot project to establish the InterConnect Bay Area grant program within the Connected Bay Area program; direct \$5 million (\$4 million Solano County and \$1 million other

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MTC Resolution No. 4202, Revised

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North Bay counties) within the Housing Incentive Pool program to establish the Sub-HIP program, with specific projects to be recommended through future programming actions; and program \$1 million to BART for AB2923 Implementation from unprogrammed balances within the PDA Planning & Implementation program.

On November 20, 2019, Attachments B-1 and B-2 were revised to program \$6,023,000 in MTC exchange funds in accordance with MTC Resolution No. 3989 to 13 projects within the Priority Conservation Area (PCA) Grants program; and within the Contra Costa County program, redirect \$1,025,000 from Brentwood's Various Streets and Roads Preservation project to Pittsburg's Pavement Improvements project, redirect \$618,000 from San Pablo's Market Street Pavement Rehabilitation project to Giant Road Pavement Rehabilitation project; and revise the name of Walnut Creek's Ygnacio Valley Road Rehabilitation project to reflect the latest proposed scope of work.

On February 26, 2020, Attachments A, B-1, and B-2 were revised to program \$1 million to MTC for SR 37 corridor planning in Marin, Napa, Solano, and Sonoma Counties and \$3 million to MTC for I-80 corridor planning from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge (SFOBB) Toll Plaza within the Freeway Performance Program; revise the name of the Concord Willow Pass Road Rehabilitation and Safe Routes to School project within the Contra Costa County Program to reflect the project's current scope; and clarify language within the OBAG 2 Project Selection Criteria and Programming Policy to reflect the Commission adoption of Housing Incentive Pool (HIP) program guidelines, MTC Resolution No. 4348.

On May 27, 2020, Attachment B-1 was revised to clarify the scope of MTC's Freeway Performance Program planning-only project on I-80 extends from Carquinez Bridge in Contra Costa to Fremont Street in San Francisco; change the sponsor for three projects within the Regional Priority Conservation Area (PCA) Grant program; and to redirect \$104,000 in the North Bay Priority PCA Grant program from Novato's Carmel Open Space Acquisition project to Novato's Hill Area National Recreation Area, as the former project has been cancelled.

On July 22, 2020, Attachment B-1 was revised to program \$5 million to five projects in Solano, Marin, Napa, and Sonoma Counties within the Housing Incentive Pool Pilot Program (Sub-HIP) and program \$1 million to the Napa Valley Forward Traffic Calming and Multimodal Improvements project within the Freeway Performance Program (FPP); and incorporate \$7,681,887 in federal Highway Infrastructure Program apportionment provided through the

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MTC Resolution No. 4202, Revised

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Department of Transportation Appropriations Act, 2020 to the Golden Gate Bridge Suicide Deterrent.

On September 23, 2020, Attachment B-2 was revised to redirect \$2,000,000 from Napa's Silverado Trail Five-way Intersection Improvement project to Napa Valley Transportation Authority's Vine Transit Bus Maintenance Facility within the Napa County Program, and \$1,394,000 from Fairfield's Heart of Fairfield Improvements to its Cadenasso Dr. repaving project within the Solano County Program.

On November 20, 2020, Attachment B-1 was revised to program \$1,000,000 to SFCTA for the environmental phase of the Yerba Buena Island/Treasure Island Multi-Use Pathway project within the Priority Conservation Area (PCA) Grants program, with payback from BATA at a future date; \$647,000 in MTC exchange funds in accordance with MTC Resolution No. 3989 to four projects within the Priority Conservation Area (PCA) Grants program; and to clarify the project sponsor of the Old Redwood Highway Multi-Use Pathway project as Larkspur, rather than the Transportation Authority of Marin (TAM).

On January 27, 2021, Attachments A and Attachment B-1 were revised, and Appendix A-11 was added, to incorporate additional funding into the OBAG 2 framework, including \$52.9 million in STP/CMAQ program balances made available through FY2018-FY2020 appropriations of Federal Highway Infrastructure Program (FHIP) funds, and a \$1.5 million balance redirected from the Cycle 1 STP/CMAQ Climate Initiatives program, as part of the Safe & Seamless Mobility Quick-Strike program.

On February 24, 2021, Attachment B-1 was revised to program a total of \$7.91 million in Federal Highway Infrastructure Program (FHIP) funds provided in the Consolidated Appropriations Act, 2021, and project savings from previous STP/CMAQ cycles to the Golden Gate Bridge Highway and Transportation District (GGBHTD) for shareable costs of an increase to the Golden Gate Bridge Suicide Deterrent System. Because the final FFY 2021 FHIP amount is not yet available at the time of the Commission meeting, the final split between the two fund sources will be adjusted by staff as a technical change, with the total amount not to exceed \$7.91 million.

On April 28, 2021, Attachment B-1 was revised to change the fund source of \$13,942,852 from Federal Highway Infrastructure Program (FHIP) funds to Surface Transportation Block Grant

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(STP) funds for the Gate Bridge Highway and Transportation District (GGBHTD) for the Golden Gate Bridge Suicide Deterrent System project; program \$61,708,245 in STP/CMAQ funds, and \$13,942,852 in FHIP funds redirected from the GGB suicide deterrent system, to the Transportation Authority of Marin (TAM) for the US-101 Marin-Sonoma Narrows Segment B7 project as part of the SB1/RMS alternative funding plan; and program \$99,840,510 in STP/CMAQ funds to the Solano Transportation Authority (STA) for the Solano I-80 Express Lanes project as part of the SB1/RMS alternative funding plan. The programmed funding to TAM and STA serves as a loan to the project sponsors to permit the projects to move to construction while Regional Measure 3 funds are unavailable. The loaned funds shall be repaid to MTC as non-federal funds and will be subject to future OBAG programming.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; the Planning Committee dated April 6, 2018; and the Programming and Allocations Committee dated May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, November 14, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, February 12, 2020, May 13, 2020, July 8, 2020, September 9 2020, November 4, 2020, January 13, 2021, February 10, 2021, and April 14, 2021.

Date: November 18, 2015
W.I.: 1512
Referred By: Programming & Allocations

RE: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

WHEREAS, MTC is the designated recipient for state and federal funding assigned to the RTPA/MPO of the San Francisco Bay Area for the programming of projects; and

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

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), county Transportation Authorities (TAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, will develop a program of projects to be funded with these funds for inclusion in the federal TIP, as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

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

RESOLVED that MTC approves the “Project Selection Criteria and Programming Policy” for projects to be funded in the OBAG 2 Program as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the regional discretionary funding shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures and programming, consistent with the Regional Transportation Plan (RTP); and be it further

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

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

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected, revised and included in the federal TIP; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on November 18, 2015

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
April 2021

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C 09/27/17-C 10/25/17-C
 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C
 12/19/18-C 02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C 05/27/20-C 07/22/20-C
 11/20/20-C 01/27/21-C
 02/24/21-C 04/28/21-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS				
			\$680,724,423	\$65,382,184
1. REGIONAL PLANNING ACTIVITIES				
Regional Planning	Regionwide	MTC	\$9,555,000	
			TOTAL:	\$9,555,000
2. PAVEMENT MANAGEMENT PROGRAM				
Pavement Management Program	Regionwide	MTC	\$1,500,000	
Pavement Technical Advisory Program (PTAP)	Regionwide	MTC	\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	Regionwide	MTC/Caltrans	\$250,000	
			TOTAL:	\$9,250,000
3. PDA PLANNING & IMPLEMENTATION				
PDA Planning and Implementation				
PDA Implementation	Regionwide	MTC	\$2,000,000	
PDA Supportive Studies	Regionwide	MTC	\$500,000	
PDA Planning				
Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0	Alameda	MTC	\$800,000	
El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments	Contra Costa	MTC	\$308,000	
Moraga: Moraga Center Specific Plan Implementation Project	Contra Costa	MTC	\$140,000	
San Rafael: Downtown Precise Plan	Marin	MTC	\$500,000	
San Francisco: HUB Area EIR	San Francisco	MTC	\$500,000	
San Francisco: Transit Corridors Study	San Francisco	MTC	\$500,000	
San Jose/VTA: Diridon Integrated Station Area Concept Plan	Santa Clara	MTC	\$800,000	
San Jose: SW Expressway/Race Street Light Rail Urban Village Plans	Santa Clara	MTC	\$500,000	
Vacaville: Downtown Specific Plan	Solano	MTC	\$350,000	
Santa Rosa: Downtown Station Area Specific Plan Update/Amendment	Sonoma	MTC	\$800,000	
Staffing Assistance				
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Mngmt	Alameda	MTC	\$180,000	
Fremont: SB743 Implementation	Alameda	MTC	\$150,000	
Hayward: SB743 Implementation	Alameda	MTC	\$150,000	
Oakland: ADU Initiative	Alameda	MTC	\$200,000	
Oakland: Innovative Construction Initiative	Alameda	MTC	\$200,000	
Concord: VMT-based Transportation Impact Standards	Contra Costa	MTC	\$150,000	
Concord: Galindo Street Corridor Plan	Contra Costa	MTC	\$200,000	
Lafayette: Updated Parking Ordinance and Strategies	Contra Costa	MTC	\$150,000	
San Jose: PDA/Citywide Design Guidelines	Santa Clara	MTC	\$200,000	
Windsor: Parking Management and Pricing	Sonoma	MTC	\$35,000	
Technical Assistance				
Emeryville: Developing the Highest and Best Use of the Public Curb	Alameda	MTC	\$65,000	
Oakland: General Plan Framework - PDA Community Engagement Program	Alameda	MTC	\$65,000	
San Francisco: Mission-San Jose PDA Housing Feasibility Analysis	San Francisco	MTC	\$65,000	
San Francisco: PDA Density Bonus Program	San Francisco	MTC	\$65,000	
Belmont: Transportation Demand Management Program	San Mateo	MTC	\$65,000	
BART AB2923 Implementation	Various	BART	\$1,000,000	
Unprogrammed balance	Regionwide	MTC	\$7,862,000	
Community-Based Transportation Plan (CBTP) Updates				
ACTC: CMA Planning (for Community-Based Transportation Plans)	Alameda	MTC	\$300,000	
CCTA: Community-Based Transportation Plans	Contra Costa	MTC	\$215,000	
TAM: Community-Based Transportation Plans	Marin	MTC	\$75,000	
NVTA: Community-Based Transportation Plans	Napa	MTC	\$75,000	
SFCTA: Community-Based Transportation Plans	San Francisco	MTC	\$175,000	
C/CAG: Community-Based Transportation Plans	San Mateo	MTC	\$120,000	
VTA: Community-Based Transportation Plans	Santa Clara	MTC	\$300,000	
STA: Community-Based Transportation Plans	Solano	MTC	\$95,000	
SCTA: Community-Based Transportation Plans	Sonoma	MTC	\$110,000	
CBTP Program Evaluation	Regionwide	MTC	\$35,000	
			TOTAL:	\$20,000,000
4. CLIMATE INITIATIVES				
			\$10,875,000	
Climate Initiatives				
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	Regionwide	BAAQMD	\$10,000,000	
Carsharing Implementation	Regionwide	MTC	\$800,000	
Targeted Transportation Alternatives	Regionwide	MTC	\$325,000	
Spare the Air Youth Program - 2	Regionwide	MTC	\$1,417,000	
			TOTAL:	\$23,417,000
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT				
Active Operational Management				
AOM Implementation	Regionwide	MTC	\$23,737,000	
Bay Area 511 Traveler Information				
511 Next Gen	Regionwide	MTC	\$26,148,000	
511 Implementation	Regionwide	MTC	\$7,450,000	
Rideshare				
Rideshare Implementation	Regionwide	MTC	\$720,000	
Carpool Program	Regionwide	MTC	\$7,280,000	
Vanpool Program	Regionwide	MTC	\$2,000,000	
Commuter Benefits Implementation	Regionwide	MTC	\$674,000	
Commuter Benefits Program	Regionwide	MTC	\$1,111,000	

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
April 2021

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C 09/27/17-C 10/25/17-C
 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C
 12/19/18-C 02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C 05/27/20-C 07/22/20-C
 11/20/20-C 01/27/21-C
 02/24/21-C 04/28/21-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS				
Napa Valley Transportation Demand Strategies (Fund Exchange)	Napa	MTC/NVTA	\$680,724,423	\$1,100,000
Bay Bridge Forward				
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Alameda	AC Transit	\$1,200,000	
Pilot Transbay Express Bus Routes	Alameda	AC Transit	\$800,000	
Eastbay Commuter Parking	Alameda	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Contra Costa	WestCat	\$2,000,000	
Dumbarton Forward				
SR 84 (US 101 to I-880) Dumbarton Forward	Alameda/San Mateo	MTC	\$4,375,000	
Richmond-San Rafael Bridge Forward				
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Contra Costa	Richmond		\$500,000
Richmond-San Rafael Bridge Forward (Fund Exchange)	Contra Costa	MTC		\$1,160,000
Freeway Performance Program				
Freeway Performance Program	Regionwide	MTC	\$14,240,000	
FPP: I-880 (I-80 to I-280)	Alameda/Santa Clara	MTC	\$3,000,000	
FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL & ENV Only	Alameda	MTC	\$625,000	
FPP: I-80 (Carquinez Bridge to Fremont St., SF) PL only	ALA/CC/SF	MTC	\$3,000,000	
FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)	Contra Costa	MTC	\$10,000,000	
FPP: I-80 Central Ave Interchange Improvements	Contra Costa	Richmond	\$2,000,000	
FPP: SR 37 (US 101 to I-80) PL only	MRN/NAP/SOL	MTC	\$1,000,000	
FPP: Napa Valley Forward Traffic Calming & Multimodal Imps.	NAP	MTC	\$1,000,000	
FPP: US 101 (SR 85 to San Francisco Co. Line)	SM / SCL	MTC	\$3,000,000	
FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	Sonoma	SCTA	\$1,000,000	
Program for Arterial System Synchronization (PASS)	Regionwide	MTC	\$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)				
IDEA Technical Assistance	Various	MTC	\$1,532,000	
IDEA Category 1				
AC Transit: Dumbarton Express Route (SR84)	Various	MTC	\$2,300,000	
Alameda: Webster & Posey Tubes (SR 260), Park St	Alameda	MTC	\$276,000	
Hayward: Various Locations	Alameda	MTC	\$302,000	
Oakland: Bancroft Ave	Alameda	MTC	\$310,000	
Pleasanton: Various Locations	Alameda	MTC	\$290,000	
Union City: Union City Blvd & Decoto Rd	Alameda	MTC	\$710,000	
San Ramon: Bollinger Canyon Rd & Crow Canyon Rd	Contra Costa	MTC	\$563,000	
San Rafael: Downtown San Rafael	Marin	MTC	\$830,000	
South San Francisco: Various Locations	San Mateo	MTC	\$532,000	
San Jose: Citywide	Santa Clara	MTC	\$1,400,000	
IDEA Category 2				
LAVTA/Dublin: Citywide	Alameda	MTC	\$385,000	
Emeryville: Powell, Shellmound, Christie & 40th St	Alameda	MTC	\$785,000	
Concord: Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	Contra Costa	MTC		\$589,000
MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	Contra Costa	MTC		\$30,000
Walnut Creek: Various locations (Fund Exchange)	Contra Costa	MTC		\$621,000
Los Gatos: Los Gatos Blvd	Santa Clara	MTC	\$700,000	
VTA: Veterans Admin. Palo Alto Medical Center	Santa Clara	VTA	\$845,000	
Connected Vehicles/Automated Vehicles (CV/AV)	Regionwide	MTC	\$2,500,000	
Shared Use Mobility	Regionwide	MTC	\$2,500,000	
Connected Bay Area				
TMS Implementation	Regionwide	MTC	\$2,910,000	
TMC Asset Upgrade and Replacement	Regionwide	MTC	\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	Various	MTC	\$11,940,000	
InterConnect Bay Area Program	Regionwide	MTC	\$3,000,000	
Incident Management				
Incident Management Implementation	Regionwide	MTC	\$4,160,000	
I-880 ICM Northern	Alameda	MTC	\$6,200,000	
I-880 ICM Central	Alameda	MTC	\$2,640,000	
Unprogrammed Balance	TBD	TBD	\$380,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			TOTAL:	\$173,000,000 \$4,000,000
6. TRANSIT PRIORITIES				
BART Car Replacement/Expansion	Various	BART	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	SF/Marin	GGBH&TD	\$9,760,668	\$30,239,332
Clipper	Regionwide	MTC	\$34,200,000	
Unprogrammed Balance			\$15,283,000	
6. TRANSIT PRIORITIES			TOTAL:	\$159,043,668 \$30,239,332
7. PRIORITY CONSERVATION AREA (PCA)				
Regional Peninsula, Southern and Eastern Counties PCA Grant Program				
Bay Area GreenPrint: PCA Functionality Imps (Fund Exchange)	Regionwide	MTC/GreenInfo Network		\$30,000
PCA Grant Implementation	Regionwide	MTC/Coastal Conservancy		\$500,000
Alameda County: Niles Canyon Trail, Phase 1	Alameda	Alameda County		\$321,000
Albany: Albany Hill Access Improvements	Alameda	Albany		\$251,000
Livermore: Arroyo Road Trail	Alameda	Livermore		\$400,000
WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland		WOEIP/Urban Biofilter		\$300,000
EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	Contra Costa	East Bay Regional Parks District		\$1,000,000
JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	Contra Costa	John Muir Land Trust		\$950,000
SFCTA: Yerba Buena Island Multi-Use Pathway (PE/ENV)	San Francisco	SFCTA	\$1,000,000	
San Francisco: McLaren Park and Neighborhood Connections Plan	San Francisco	SF Recreation and Parks		\$194,000

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
April 2021

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C 09/27/17-C 10/25/17-C
 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C
 12/19/18-C 02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C 05/27/20-C 07/22/20-C
 11/20/20-C 01/27/21-C
 02/24/21-C 04/28/21-C

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS				
San Francisco/Coastal Conservancy: Twin Peaks Trail Improvement	San Francisco	SF Rec and Park/Conservancy	\$680,724,423	\$65,382,184
GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	San Mateo	National Parks Service		\$74,000
SMCHD: Pillar Point Public Access Improvements	San Mateo	San Mateo Co. Harbor District		\$200,000
Menlo Park: Bedwell Bayfront Park Entrance Improvements	San Mateo	Menlo Park		\$298,000
San Mateo Co.: Colma Creek Adaptation Study (Colma Creek Connector)	San Mateo	San Mateo Co.		\$520,000
San Mateo Co.: San Bruno Mtn. Habitat Conservation Plan Grazing Pilot	San Francisco	San Mateo Co.		\$110,000
South San Francisco: Sign Hill Conservation and Trail Master Plan	San Francisco	South San Francisco		\$137,900
Point Blue: Pajaro River Watershed: Habitat Restoration and Climate Resilient Imps.	Santa Clara	Point Blue Conservation Science		\$135,100
SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	Santa Clara	Santa Clara Valley Open Space Auth.		\$379,000
SCVOSA: Tilton Ranch Acquisition	Santa Clara	Santa Clara Valley Open Space Auth.		\$400,000
				\$1,000,000
North Bay PCA Grant Program				
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera: Paradis	Marin	Marin County	\$312,000	
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rd Rehab	Marin	Marin County	\$869,000	
Novato: Nave Dr/Bell Marin Keys Rehabilitation (for Hill Recreation Area Imps.)	Marin	Novato	\$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps.)	Marin	Novato	\$265,000	
National Parks Service: Fort Baker's Vista Point Trail	Marin	NPS	\$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	Napa	NVTA	\$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa	Napa	\$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa	Napa County	\$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps	Solano	Solano County	\$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma	Sonoma County	\$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma	Sonoma County	\$770,000	
7. PRIORITY CONSERVATION AREA (PCA)			TOTAL:	\$9,200,000
8. BAY AREA HOUSING INITIATIVES				\$7,200,000
Bay Area Preservation Pilot (BAPP) (Funding Exchange)	Regionwide	MTC		\$10,000,000
Housing Incentive Pool	TBD	TBD	\$25,000,000	
Sub-HIP Pilot Program				
Fairfield: Pavement Preservation/Rehabilitation (for One Lake Apts. Linear Park Trail)	Solano	Fairfield	\$2,100,000	
Vacaville: Pavement Preservation/Rehabilitation (for Allison PDA Affordable Housing)	Solano	Vacaville	\$1,900,000	
Marin County: Marin City Pedestrian Crossing Imps.	Marin	Marin County	\$300,000	
NVTA: Imola Park and Ride	Napa	NVTA	\$300,000	
Santa Rosa: Downtown Multi-modal and Fiber Improvements	Sonoma	Santa Rosa	\$400,000	
8. BAY AREA HOUSING INITIATIVES			TOTAL:	\$30,000,000
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE				\$10,000,000
TBD	TBD	TBD	\$52,900,000	
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE			TOTAL:	\$52,900,000
10. REGIONAL STRATEGIC INVESTMENTS (RSI)				
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	Contra Costa	CCTA/MTC	\$4,000,000	
GGB Suicide Deterrent System	Marin	GGBHTD	\$7,910,000	\$6,260,965
Pavement Rehab (for Downtown Novato SMART Station)	Marin	Novato	\$617,000	
Old Redwood Highway Multi-Use Pathway	Marin	Larkspur	\$1,120,000	
Grand Ave Bridge	Marin	San Rafael	\$763,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	Marin	San Rafael	\$1,000,000	
US 101 Marin-Sonoma Narrows	Marin	TAM	\$2,000,000	
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	Sonoma	SCTA	\$15,400,000	
US 101 Marin-Sonoma Narrows (MSN) B7 (Loan for RM3)				
* (Note: Exact STP/CMAQ/FHIP amount not yet available. Final split between the fund sources will be adjusted by staff as a technical change once final agreements are in place.)				
	Marin	TAM	\$61,708,245	\$13,942,852
I-80 Express Lanes in Solano County (Loan for RM3)				
* (Note: Exact STP/CMAQ/FHIP amount not yet available. Final split between the fund sources will be adjusted by staff as a technical change once final agreements are in place.)				
	Solano	STA	\$99,840,510	
10. REGIONAL STRATEGIC INVESTMENTS (RSI)			TOTAL:	\$194,358,755
OBAG 2 REGIONAL PROGRAMS			TOTAL:	\$680,724,423
				\$65,382,184

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Date: March 25, 2020
Referred by: PAC
Revised: 05/27/20-C 07/22/20-C
10/28/20-C 12/16/20-C
02/24/21-C 04/28/21-C

ABSTRACT

MTC Resolution No. 4412, Revised

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

This resolution includes the following attachments:

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

Attachment M – I-80 Express Lanes Project (Solano Transportation Authority) LONP
Summary

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4412

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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



Regional Measure 3

Letter of No Prejudice Project Summary

Project Information

RM3 Project Number	29.1	
Project Title	SR-262 (Mission Blvd.) Cross Connector Project	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Alameda County Transportation Commission (ACTC)		ACTC
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(29) Interstate 680/Interstate 880/Route 262 Freeway Connector. Connect Interstate 680 and Interstate 880 in southern Alameda County to improve traffic movement, reduce congestion, and improve operations and safety. The project sponsor is the Alameda County Transportation Commission. Fifteen million dollars (\$15,000,000).	\$15,000	
Sponsor Programming and LONP Request Action		
The Alameda County Transportation Commission approved ACTC Resolution No. 21-001 on 2/25/2021, approving a \$10,000,000 RM3 LONP request.		
Detailed Project Description		
The Project will improve operations, safety, east-west regional connectivity, and reduce congestion for travel between Interstate 680 and Interstate 880 within the SR-262 Mission Boulevard area in Fremont.		
LONP Phase	LONP Amount (in \$1,000s)	LONP Approval Date
Environmental	\$10,000	28-Apr-21
Scope - Activities eligible for future allocation and reimbursement if RM3 funds become available		
The LONP preserves future RM3 eligibility for costs related to the environmental document phase of the SR-262 (Mission Blvd.) Cross Connector project incurred after the LONP approval date.		
Conditions - In addition to the successful outcome of RM3 litigation, eligibility for future allocation and reimbursement is conditioned upon the following:		
1	None	



Regional Measure 3

Letter of No Prejudice Project Summary

Project Funding Plan and Schedule

RM3 Project Number	29.1
Project Title	SR-262 (Mission Blvd.) Cross Connector Project
RM3 Replacement Funding Source	Measure BB, ACTC's Local Option Sales Taxes

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	ACTC Measure Funds (RM3 Replacement)	Yes	\$ 10,000	Oct-21	Apr-25
	ENV Subtotal		\$ 10,000		
PSE	Regional Measure 3	No	\$ 5,000	Sep-24	Jun-27
	ACTC Measure Funds	No	\$ 5,500		
	Future Funds	No	\$ 14,500		
	PSE Subtotal		\$ 25,000		
ROW	Future Funds	No	\$ 100,000	Jun-25	Jun-27
	ROW Subtotal		\$ 100,000		
CON	Future Funds	No	\$ 302,000	Jun-27	Jun-31
	CON Subtotal		\$ 302,000		
Capital Funding Total			\$ 437,000		



Regional Measure 3

Letter of No Prejudice Project Summary

Project Information

RM3 Project Number	22	
Project Title	I-80 Westbound Truck Scales	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Solano Transportation Authority (STA)		STA / Caltrans
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(22) Interstate 80 Westbound Truck Scales. Improve freight mobility, reliability, and safety on the Interstate 80 corridor by funding improvements to the Interstate 80 Westbound Truck Scales in the County of Solano. The project sponsor is the Solano Transportation Authority. One hundred five million dollars (\$105,000,000).	\$105,000	
Sponsor Programming and LONP Request Action		
The Solano Transportation Authority approved Resolution No. 2021-05 on 3/10/2021, approving a \$5,268,000 RM3 LONP request.		
Detailed Project Description		
The Project will replace the existing Cordelia Truck Scales along Westbound I-80 in Solano County. The new WB I-80 Truck Scales will be relocated 0.7 mile east from its current location and will provide a new braided offramp connection and new entrance ramp connection to/from Westbound I-80. Direct access to the facility will also be provided from westbound State Route 12 (East). The new facility will have the capacity to inspect all westbound I-80 trucks passing the facility 24 hours per day, seven days a week.		
LONP Phase	LONP Amount (in \$1,000s)	LONP Approval Date
PS&E	\$5,268,000	28-Apr-21
Scope - Activities eligible for future allocation and reimbursement if RM3 funds become available		
The LONP preserves future RM3 eligibility for costs related to the final design of the I-80 Westbound Truck Scales project incurred after the LONP approval date.		
Conditions - In addition to the successful outcome of RM3 litigation, eligibility for future allocation and reimbursement is conditioned upon the following:		
1	The LONP is conditioned on the California Transportation Commission approving the STIP amendment to include \$5.268M in STIP funds for the final design phase of the I-80 Westbound Truck Scales project.	



Regional Measure 3

Letter of No Prejudice Project Summary

Project Funding Plan and Schedule

RM3 Project Number	22
Project Title	I-80 Westbound Truck Scales
RM3 Replacement Funding Source	State Transportation Improvement Program (STIP) Funds

Project Funding Plan				Project Schedule	
Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV				Oct-02	Dec-12
	ENV Subtotal		\$ -		
PSE	STIP Funds (RM3 Replacement)	No	\$ 5,268	Jun-21	Jun-24
	SB1 Trade Corridor Enhancement Program	Yes	\$ 24,002		
	PSE Subtotal		\$ 29,270		
ROW	Regional Measure 3	No	\$ 40,000	Jan-23	Jun-24
	ROW Subtotal		\$ 40,000		
CON	Regional Measure 3	No	\$ 54,732	Dec-24	Dec-27
	Future Funds	No	\$ 118,268		
	Regional Measure 3 (Landscaping)	No	\$ 5,000		
	CON Subtotal		\$ 178,000		
Capital Funding Total			\$ 247,270		



Regional Measure 3

Letter of No Prejudice Project Summary

Project Information

RM3 Project Number	20.1	
Project Title	US-101 Marin-Sonoma Narrows (Marin Segment)	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Transportation Authority of Marin (TAM)		TAM / Caltrans
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(20) Highway 101-Marin/Sonoma Narrows. Construct northbound and southbound high-occupancy vehicle lanes on Highway 101 between Petaluma Boulevard South in Petaluma and Atherton Avenue in Novato. The project sponsors are the Transportation Authority of Marin and the Sonoma County Transportation Authority. One hundred twenty million dollars (\$120,000,000).	\$120,000	
Sponsor Programming and LONP Request Action		
The TAM Board approved TAM Resolution No. 2021-05 on 4/22/2021 , approving a \$80,878,000 RM3 LONP request. TAM will use local option sales tax (Measure AA), SB1 Local Partnership Formulaic Program, SB1 Solutions for Congested Corridor Program, STIP funds, and MTC-loaned federal discretionary funds to construct the project.		
Detailed Project Description		
Marin-Sonoma Narrows (MSN) Contract B7 Project will widen US 101 to construct a southbound HOV lane from 0.3 miles south of the Marin/Sonoma County line to just south of the Franklin Avenue Overhead (6.0 miles), and a northbound HOV lane from 1.7 miles north of Atherton Avenue Overcrossing to 0.3 miles south of the Marin/Sonoma County line (3.5 miles). The MSN Contract B8 will relocate all the necessary overhead utilities outside of the freeway ROW, provide additional Class II bike lanes and address all remaining access control issues along this project segment.		
LONP Phase	LONP Amount (in \$1,000s)	LONP Approval Date
CON	\$80,878	28-Apr-21
Scope - Activities eligible for future allocation and reimbursement if RM3 funds become available		
The LONP preserves future RM3 eligibility for costs related to the construction phase of the MSN project incurred after the LONP approval date.		
Conditions - In addition to the successful outcome of RM3 litigation, eligibility for future allocation and reimbursement is conditioned upon the following:		
1	Reimbursement subject to executed funding agreement between MTC and TAM defining terms and conditions of MTC loan of federal discretionary funding to TAM for the US-101 Marin-Sonoma Narrows project.	

2	LONP reimbursement of MTC Federal STP/CMAQ funds from BATA to TAM shall be repaid to MTC and deposited into the Exchange Fund Program (Res. 3989) for further distribution via the One Bay Area Grant (OBAG) framework.
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Regional Measure 3

Letter of No Prejudice Project Summary

Project Funding Plan and Schedule

RM3 Project Number	20.1
Project Title	US-101 Marin-Sonoma Narrows (Marin Segment)
RM3 Replacement Funding Source	Sales Tax, STIP, and MTC Federal Funds

Project Funding Plan				Project Schedule	
Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV				Apr-01	Oct-09
	ENV Subtotal		\$ -		
PSE	TAM Local Funds	Yes	\$ 4,800	Nov-17	Dec-20
	SB1- Local Partnership Program	Yes	\$ 500		
	Federal Surface Transportation Block Grant Pgm	Yes	\$ 2,000		
	PSE Subtotal		\$ 7,300		
ROW	TAM Local Funds	Yes	\$ 245	Dec-20	May-23
	TAM Local/LPP Funds (RM3 Replacement)	Yes	\$ 7,100		
	ROW Subtotal		\$ 7,345		
CON	SB1- Solutions for Congested Corridors Pgm	No	\$ 40,118	Jun-21	Dec-23
	MTC Fed. STP/CMAQ/FHIP Funds (RM3 Replcmt)	No	\$ 75,651		
	TAM Local Funds (RM3 Replacement)	No	\$ 4,105		
	STIP Funds (RM3 Replacement)	No	\$ 1,122		
	CON Subtotal		\$ 120,996		
Capital Funding Total			\$ 135,641		



Regional Measure 3

Letter of No Prejudice Project Summary

Project Information

RM3 Project Number	2.1	
Project Title	I-80 Express Lanes in Solano County	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Solano Transportation Authority (STA)		STA / Caltrans
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(2) Bay Area Corridor Express Lanes. Fund the environmental review, design, and construction of express lanes to complete the Bay Area Express Lane Network, including supportive operational improvements to connecting transportation facilities. Eligible projects include, but are not limited to, express lanes on Interstate 80, Interstate 580, and Interstate 680 in the Counties of Alameda and Contra Costa, Interstate 880 in the County of Alameda, Interstate 280 in the City and County of San Francisco, Highway 101 in the City and County of San Francisco and the County of San Mateo, State Route 84 and State Route 92 in the Counties of Alameda and San Mateo, Interstate 80 from Red Top Road to the intersection with Interstate 505 in the County of Solano, and express lanes in the County of Santa Clara. Eligible project sponsors include the Bay Area Infrastructure Financing Authority, and any countywide or multicounty agency in a bay area county that is authorized to implement express lanes. The Metropolitan Transportation Commission shall make funds available based on performance criteria, including benefit-cost and project readiness. Three hundred million dollars (\$300,000,000).	\$300,000	
Sponsor Programming and LONP Request Action		
The Solano Transportation Authority approved Resolution No. 2021-05 on 3/10/2021 , approving a \$101,700,000 RM3 LONP request. STA will use SB1 Trade Corridor Enhancement Program, STIP funds, and MTC-loaned federal discretionary funds to construct the project.		
Detailed Project Description		
The proposed project will construct managed lanes on westbound and eastbound I-80 to reduce public transit travel times, increase vehicle and passenger throughput, and decrease congestion. From Red Top Road to just east of Air Base Parkway, the project will convert the existing high-occupancy vehicle (HOV) lanes to express lanes. From just east of Air Base Parkway to east of I-505, the project will widen I-80 to accommodate managed lanes. The project will install static and dynamic overhead signs, electronic tolling equipment, median lighting, toll collection subsystems, electrical and communication conduits, and traffic control devices. The project will also extend an existing multiuse (Class I) trail across I-80 at Ulatis Creek. The project corridor is approximately 18 miles.		
LONP Phase	LONP Amount (in \$1,000s)	LONP Approval Date
CON	\$101,700	28-Apr-21
Scope - Activities eligible for future allocation and reimbursement if RM3 funds become available		
The LONP preserves future RM3 eligibility for costs related to the construction of the I-80 Express Lanes project incurred after the LONP approval date.		
Conditions - In addition to the successful outcome of RM3 litigation, eligibility for future allocation and reimbursement is conditioned upon the following:		
1	Reimbursement subject to executed funding agreement between MTC and STA defining terms and conditions of MTC loan of federal discretionary funding to STA for the I-80 Express Lanes project.	

2	LONP reimbursement of MTC Federal STP/CMAQ funds from BATA to STA shall be repaid to MTC and deposited into the Exchange Fund Program (Res. 3989) for further distribution via the One Bay Area Grant (OBAG) framework.
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Regional Measure 3

Letter of No Prejudice Project Summary

Project Funding Plan and Schedule

RM3 Project Number	2.1
Project Title	I-80 Express Lanes in Solano County
RM3 Replacement Funding Source	MTC Federal Discretionary Funds, STIP Funds

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	Toll Funds	Yes	\$ 10,900	Jan-11	Dec-15
	ENV Subtotal		\$ 10,900		
PSE	Toll Funds	Yes	\$ 18,400	Jan-16	Jun-21
	PSE Subtotal		\$ 18,400		
ROW	Toll Funds	Yes	\$ 3,200	Jan-17	Apr-21
	ROW Subtotal		\$ 3,200		
CON	SB1 Trade Corridor Enhancement Program	No	\$ 123,400	Sep-21	Dec-24
	MTC Federal STP/CMAQ (RM3 Replacement)	No	\$ 99,841		
	STIP Funds (RM3 Replacement)	No	\$ 1,859		
	STIP Funds (Not RM3 Replacement)	Yes	\$ 17,300		
	CON Subtotal		\$ 242,400		
Capital Funding Total			\$ 274,900		